



**Woolloongabba
Urban Development Area
Submitted Development Scheme**

Woolloongabba Urban Development Area Development Scheme

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1.1 The Urban Land Development Authority

The Urban Land Development Authority (ULDA) is a statutory authority under the *Urban Land Development Authority Act 2007* (the Act) and a key element of the Queensland Housing Affordability Strategy.

The role of the ULDA is to facilitate:

- (i) the availability of land for urban purposes
- (ii) the provision of a range of housing options to address diverse community needs
- (iii) the provision of infrastructure for urban purposes
- (iv) planning principles that give effect to ecological sustainability and best practice urban design
- (v) the provision of an ongoing availability of affordable housing options for low to moderate income households.

The ULDA works with local governments, community, local landowners and the development industry to deliver commercially viable developments that include diverse, affordable, sustainable housing and uses best-practice urban design principles.

1.2 Urban Development Area

The Woolloongabba Urban Development Area (UDA) was declared by regulation by the Minister for Infrastructure and Planning on 23 April 2010.

1.3 Purpose of the development scheme

The Woolloongabba UDA Development Scheme (the scheme) has been prepared in accordance with the Act and is applicable to all development on land within the boundaries of the UDA. It is a statutory instrument and has the force of law.

The purpose of the development scheme is to establish the overall intentions for development of the UDA as well as identify a broad range of requirements applicable to proposed development.

From the date of approval, the scheme replaces the Interim Land Use Plan for the UDA which commenced upon declaration.

1.4 Elements of the development scheme

The Woolloongabba UDA Development Scheme consists of:

- » a land use plan
- » an infrastructure plan
- » an implementation strategy.

The land use plan regulates development and states the preferred form of development in the UDA.

The infrastructure plan details the infrastructure necessary to support the land use plan for the UDA.

The implementation strategy describes other strategies and mechanisms that the ULDA will use to complement the land use plan and infrastructure plan to achieve the planning outcomes for the UDA.

2.1 Location

The Woolloongabba UDA occupies a 10.25 hectare site in a highly visible inner-city location only 2 kilometres from the CBD. The Pacific Motorway passes through the UDA which is bounded by several major roads - Vulture Street to the north, Main Street to the east and Stanley Street to the south - all of which are heavily trafficked. Allen Street is included within the UDA along the western boundary.

The UDA has been identified as the preferred location for a new underground station as part of the Cross River Rail project. Investigations are also underway into the possibility of incorporating the railway station into a major integrated rail-bus interchange. This interchange would provide opportunities to transfer between the rail services and numerous bus services radiating out from the site along the South East Busway, the Captain Cook Bridge, Vulture Street, Stanley Street and Main Street.

Combined with its inner-city location, proximity to a number of significant destinations including the CBD, Mater Hospital precinct, South Bank and the Gabba stadium, and adjacency to the Pacific Motorway and South East Freeway Bikeway, the Woolloongabba UDA will boast one of the highest levels of accessibility in the city. The boundaries of the Woolloongabba UDA are shown on Map 1.

Existing development on the UDA is predominantly low intensity development

comprising the Goprint and Landcentre buildings. Large parts of the site are also taken up by Leopard Street, a number of access ramps associated with the Pacific Motorway and the existing busway and Woolloongabba bus station (which will ultimately be replaced by the proposed rail and bus interchange). These existing uses under utilise the site which provides a major brownfield redevelopment opportunity to accommodate some of South East Queensland's rapid population and employment growth.

This potential has been recognised in a number of strategic planning documents including the SEQ Regional Plan 2009-31, the River City Blueprint (a joint planning initiative of the State Government and Brisbane City Council focussing on a 5 km radius of the CBD) and the draft Kangaroo Point South Renewal Strategy which acknowledges the UDA as "a once in a generation opportunity to deliver a truly urban and mixed use outcome that stitches the Kangaroo Point South Renewal Area to the ... Woolloongabba Central area".

The redevelopment of the UDA presents

a number of challenges, in particular the challenge of developing a vibrant attractive community on a site that is heavily impacted by traffic on the surrounding major roads, and the Pacific Motorway.

Existing key routes and linkages need to be maintained while at the same time "freeing up" sufficient land for a mixed-use community. The proposal for a major public transport interchange in the centre of the site also poses short-term planning and development challenges along with significant longer-term benefits and opportunities.

Map 1: Woolloongabba UDA boundary



Produced by the Urban Land Development Authority (ULDA) 2010
Map is intended for illustration purposes only and unless stated is not to scale.

2.2 Vision

The Woolloongabba UDA's high level of accessibility provides a unique opportunity to develop the site as a key southern 'gateway' into the city.

The UDA will be a high quality mixed-use community focussed around a strategic public transport hub, and demonstrating best practice outcomes in sustainability and sub-tropical design.

The transport hub will service the Gabba stadium, the Mater Hospital health precinct and a local catchment including high density transit oriented development on the UDA site and surrounding areas. The transport hub will also provide transit interchange opportunities for a much larger catchment extending as far as the Gold and Sunshine Coasts.

The Woolloongabba UDA also presents an opportunity to create a community 'heart' that services and connects the Kangaroo Point South and Woolloongabba communities.

A community heart

The Woolloongabba UDA will be the primary focus for the Kangaroo Point South and Woolloongabba communities. In part this will be achieved through the high level of accessibility provided by the proposed public transport interchange. The UDA will provide an interlinked network of parkland, plazas and pedestrian walkways and spaces that will attract people from surrounding areas.

These parks and other civic spaces will provide opportunities for informal recreation and interaction, and also cater for community markets and other events that make a positive contribution to the identity and cohesion of the local community.

Development along the Stanley Street frontage is intended to reinforce and complement the existing retail and commercial development and the scale of the heritage buildings on the southern side of Stanley Street to provide a genuine 'main street' for the community.

It is also intended that the UDA will accommodate a range of community and cultural facilities and services that will meet both local and wider community needs.

A transit oriented community

The Woolloongabba UDA will prioritise walking, cycling and public transport use over the private car. This will be achieved through the provision of high quality pedestrian and cyclist facilities within the site that provide direct access to the proposed public transport interchange and link effectively to the surrounding networks including the South East Freeway Bikeway.

Relatively low levels of on-site car parking will be permitted consistent with the site's status as one of the most accessible active and public transport locations in Queensland. The UDA will encourage innovative and practical proposals to further this objective including the provision of 'car share' schemes, multiple use of car parking and

similar initiatives on the site.

The land use pattern promotes a mix of high density uses and activities that will minimise the need for trips outside the local area, and ensures maximum accessibility to and use of the proposed major investments in public transport infrastructure.

Development in the UDA will be required to ensure that the movement of patrons along the multiple pedestrian routes between the Gabba stadium and the public transport interchange is not unduly impeded. This may require the use of creative solutions such as rollover kerbs, multiple use of roadway space and moveable street furniture.

A vibrant mixed-use community

Mixed use development comprising residential and employment uses with supporting retail, community and cultural facilities will ensure that the UDA is active for much of the day.

Development will be required to provide activated ground floor street frontages in key areas including along Stanley Street, along the main pedestrian walkways and around the central urban park and plaza areas to provide a busy and attractive urban environment.

This will be complemented by design requirements that ensure these areas are overlooked by adjoining buildings to provide a secure environment for residents and visitors.

A network of parks, plazas and other

pedestrian areas will provide multiple opportunities for casual interaction or participation in community events such as markets and fairs. These spaces will also accommodate patrons before and after major events at the Gabba stadium. At these times the public areas of the UDA will have a vibrant festival atmosphere.

A diverse community

The Woolloongabba UDA will provide housing choices catering for a wide spectrum of the community through a variety of designs and price points as well as home ownership and rental options.

Specific initiatives will deliver housing that is affordable for low to moderate income households, and universal housing that is suitable for people with mobility problems.

The UDA will encourage a variety of permanent and short-term accommodation that makes optimum use of the site's high accessibility.

The Woolloongabba UDA will accommodate in the order of 2000 new dwellings. These could include housing for key workers in the Mater Hill health precinct, accommodation for hospital patients and their families including 'step down' accommodation, housing for young professionals and others working in the CBD and inner south, student accommodation and apartments for local residents to meet the changing needs of the local community.

A sustainable, sub-tropical community

The Woolloongabba UDA will be an exemplar for best practice urban sustainability outcomes in a sub-tropical environment. Some of the desired sustainability outcomes are intrinsic in the site's high levels of public transport accessibility and the transit supportive high density mixed use development. Some of the sustainability outcomes will be achieved through the priority that the site layout gives to pedestrian and cyclist access.

In addition to these intrinsic outcomes, development on the site will demonstrate best practice outcomes in energy efficiency, water use, climate change and climate responsive design.

2.3 Structure Plan

The structure plan (refer to Map 2) for the Woolloongabba UDA illustrates the following key elements:

A major public transport interchange at the heart of the UDA incorporating a Cross River Rail station and integrated bus interchange. The public transport interchange will provide opportunities to transfer between the rail services and numerous bus services radiating out from the site.

A central core of parkland and urban plaza areas providing gathering places and accommodating a range of community and recreational activities.

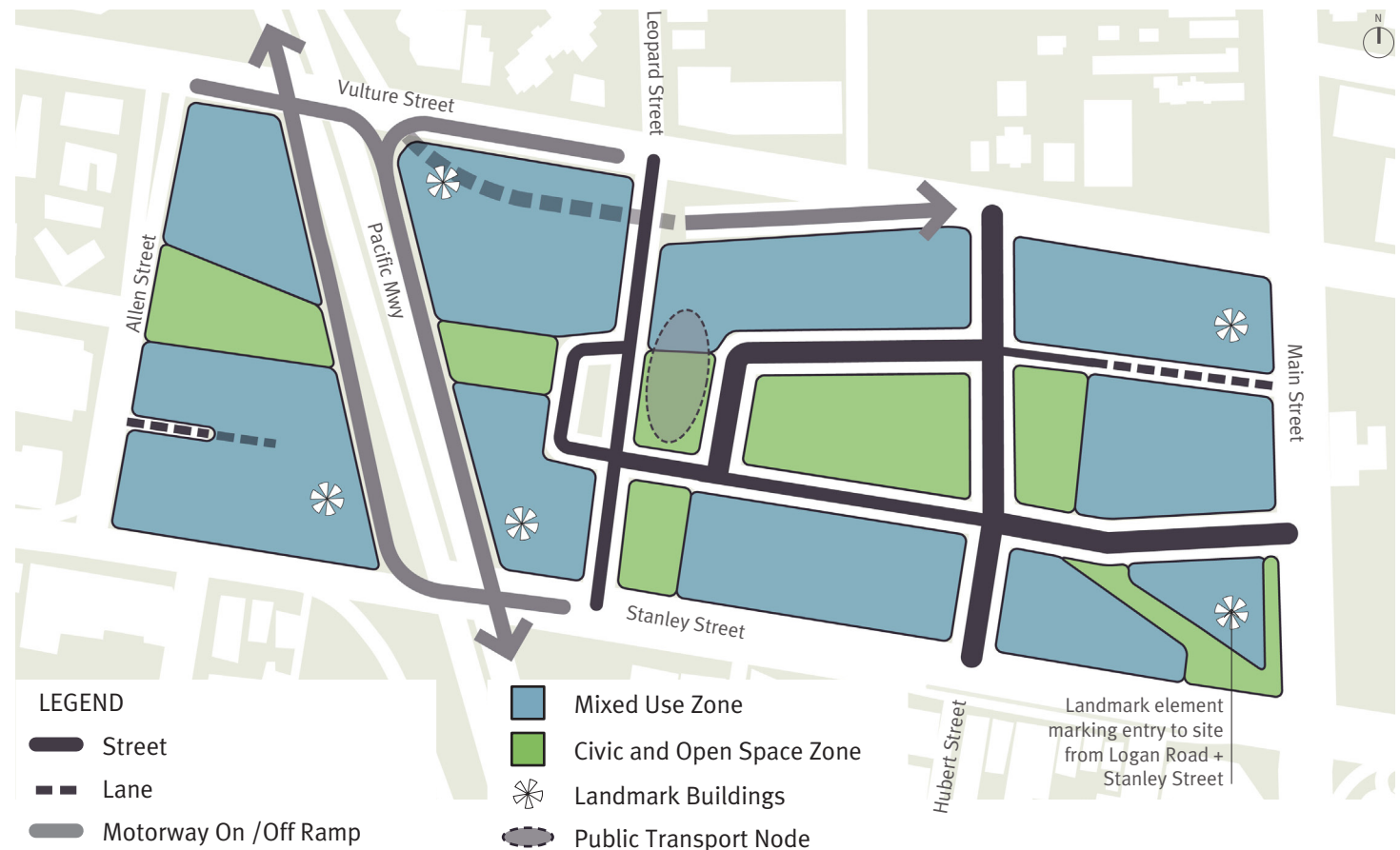
High density development of predominantly

20-30 storeys to support the significant investment in public transport infrastructure on most of the site, with higher density development in the areas with highest accessibility in the immediate station precinct, and in the north-west quarter of the site which affords attractive river and CBD views from upper levels.

The Structure Plan identifies five landmark building elements at key locations within the UDA. Landmark buildings are intended to identify main entry points and approaches. Landmark buildings should respond to the local context and be characterised by high quality design that makes a positive contribution to the urban form of the city.

3.1 Purpose of the land use plan

Map 2: Woolloongabba UDA Structure Plan



Produced by the Urban Land Development Authority (ULDA) 2010
Map is intended for illustration purposes only and unless stated is not to scale.

The purpose of the land use plan is to regulate development and state the preferred form of development within the Urban Development Area (UDA).

Figure 1 details the components of the land use plan and explains their relationship to each other.

3.2 Development assessment procedures

3.2.1 Land use plan outcomes

The land use plan:

- (i) identifies the vision for the Woolloongabba UDA and
- (ii) states the requirements for carrying out development to achieve the vision for the UDA.

3.2.2 UDA vision

The vision:

- (i) seeks to achieve for the UDA the purposes of the Act
- (ii) provides the basis for the UDA development requirements.

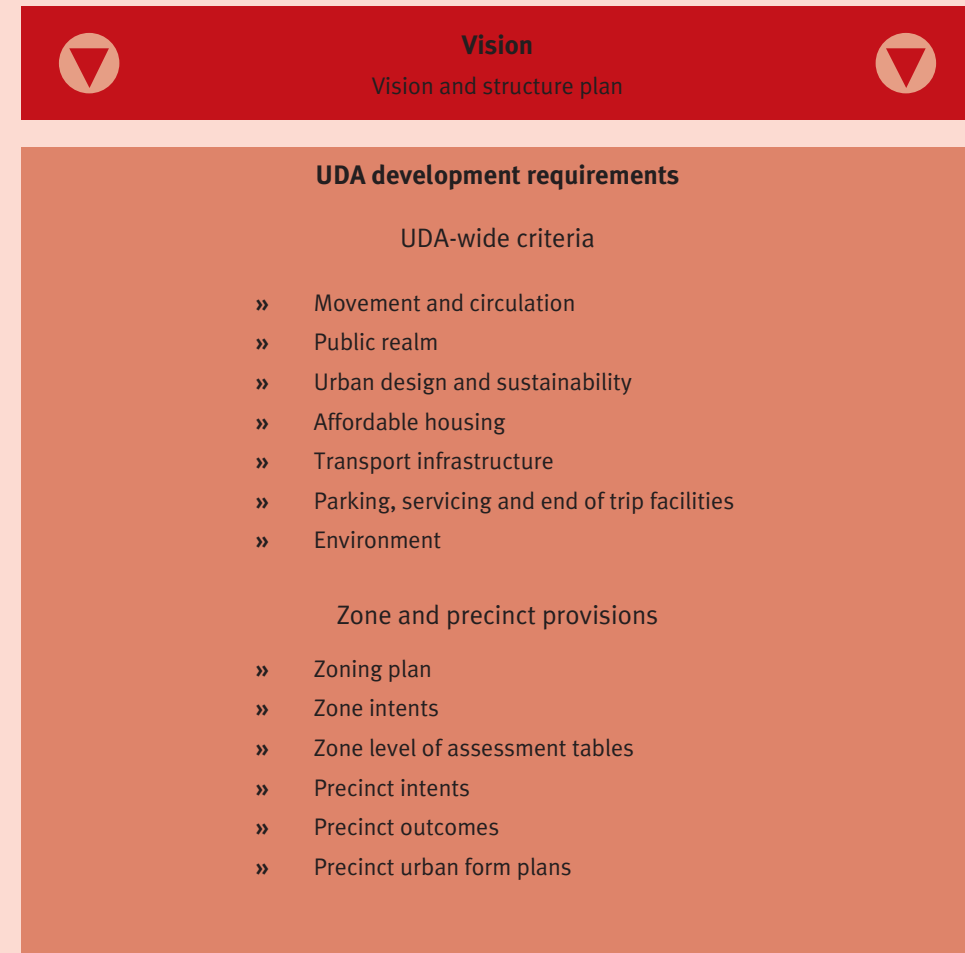
The UDA vision is spatially represented in Map 2: Woolloongabba UDA structure plan.

3.2.3 UDA development requirements

The UDA development requirements are expressed through:

- (i) development criteria for the whole UDA (UDA-wide criteria)
- (ii) Woolloongabba UDA Structure Plan
- (iii) development provisions for a specific zone (zoning plan, zone intents, and level of assessment tables), and
- (iv) development provisions for a specific precinct (precinct intents and precinct outcomes including urban form plans, but excluding the illustrative sections in Figures 3, 4, and 6 to 11).

Figure 1: Components of the land use plan and their relationship



3.2.4 Levels of assessment

The levels of assessment for the carrying out of development for the UDA are specified in the land use plan in the relevant level of assessment table which states in:

- (i) column 1, UDA exempt development
- (ii) column 2, UDA self assessable development (self assessable development)
- (iii) column 3A, UDA assessable development which is not prohibited (permissible development)
- (iv) column 3B, UDA assessable development which is prohibited (prohibited development).

3.2.5 Development consistent with the land use plan

Self-assessable development which complies with applicable development requirements is consistent with the land use plan.

Permissible development is consistent with the land use plan if:

- (i) the development complies with the UDA development requirements, or
- (ii) the development does not comply with the UDA development requirements but:
 - » the development does not conflict with the vision for the UDA, and
 - » there are sufficient grounds to approve the development despite the non compliance with the UDA

development requirements.

Otherwise, the permissible development is inconsistent with the land use plan and must be refused.

Identification of development as permissible development does not mean that a UDA development approval (with or without conditions) will be granted.

Permissible development requires a UDA development application to be lodged with the Urban Land Development Authority (ULDA) for assessment and decision. Approval is required for permissible development to be undertaken.

Prohibited development is inconsistent with the land use plan.

Prohibited development may not be carried out in the UDA.

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

- » superior design outcomes
- » overwhelming community need.

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

3.2.6 Consideration in principle

The ULDA may accept, for consideration in principle, a proposed UDA development application (application for consideration in principle).

The ULDA will consider the application for consideration in principle and may decide the following:

- (i) whether it supports the application, with or without qualifications that may amend the application
- (ii) whether it opposes the application
- (iii) whether it cannot accept the proposal until a detailed assessment is made and those details should be the subject of a UDA development application, or
- (iv) whether it has no established view on the proposal and no indication of support or opposition can be given at that time.

The ULDA when considering a UDA development application:

- (i) is not bound by any decision made regarding an application for consideration in principle
- (ii) may give such weight as it considers appropriate to the decision in respect of the application for consideration in principle.

3.2.7 Land not included in a zone

This section applies to land which is not shown in the land use plan as being included in a zone (unallocated land).

Where the unallocated land is adjoined by land included in the same zone, the unallocated land is deemed to be included in that zone.

Where the unallocated land is adjoined by land included in different zones, the

unallocated land is deemed to be included in those zones with the centreline of the unallocated land being the boundary between the zones.

3.2.8 Notification requirements

A UDA development application will require public notification if the development application is for a use, or of a size or type which, in the opinion of the ULDA, warrants public notification.

3.2.9 Relationship with local government planning scheme and SPA

This development scheme replaces the Woolloongabba Interim Land Use Plan (ILUP).

Unless this development scheme specifically applies a provision of a planning instrument or a plan, policy or code made under the *Sustainable Planning Act 2009* (SPA) or another Act, the development scheme prevails to the extent of any inconsistency with those instruments.

3.3 UDA-wide criteria

The following criteria apply to all UDA assessable and self-assessable development in the Woolloongabba UDA. To the extent that they are relevant, they are to be taken into account in the preparation of UDA development applications and the assessment of those applications by the ULDA.

The UDA-wide criteria should be read with the relevant statements of zone and precinct intent.

The infrastructure plan and implementation strategy may include further information which should be taken into account in design and project feasibility planning for development proposals.

The Woolloongabba UDA-wide criteria cover the following topics:

- » movement and circulation
- » public realm
- » urban design and sustainability
- » affordable housing
- » transport infrastructure
- » parking, servicing and end of trip facilities
- » environment.

For more detail on how to comply with the requirements listed below refer to guidelines issued by the ULDA¹.

3.3.1 Movement and circulation

Priority should be given to pedestrian, cycle and public transport modes, over private vehicle use. This priority applies both to movement within the UDA and access to the UDA.

Development within the UDA must contribute to a network of pedestrian and cycle-safe roads and highly interconnected, attractive and efficient bikeways that give a choice of routes connecting major activity nodes with each other and also linking them to residential areas. Refer to Map 3: Woolloongabba UDA Movement and Circulation Plan.

The proposed alterations to the external road network shown on Map 3 (and identified in the Infrastructure Plan) may be modified based on the findings of more detailed traffic modelling, planning and design work which will be undertaken by the Department of Transport and Main Roads in cooperation with Brisbane City Council as part of an integrated transport study for the Woolloongabba UDA and environs. The changes should maintain the integrity of the movement and circulation principles and concepts that underpin the development scheme. Development within the UDA will be required to be consistent with any approved plans for the external road network.

Development must be designed to give high priority to connectivity, directness of route and facilities by:

- » providing access to existing and

proposed pedestrian and cycle networks including facilities forming part of the Brisbane City Council's CityCycle scheme

- » prioritising pedestrian and cycle movements over vehicle movements.

The UDA will provide convenient, high quality pedestrian and cycle access both within the site and to adjoining areas. The key elements of this network include:

- » A two-way, 4.5 metre wide, off road cycle path along the Stanley Street frontage of the site linking to the South East Freeway Bikeway and allowing for future connections to Brisbane City Council's bikeway network. This link extends to the west along Stanley Street to the Annerley Road intersection to connect with existing on-road cycle lanes.
- » A two-way, 3 metre wide, off road cycle path linking Stanley Street to Leopard Street / River Terrace and to the main entry to the public transport interchange.
- » Wide pedestrian friendly footpaths on all major road frontages including along the north side of Stanley Street between the Morrison Hotel and Leopard Street. Stanley Street is intended to be the main link between the Woolloongabba Core / Logan Road and Mater Hospital precincts, and provide direct pedestrian and cyclist access to the entry plaza and proposed public transport interchange.
- » A permeable low-traffic environment within the site which, in combination with a number of pedestrian laneways, will

provide multiple routes for pedestrian and cycle movements within and to the UDA. The main pedestrian routes will be flanked by retail and similar activities to provide safe, active environments. The indicative widths of the pedestrian laneways are shown on Map 3.

- » Pedestrian plazas in front of major public transport interchange entrances to facilitate pedestrian and cyclist movements, and for additional crowd movement and storage capacity following major events at the Gabba stadium.

Key pedestrian routes including the Stanley Street frontage and around the central park and urban plaza will be characterised by active ground floor frontages. These frontages will be the primary locations for retail, entertainment, community and cultural land uses. The area around the Morrison Hotel will be one of several attractive pedestrian friendly areas along the Stanley Street frontage.

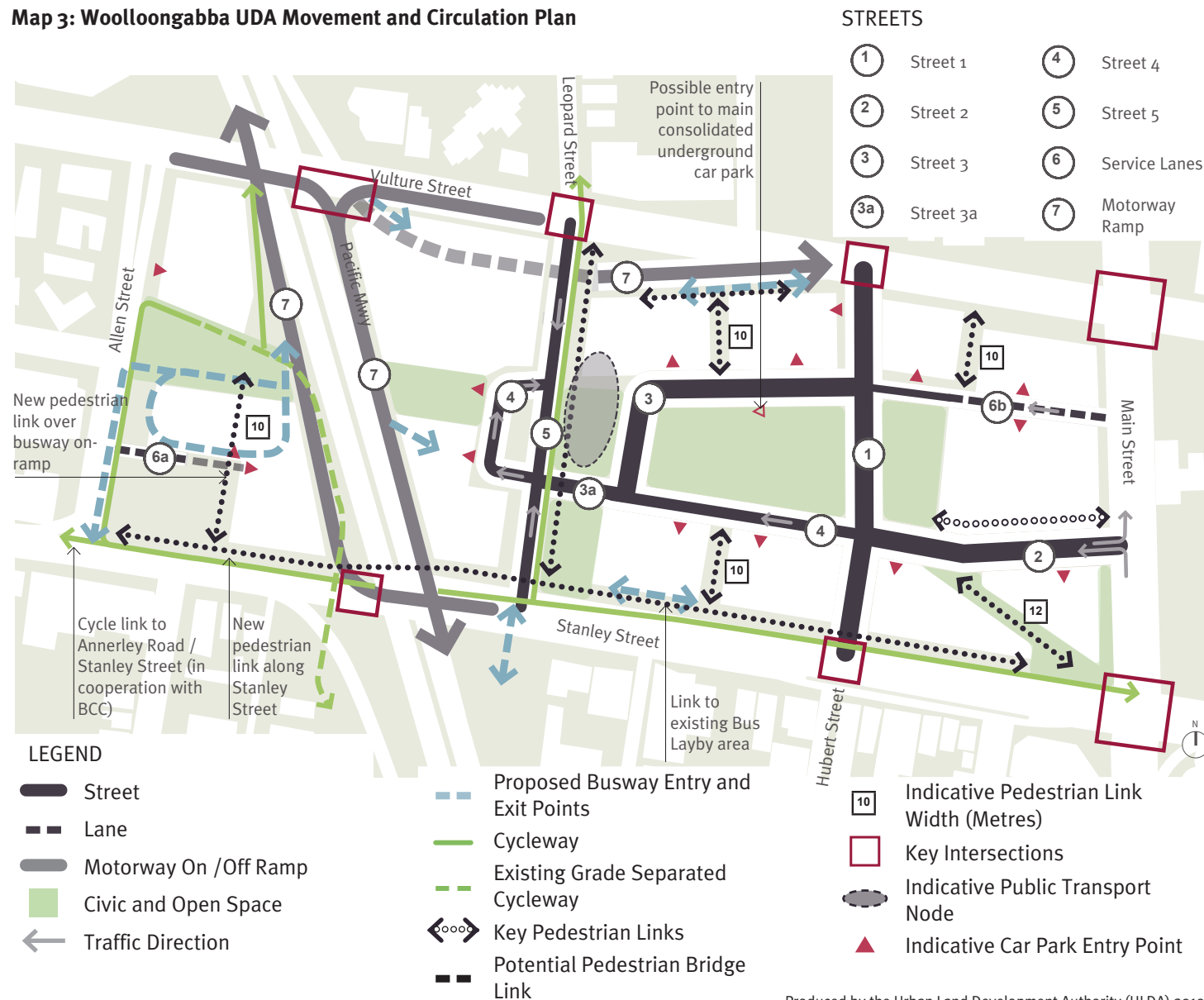
Map 3 presents the main elements of the internal road network and also shows the proposed bus connections that will link into the proposed public transport interchange in the centre of the site. The public transport interchange requires further detailed investigation, planning and design so only the external linkages can be shown with a reasonable degree of confidence.

The road network within the UDA will be substantially altered, predominantly by relocating some roads closer to the Pacific

¹ Including ULDA Affordable Housing Strategy and the Accessible Housing and Sustainable Development guidelines.

Note: Streets are two-way unless indicated otherwise.

Map 3: Woolloongabba UDA Movement and Circulation Plan



Motorway to reduce the impact of vehicle movements on the local community, allow for enhanced pedestrian and cyclist accessibility, and provide more land for development purposes including the land required for the proposed public transport interchange and open space.

The internal road pattern has one main north south link between controlled intersections on Stanley and Vulture Streets providing access to an east-west oriented internal circulation network. This east-west orientation will enable pedestrian movements between the public transport interchange and the Gabba stadium to percolate through the site as well as along the Stanley and Vulture Street frontages.

The key elements of the internal road network are described below and shown in the illustrative sections in Figure 2.

Street 1

Street 1 is the main access street for the UDA providing direct connection to both Stanley and Vulture Streets. This is a two-way street with a reserve width of 26 metres providing two lanes of two-way movement in peak times with the possibility of on-street parking off peak. It is envisaged as a tree lined active street, busy with pedestrians, cyclists and short term retail parking. This street is the key movement corridor in the UDA and will accommodate significant flows of vehicles and pedestrians.

Signalised intersections control both ends of Street 1 incorporating pedestrian crossings.

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Access to Street 1 from Vulture Street will be managed to ensure it does not become a 'short cut' for through traffic between Vulture and Stanley Streets. Direct vehicle access from Street 1 to adjoining development parcels should be limited to left in - left out and strictly controlled.

While the traffic volume will be high, the target speed limit is 40kph.

Building awnings will provide consistent protection for pedestrians. Street trees will line both sides of the street and help provide separation between pedestrian and vehicle movement and soften the space.

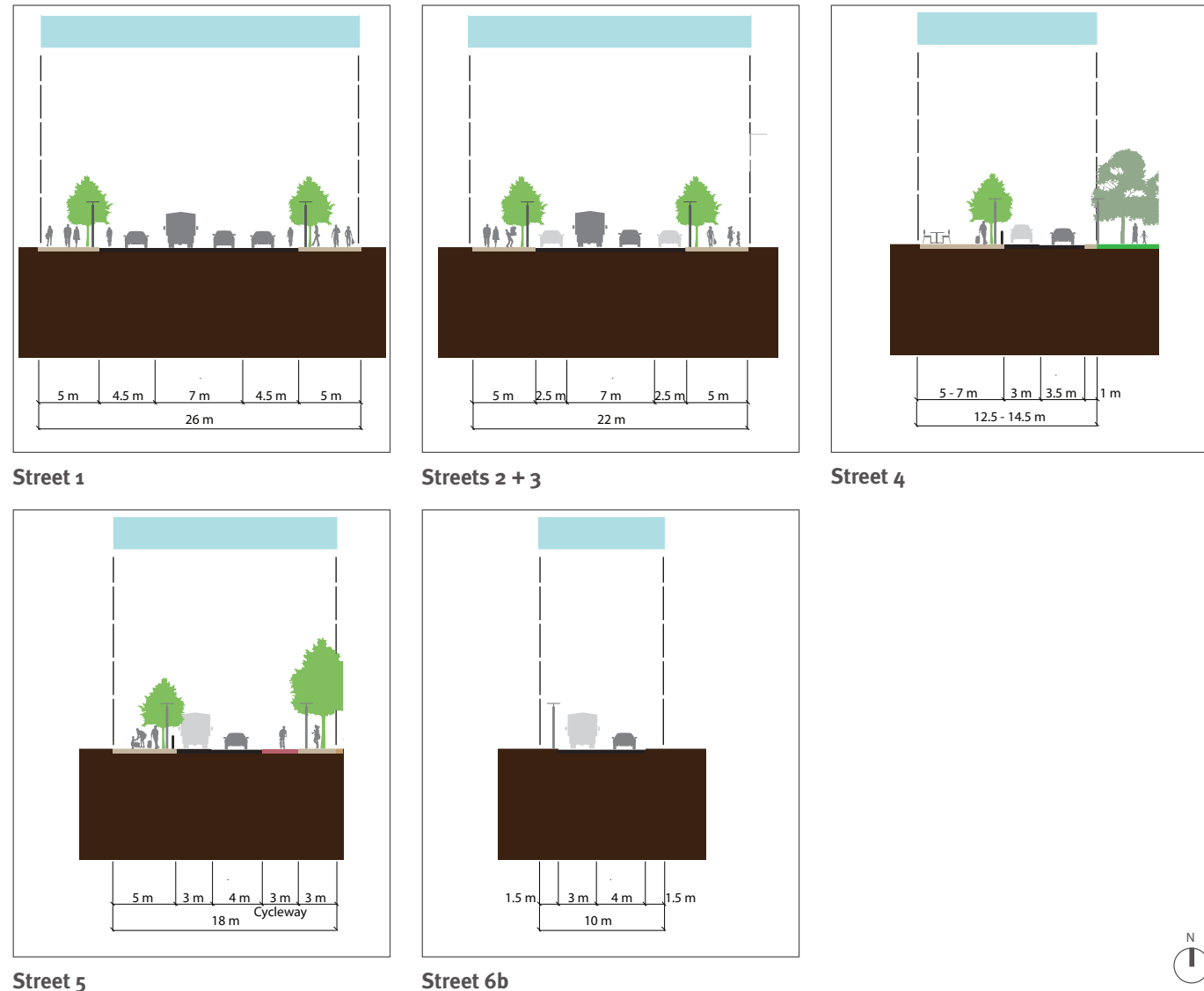
Street 2

Street 2 connects Street 1 with Main Street. Access from Main Street is left in/left out only and is not intended to be signalised. This is a two-way street with a reserve width of 22 metres providing opportunities for on-street parking and street trees.

Street 2 will play a combined role in conveying vehicles as well as pedestrian traffic through the UDA. The street aligns with the northern end of the park opposite to enable additional pedestrian connectivity to the public transport interchange during major events at the Gabba stadium. On-street parking may be raised to the same level as the footpath to enable greater pedestrian width during these events.

Mixed-use buildings line Street 2 with the ground floor of adjoining buildings activated by finer grain retail uses. A high quality and

Figure 2: Illustrative Street Sections



Produced by the Urban Land Development Authority (ULDA) 2010
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durable public realm combined with the absence of street furniture will facilitate pedestrian movement along this linkage.

Direct vehicle access to adjoining development parcels is available from Street 2. High pedestrian movements and moderate levels of vehicle movements characterise the movement function of this street. A target speed limit of 40kph is appropriate for Street 2.

Street 3 / 3a

Connects with Street 1 and provides internal vehicle access within the UDA. This is a two-way street with a reserve width of 22 metres providing opportunities for on-street parking. This street is also an important pedestrian linkage providing direct pedestrian access to the station plaza and access to the public transport interchange.

On the northern alignment of Street 3 are mixed-use residential and commercial buildings, activated on the ground plane through retail shops, cafes and other fine grain uses. The southern alignment defines the principal community space within the UDA. Direct access to development parcels is achieved off Street 3. Street 3 also provides set-down facilities for taxis and 'kiss and ride' adjacent to the public transport interchange.

Because this street has a high pedestrian and vehicle movement function there is an emphasis on the creation of comfortable pedestrian spaces with street trees, street furniture and public art. Traffic volumes will

generally be low to moderate with a target speed limit of 40kph.

Street 3a is similar to Street 3 but does not provide for on-street parking, and therefore has a reserve width of approximately 17 metres.

Street 4

Street 4 is essentially a one-way service lane with on-street parking providing access to buildings fronting Stanley Street on the southern side of the main open space area.

This street could be a shared pedestrian and vehicle zone having a consistent paving finish across the entire surface with only a small change in height delineating the vehicle movement lane. Raised on-street parking at the same level as the footpath enables greater pedestrian width during major events at the Gabba. A well detailed pedestrian realm characterises this space with high pedestrian movement and low vehicle movement. This street will incorporate on-street parking and street trees and have a target speed of 15 kph.

Street 5

Street 5 is formed by two one-way links that provide access into the site only. Egress from Street 5 is through connection with Street 3a. The northern end of Street 5 forms an intersection with Leopard Street / River Terrace. Right turns from Vulture Street into Street 5 are not intended.

Street 5 provides two important functions: the first being a means of access for

vehicles to the western areas of the UDA; the second is by providing additional pedestrian and cyclist access to the public transport interchange located in this part of the UDA. Street 5 completes a key link from River Terrace to the main entry to the public transport interchange and to the main pedestrian / cyclist route along Stanley Street.

The reserve width is typically 16 - 18 metres including a 3m wide cycleway and providing for loading and unloading within the service lane, with a target speed of 15kph.

Streets 6a and 6b

Street 6a is Jacob Lane which currently provides access to the Morrison Hotel and adjoining private land to the north. The redevelopment of the area around the Morrison Hotel may require Jacob Lane to be closed and a new access to the development created on or near the existing lane. This will be addressed as part of the detailed design for the new development. However it will be important to ensure that service access to the Morrison Hotel is maintained both during and after construction.

Street 6b is a one-way lane, between Main Street and Street 1, providing access for service vehicles and basement car parks. It has a reserve width of 10 metres allowing for one travel lane and parking space for service vehicles with narrow footpaths on both sides.

Street 6b is not intended to carry large volumes of pedestrians. This accessway exists to serve 'back of house' functions

for adjoining residential and commercial development.

3.3.2 Public realm

(a) Intent

The public realm of the Woolloongabba UDA is intended to create a range of high quality spaces with a strong sense of place and a rich variety of experiences.

The public spaces of the UDA will become the heart of the Woolloongabba community, with designs that are both active and vibrant. These spaces will provide opportunities for social development and interaction for local and surrounding communities.

The Woolloongabba UDA's public realm contains the following elements:

Pedestrian Realm

The pedestrian realm is the extent of pedestrian space around buildings and along street (footpaths) frontages, and denotes movement paths within the UDA. The pedestrian realm is not limited to public land but may also be located on privately owned land as pedestrian access ways and linkages between buildings or at the front or side setback of buildings where buildings are not built to the street alignment. These spaces are generally open and accessible to pedestrian movement 24 hours a day.

Plazas

Plazas are effectively more expansive elements of the pedestrian realm that provide opportunities for more than just pedestrian movement. They generally occur as an extension of the street footpath and

have one or two street frontages and two to three built edges. These spaces will utilise a similar design language to the footpath, with a continuation of paving style, street furniture, materials and planting palette. Plazas offer different types of usage to the pedestrian realm, with opportunities for community gatherings and civic activity - markets, busking, cultural entertainment, outdoor dining etc.

Parks

Parks are the main informal recreation and 'breathing' spaces within the UDA. Parks generally have road frontage on two or three sides and may be adjacent to, or connected to other community spaces in the UDA. Parks (and plazas) play an important role in the identity of the UDA providing key physical and visual links between different areas and activities. Parks have high amenity and provide a variety of shady spaces with a mix of hard paving, good lighting, lawns and gardens. They will function as places for informal passive recreation, including community gathering and entertainment events such as markets, concerts, performances, cultural entertainment, games and play. Parks may include a range of facilities such as kiosks and toilets.

(b) Design Guidelines

The high density, mixed use nature of the UDA and its role facilitating access to the major public transport interchange at the heart of the development mean that the design of the public realm will need to

consider and resolve a number of important design objectives.

There is a wide variety of public realm spaces within the UDA. The design of each space should reflect its unique character and opportunities within an overall public realm design strategy. The overarching public realm design objectives for the UDA are outlined below. Wherever practicable, the design of the public realm should also comply with relevant aspects of Brisbane City Council's Streetscape Design Guidelines.

Provide a memorable gateway

The development will be defined by its role as a major transport interchange and mixed use centre. The central park and plaza areas should create an attractive point of arrival and station threshold, where people can make an easy transition between the site and the public transport interchange.

Gateway spaces provide opportunities to meet and greet people upon arrival and departure. This includes providing enough space for queuing and marshalling on busy game days.

Provide a Public and Private Face

Specific parts of the public realm will need to respond to high volumes of use at different times. These parts of the public realm will need to provide clear, safe and direct routes to the public transport interchange, and be robust in the choice of materials and street furniture.

Plaza spaces within the UDA need to create

an environment that provides a more personal scale and is able to generate a sense of neighbourhood and identity, which allows residents to feel ownership of the area.

Use a Locally Distinctive and Limited Design Palette

Create a limited palette of materials which draws upon the history, character and features of Woolloongabba.

Determine a 'base palette', that unites the entire site, and within that base palette introduce 'accent' elements to provide local identity and interest.

Planting and shade

Streets and public spaces should be shaded to make walking comfortable year round. Opportunities for deep planting for large shade trees will be encouraged wherever practicable throughout the site.

Street trees are to:

- » Provide shade and comfort to pedestrian paths and plazas creating a continuous canopy of trees or awnings over footpaths along key pedestrian routes. Wherever practicable pedestrian walkways should be provided with a minimum of 50% natural shade cover;
- » Introduce colour and variety to the public domain by the use of flowering trees;
- » Comprise species that are sufficiently hardy to flourish in the difficult conditions which will frequently be above

underground structures;

- » Be of a scale and form that suits their location and complements the proposed building setbacks, street types and footpath widths.

Lighting

Lighting within the public realm should create an inviting night time character and provide wayfinding and safety on the ground plane. Lighting should be subtle and diffuse through the use of smaller scale light poles along pedestrian paths and streets providing down lighting. Up lighting of trees and other features should be located and designed to reduce light spill impacts on residential units.

Public Art

Public art should be provided to enrich the visual appearance and civic identity of the UDA. Artworks and art spaces should be integrated into the public realm and include elements that reflect the area's cultural diversity and heritage.

Preferred locations for artworks and art spaces should be areas where people gather, such as street corners, building entries, plazas and parks.

Where the ULDA requires a contribution for public artwork as part of development, applicants are to show any proposed artwork on streetscape works plans. The preferred nature and location of the artwork will be determined in conjunction with ULDA development officers to ensure its appropriate integration with other elements

of the public realm.

3.3.3 Urban design and sustainability

The form, type and arrangement of buildings, streets and public spaces within the Woolloongabba UDA must demonstrate good urban design and sustainability by addressing each of the elements contained in this section.

All elements of this section must be achieved to the greatest extent practical, having regard to each of the other elements.

(a) Placemaking

Development is to contribute to a sense of place by:

- » individually and collectively creating an attractive and appealing place for residents, workers and visitors
- » contributing to permeability of the site and the surrounding area
- » contributing to the legibility of the UDA
- » contributing to a public realm that is inclusive, accessible and safe
- » creating a positive relationship between public and private realms, in particular at street and first floor levels
- » contributing to a wide range and rich variety of activities and uses
- » providing opportunities for formal and informal gathering and interaction
- » connecting with the surrounding areas
- » encouraging pedestrian and cycle use

- » facilitating public transport access and use
- » helping to build and support a local economy
- » helping attract and retain a diverse population.

(b) Community safety and well-being

Crime Prevention through Environmental Design (CPTED) principles should underpin the design of all development within the UDA.

In particular, regard should be given to the *Crime Prevention through Environmental Design (CPTED) Guidelines for Queensland*.

Development is to incorporate appropriate safety features in line with current standards and best practice guidance including fire safety and emergency vehicle access.

All buildings, as well as public and private spaces are to be designed to be inclusive and accessible and comply with best practice standards .

(c) Building design

(i) General requirements

Buildings should have a distinct bottom, middle and roof. Buildings with continuous undifferentiated facades from top to bottom are not appropriate.

Building facades on Main and Vulture Streets may maintain a zero setback to these streets for the full height of the building provided that some form of differentiation is provided

between podium, middle and top. This may include changes in storey height, the inclusion of a building waist, changes in external materials and finishes and other similar treatments.

Buildings are to be well articulated with external balconies, doors and doorways, windows, shade and screening devices and outdoor planting.

External materials should not cause unreasonable glare.

Residential building design is to ensure adequate balcony size, adequate storage space, adequate room sizes and functional room relationships.

Regardless of height, buildings maintain a strong relationship with the street by defining the public realm through podiums or other facade elements.

Where residential uses are located above podiums, it is expected that the tower footprints will be smaller to provide roofspace for terraces, recreation facilities, roof gardens etc.

(ii) Sub-tropical design

Development is to be climatically responsive by employing appropriate design principles and strategies that ensure:

- » buildings are orientated to optimise seasonal solar gain and loss, taking into consideration major site views and vistas
- » building form allows for cross ventilation and supports a naturally ventilated and

comfortable environment

- » weather protection and sun shading (including eaves and overhangs) are incorporated into facades and roof forms to reduce direct solar heat and provide rain protection appropriate to each facade orientation
- » building design incorporates light and shade providing well detailed and articulated facades
- » outdoor/semi-outdoor living and 'indoor to outdoor' integration is provided by the use of balconies, courtyards, roof gardens and large windows creating open facades.

(iii) Visual and acoustic privacy

The Woolloongabba UDA is intended to be a high density development containing a mix of land uses, experiences and activities. The UDA will be home for a new residential community. Residential amenity should not be compromised because it is a high intensity development.

The design of buildings should take into consideration views, aspect and privacy of those residential developments adjoining. This is particularly important in dealing with above podium levels within the UDA. As a minimum there should be 18 metres between upper levels (balcony to balcony) where there is potential for overlooking. This separation will ensure privacy is maintained as well ventilation and solar access. Where there is no direct overlooking, upper levels may be a minimum of 9 metres apart.

(iv) Ground level design and detail

Ground floor levels should be designed to provide the flexibility to accommodate a range of uses and activities that may change as the UDA grows and matures. To achieve this, ground floors should have a minimum floor to ceiling height of 3.5 metres.

Ground level building elements are to introduce a variety of details and finishes.

Entries

Front entries to all buildings are to be emphasised through architectural and landscape treatment, pedestrian paths and awnings so as to be obvious without the need for signage, and address requirements for active frontages.

Screening and awnings

Buildings are to respond to local microclimatic conditions by incorporating appropriate weather protection, screening and shading structures to channel breezes, filter sunlight, block out night lighting and provide rain protection.

At street level, awnings are to be used to provide protection from sun and rain, unless a different requirement is specified for a particular precinct or sub-precinct. In particular:

- » awnings to primary active frontages must be continuous across the entire street alignment and extend over the footpath
- » awnings to other frontages need not necessarily be continuous but must

extend over the footpath for the width of the building's main entry

- » buildings on corners should provide an awning over the main entry on each frontage
- » for residential buildings where awnings are not provided, street trees are to provide protection from climatic conditions and separate pedestrians from traffic movement
- » screening may also be used for lower level balconies to increase privacy.

Storage and bin areas

Storage and bin areas should be contained within buildings and should not be visible from the public realm.

Building design and storage and bin areas must facilitate the efficient sorting and disposal of waste to maximise recycling opportunities.

Windows to retail tenancies

Window sills to ground floor frontages should be within 100 - 300 millimetres above the corresponding footpath level to allow flexibility of use for retail and other active uses. Floor levels should be as close as practicable to the adjoining footpath level.

Use of reflective glass in windows is not appropriate.

(v) Upper level detail

The upper levels of buildings must incorporate appropriate elements such as

overhangs and sun shading to detail the top of the building against the skyline.

Roof form

Roofs are to be appropriately designed to ensure plant and equipment is integrated with the overall roof design.

Varied roof forms, building heights and massing of elements are encouraged.

Innovative roof treatments such as 'green roofs' that provide environmental benefits and opportunities for outdoor activities (e.g. gardening, barbecues, sports facilities) will also be encouraged.

(vi) Private open space / balconies

All residential units must incorporate generous balconies or private open space, attached to major internal living areas and providing room for outdoor private activity. Balconies should be sized proportionately to the unit size and must not be less than 9m² with a minimum dimension of three metres. However, it is considered desirable that 16m² of private open space or balcony be achieved for all dwelling units.

Balconies must be appropriately located and/or screened to maximise privacy between buildings and/or the public realm and to protect amenity from transport corridor impacts, without compromising CPTED principles.

(vii) Lighting

External lighting should be designed to light up the building, particularly entrances and vegetated areas, without overspilling into other buildings or the sky.

(viii) Building frontages

Buildings in the UDA must contribute to an active and safe public realm.

The Urban Form Plan for each precinct identifies the different frontage requirements within the Woolloongabba UDA. Their roles for contributing to an active and safe public realm are:

Primary active frontages

Buildings on primary active frontages must:

- » accommodate high activity uses such as retail, entertainment or community activities or other uses that are visually and physically permeable, containing many windows and entrances
- » build up to or near the street edge, generally parallel to the street alignment
- » reinforce the priority of pedestrians by addressing the street, having strongly expressed pedestrian entrances, minimising the number and size of vehicle access points and using appropriate street treatments. If vehicle access points are unavoidable, they should be integrated into the building design to minimise their impact on the safety and amenity of the public realm
- » contribute to comfort for pedestrians by

delivering continuous awnings, providing shelter over footpaths.

Frontages to Pacific Motorway

Buildings should have a minimum setback of 6 metres to the Pacific Motorway (including access ramps). Setback areas should be appropriately landscaped and may include service access or similar facilities. These setback areas do not form part of the public realm so building frontages to the Pacific Motorway may be suitable for a range of uses including car parking on lower levels. Buildings should be designed to provide an attractive and interesting appearance from the motorway. Several of the buildings adjacent to the motorway have been identified as landmark buildings in recognition of their visually prominent locations.

Other frontages

Buildings on other frontages must:

- » address the street and public realm but allow for servicing and other activities with minimum impact on pedestrian movement and access
- » locate basements, where possible, within building footprints and set back from street alignments to allow areas for deep planting
- » emphasise entries through architectural and landscape treatment, pedestrian movement paths, awnings and height.

Podium heights and building setbacks

Maximum podium heights and minimum building setbacks are specified in the Precinct outcomes (refer to Tables 3, 4 and 5). For corner sites where different requirements apply to individual frontages:

- » the higher maximum podium height should prevail for a distance of 10 metres from the building frontage, and
- » the larger building setback should prevail.

(ix) Communal open space and recreation

Development proposals are encouraged to include communal open space and recreation areas and facilities. These areas should provide safe, comfortable and varied recreation opportunities, and at a minimum include basic facilities such as seating, shade and wind protection (either structures or planting) and flexible spaces suitable for a range of recreation activities. Innovative treatments, such as green roofs or green walls, that contribute to the attractiveness of these spaces are also encouraged.

(d) Landmark buildings

As shown on Map 2: Structure Plan, landmark buildings are proposed to identify the main entry points and approaches to the Woolloongabba UDA. Landmark buildings are located at:

- » the Main Street / Stanley Street and Main Street / Vulture Street intersections
- » adjacent to the Pacific Motorway on both

the Vulture Street and Stanley Street frontages.

Landmark buildings within the UDA provide visual cues that announce the arrival within, or approach to, the Woolloongabba UDA and identify it as a major destination and transport hub. Landmark buildings should also:

- » be characterised by high quality architectural design that makes a positive contribution to the urban form of the locality
- » complete or frame important vistas and views
- » create gateways
- » increase legibility and add to the sense of place
- » be reinforced by compatible landscape and public realm treatments.

Landmark buildings may be created through a change of scale, materials and/or architectural treatment.

The landmark building on the eastern corner of Vulture Street and the Pacific Motorway terminates an important vista heading south from the CBD along the Riverside Expressway / Captain Cook Bridge. It is particularly important that any building on this site is conceived as a high quality 'iconic' structure marking its highly visible location.

The ground floor plaza and built form elements of the landmark building identified at the Main Street / Stanley Street intersection must emphasise the

importance of this corner as a major visual and pedestrian entry to the UDA.

(e) Heritage Values

The Morrison Hotel is identified as a Heritage Place (see Map 7). The Morrison Hotel building must be retained and development within the UDA must protect, respect and complement its heritage values. The built form outcomes for Precinct 1 specify a minimum setback from the Morrison Hotel along the Stanley Street frontage.

3.3.4 Affordable housing

(a) Housing diversity

All residential development (including residential components of a mixed use development) must deliver housing choice to suit a variety of households including: families, singles, couples, work-at-home occupiers, students, retirees, group accommodation households and people with special needs by offering universal design and a variety in size, configuration, cost, adaptability and tenure.

Except where varied by a development agreement, all residential and mixed use developments must have a minimum of 15% of the gross floor area of all residential dwellings as affordable² to rent by households on the median household income for the Brisbane City Council local government area (the affordable housing component).

Where an applicant cannot demonstrate that this requirement will be achieved by the proposed development:

- » the applicant will need to enter into a development agreement with the ULDA by which the applicant agrees to pay to the ULDA an equivalent monetary contribution prior to the development approval for building work being given
- » if a subsidy is proposed by the applicant to achieve the affordability criteria - the

subsidy must be protected by a legal arrangement to the ULDA's satisfaction.

Residential development is to be accessible, appropriate and designed in accordance with universal and sustainable design principles to meet the changing needs of people and households over time (refer to the ULDA Accessible Housing Guideline).

The affordable housing component of a development must be distributed throughout the development and:

- (i) be finished to a suitable standard with all reasonable fixtures, services and appliances
- (ii) achieve high quality design outcomes to avoid identifying them or setting them apart in the community.

(b) Development agreement - affordable housing

A development agreement will be required where:

- » a housing diversity requirement leads to the provision of housing product that requires a subsidy to meet the affordable housing target
- » a proponent is permitted to 'convert' provision of affordable housing product to a contribution in lieu
- » agreement is reached with a proponent to 'convert' a monetary contribution to the provision of product in lieu.

The provisions of a development agreement relating to the provision of affordable housing

may include, among other things:

- » amount, timing and bonding of monetary contributions
- » provision of monetary contributions in lieu of built product (refer Appendix A of the ULDA's Affordable Housing Strategy for development agreement inclusions)
- » provision of a bank guarantee securing payment of the monetary contribution
- » provision of built product in lieu of monetary contributions (refer Appendix B of the Affordable Housing Strategy for development agreement inclusions)
- » mechanisms to ensure an affordable product retains its affordability over the long term.

(c) Mechanisms to retain affordability

The ULDA is seeking to maximise affordable housing outcomes in the UDAs over the long term.

Affordable housing product delivered using some level of subsidy will require mechanisms to ensure:

- » affordable purchase product is not resold providing a windfall gain to the first purchaser
- » affordable rental product remains affordable to the target group for a significant period of time.

There are a number of ways of achieving this outcome:

- » Where the affordable housing provider has been approved for the National

² Refer to the ULDA's Affordable Housing Strategy for the definition of Affordable Housing

Rental Affordability Scheme (NRAS) they will be required to retain affordability for ten years under the Australian Government's program requirements.

- » Formal management agreements can be made with either the Department of Communities or a registered community housing organisation.
- » Establishment of a shared equity arrangement with an approved equity partner.
- » Limiting the trading of a dwelling to a particular target and income group through a title covenant. This means that affordable owner occupied units are only on-sold to other eligible buyers, with transfer of ownership occurring through a controlled process which excludes wills, private sales or bequests.
- » Placing a covenant and management plan on the title of a property which ensures it is rented at affordable levels of rent to an identified target group for 15 years or more and managed by a registered Not For Profit community housing organisation.

The preferred mechanism will be determined on a project by project basis between the ULDA and the development proponent at the time of development approval and will be set out in the development agreement.

(d) Exemptions

The following development types are exempt from providing the affordable housing

contributions specified above:

- » development for the purpose of affordable housing (including social and community housing) and developed by:
 - » the Queensland Department of Communities
 - » a registered community housing or non-profit organisation
 - » part of a consortium with a registered community housing or non-profit organisation for the provision of affordable housing equivalent to the value of the affordable housing contribution
- » development for the purpose of community facilities and services
- » development by a government, non-profit or charitable institution providing a community benefit
- » development for the purpose of a utility installation.

3.3.5 Transport infrastructure

(a) Transport Corridors / Clem7 Tunnel

Development does not unreasonably constrain future provision of public transport infrastructure (including rail, road, busway and cycle infrastructure) and does not adversely impact on the function or operation of existing or future public transport corridors including rail or busway corridors.

In particular, development within the zone of influence of the Clem7 Tunnel (Map 4) must demonstrate that it will not adversely affect the function or operation of the Clem7 Tunnel.

(b) Transport Investigation Area

The Transport Investigation Area (TIA) overlay (see Map 4) identifies parts of the UDA within which the proposed public transport interchange is proposed to be located. The TIA also includes some proposed major road changes required to reduce the impacts of the existing road network on the local community and to 'free up' parts of the site for development.

The Department of Transport and Main Roads (DTMR) is responsible for these major transport infrastructure proposals (comprising Cross River Rail, modifications to the Woolloongabba Busway and state controlled roads) which require further detailed investigation, consultation, approvals and funding allocations. DTMR will undertake these investigations in cooperation with Brisbane City Council and

other key stakeholders.

As much of the development on the UDA will be located above the proposed transport infrastructure, the nature of development within the TIA is contingent on the resolution of these major transport proposals.

Development within the TIA must demonstrate that it will not adversely affect the planning, design, delivery, function or operation of the proposed transport infrastructure within the TIA.

3.3.6 Parking, servicing and end of trip facilities

(a) Car parking and service areas

On-site car parking should not exceed the maximum rates set out in the precinct development requirements. These rates permit relatively low levels of car parking commensurate with the site's high levels of public and active transport accessibility.

On-site car parking areas, loading bays and service areas must be integrated within or under buildings. Where permitted, and unless a precinct provision specifies otherwise, car parking above street level is to be sleeved by other uses and not visually exposed on the outside of the building.

Vehicle service areas, cross-overs and car parking must not detract from the character of active edges and the public realm, and should be designed to achieve best practice including compliance with relevant Australian Standards.

Parts of the site may be used to provide temporary car parking required to facilitate construction activities on the site or to accommodate the higher levels of parking demand from development prior to the delivery of the major public transport interchange.

(b) End of trip facilities

End of trip facilities for pedestrians and cyclists including secure, undercover bicycle storage facilities, showers and lockers are to be provided as part of development. Such facilities are to be provided to a standard consistent with AS2890.3.

Bicycle facility requirements for residential development are:

- » residents - to have at least one secure space per dwelling
- » visitors - at least 0.25 secure space per dwelling.

Bicycle facility requirements for non-residential development are:

- » secure bicycle storage for 8% of building staff based on one person per 15sqm NLA. (Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound / cage)
- » accessible showers at a rate of one shower per 10 bicycle spaces provided or part thereof
- » changing facilities adjacent to showers
- » secure lockers in changing facilities for 20% of building staff (based on one

Map 4: Woolloongabba UDA Transport Investigation Area Plan



Produced by the Urban Land Development Authority (ULDA) 2010
Map is intended for illustration purposes only and unless stated is not to scale.

person per 15sqm NLA) to cater for walkers, cyclists and other active users

- » visitor cycle parking at the rate of one secure rack space per 750 sqm NLA or part thereof, properly signposted and located adjacent to a major public entrance to the building.

3.3.7 Environment

(a) Safety and risk

Development in operational airspace, as identified in the Brisbane Airport Master Plan, must not cause a permanent or temporary obstruction or potential hazard to aircraft movements.

(b) Contaminated land

Development must ensure that all land and groundwater will be fit for purpose.

Investigation and remediation will be in accordance with the Department of Environment and Resource Management guidelines for the assessment and management of contaminated land in Queensland.

(c) Acid Sulfate Soils (ASS)

The following site works will trigger an ASS investigation:

- » development areas below 5m Australian Height Datum (AHD) involving the disturbance of greater than 100m³ of soil
- » development areas below 5m AHD requiring the placement of greater than or equal to 500m³ of fill material in

layers of greater than or equal to 0.5m in average depth

- » development areas between 5m AHD and 20m AHD requiring the disturbance of greater than or equal to 100m³ of soil below 5m AHD.

Acid sulfate soils will be treated in accordance with current best practice in Queensland.

(d) Sustainable buildings

New buildings in the UDA will be required to demonstrate excellence in sustainability. An acceptable method to demonstrate compliance would be to obtain at least a 5 star design rating under the applicable Green Building Council of Australia's Green Star rating tool, or another recognised equivalent rating.

(e) General noise requirements

The design, siting and layout of development must address noise impacts and where necessary incorporate appropriate noise mitigation measures.

Development is to achieve acceptable noise levels for noise sensitive uses in affected areas. In particular, development is to ameliorate the noise associated with major events at the Gabba stadium (e.g. public transport, crowd noise) to maintain the health and wellbeing of residents.

Noise sensitive uses located within a transport noise corridor (as defined in Section 246Z of the Building Act 1975)

must comply with best practice acoustic standards³.

Mixed use buildings with commercial on the lower levels and residential on upper levels away from transport noise are encouraged.

Where determined necessary by the ULDA, an acoustic report will be required to evaluate and address potential noise impacts and recommend appropriate noise mitigation measures.

(f) General air quality

Development must:

- » limit exposure and risk associated with pollutants that could have a potentially adverse affect on human health
- » be in accordance with best practice air quality guidelines and standards .

(g) Water management

Development is to demonstrate, to the greatest extent possible, current best practice for Water Sensitive Urban Design (WSUD), water efficiency measures and Integrated Water Cycle Management (IWCM) principles for Australia.

(h) Energy efficiency

Development must promote energy efficiency by encouraging:

- » alternative energy supply through the

use of renewable energy sources

- » passive thermal design of buildings
- » energy efficient plant and equipment
- » use of natural light and energy efficient lighting.

(i) Lifecycle costs and materials

Development is to incorporate sustainable features and smart design to reduce construction and operating costs.

Development is to encourage the efficient use of resources and waste minimisation.

³ Refer to Environmental Protection (Noise) Policy 2008; Queensland Development Code: Mandatory Part 4.4 - Building in a Transport Noise Corridor; and the Department of Transport and Main Road's Road Traffic Noise Management Code of Practice.

3.4 Zone provisions

The Woolloongabba UDA is divided into 2 zones. The location and boundaries of the zones are shown on Map 5: Zoning Plan.

Map 5: Woolloongabba UDA Zoning Plan



LEGEND

- UDA Boundary
- Mixed Use Zone
- Civic and Open Space Zone

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Map is intended for illustration purposes only and unless stated is not to scale.

3.4.1 Mixed Use Zone Intent

The Mixed Use Zone caters for a wide range of high density residential, commercial, retail, community, tourism, entertainment and recreation activities.

Table 1: Mixed Use Zone level of assessment table

Column 1 UDA exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
<p>All development specified in Schedule 1, except if the land is on the Environmental Management Register or Contaminated Land Register.</p> <p>Material change of use for:</p> <ul style="list-style-type: none"> » sales office and display home » home based business. 	<p>Material change of use for a commercial; residential; retail; service, community or other; sport, recreation and entertainment; or tourism use where:</p> <ul style="list-style-type: none"> » not involving building work, and » the use is not specified in Column 3B. <p>Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i>, except if the land is on the Environmental Management Register or Contaminated Land Register.</p>	<p>All other development not specified in Column 1, Column 2 or Column 3B.</p>	<p>Material change of use for:</p> <ul style="list-style-type: none"> » agriculture » animal keeping and husbandry » cemetery » crematorium » extractive industry » general industry » heavy industry » house » relocatable home and caravan park » veterinary hospital » service station » warehouse

3.4.2 Civic and Open Space Zone Intent

The Civic and Open Space Zone caters for a range of outdoor public spaces including parkland and urban plazas. These spaces provide recreational opportunities for residents, workers and visitors, and may be used on occasion for special events and the movement and gathering of crowds from the Gabba stadium.

Any structure in the Civic and Open Space Zone will be limited in scale and occupy only a small part of the outdoor space.

Table 2: Civic and Open Space Zone level of assessment table

Column 1 UDA exempt development	Column 2 UDA self assessable development	Column 3 – UDA assessable development	
		Column 3A Permissible development	Column 3B Prohibited development
All development specified in Schedule 1, except if the land is on the Environmental Management Register or Contaminated Land Register. .	Park Environmentally relevant activities for which a code of environmental compliance has been made under the <i>Environmental Protection Regulation 1998</i> , except if the land is on the Environmental Management Register or Contaminated Land Register.	Material change of use for: » car park (where located wholly below the surface or where the car park is a temporary use and does not involve a permanent building or other structure) » market » utility installation.	All other development not specified in Column 1, Column 2 or Column 3A.

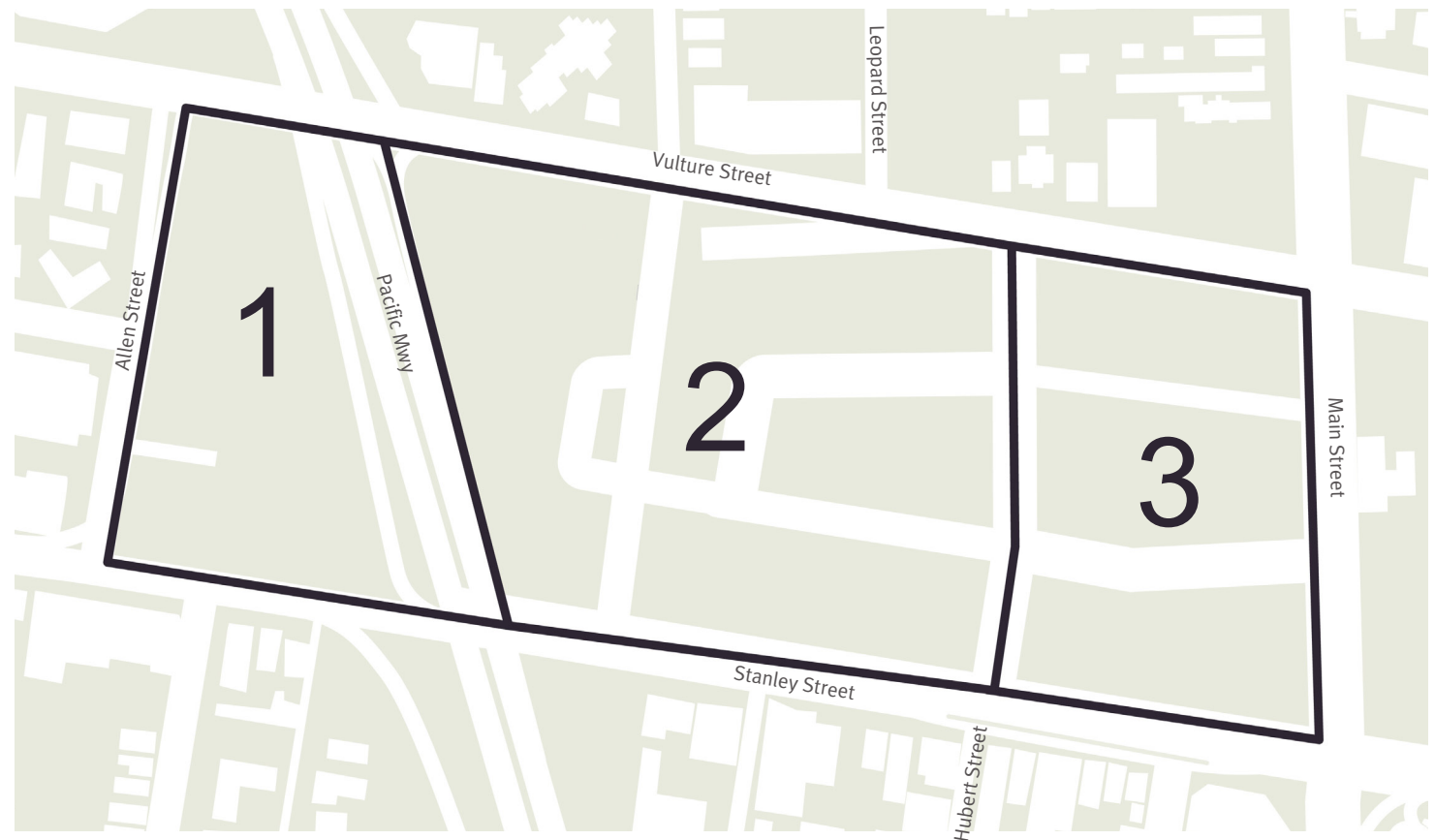
3.5 Precincts

The Woolloongabba UDA is divided into 3 precincts for the purposes of describing the nature of development expected on the site.

1. Allen Street
2. Central
3. Main Street

The location and boundaries of the precincts are shown on Map 6: Woolloongabba UDA Precinct Plan.

Map 6: Woolloongabba UDA Precinct Plan



LEGEND

- 1 Allen Street Precinct
- 2 Central Precinct
- 3 Main Street Precinct

3.6 Precinct 1: Allen Street

3.6.1 Precinct intent

This precinct comprises all of the UDA west of the Pacific Motorway. The southern part of the precinct contains the existing Morrison Hotel and forms an important element of the Stanley Street frontage connecting the UDA to activity nodes and uses further west.

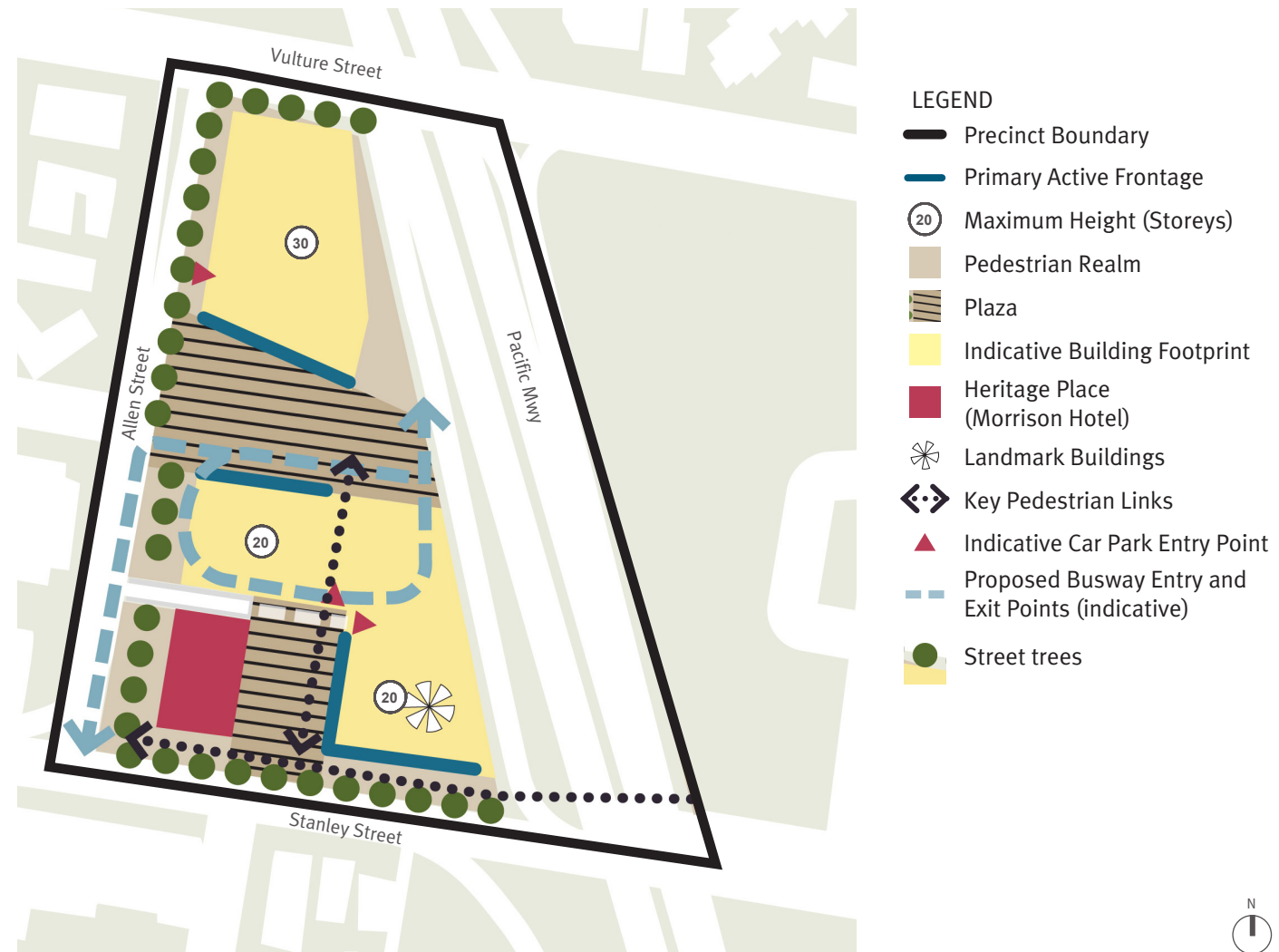
A 'tightening up' of the freeway on-ramp from Stanley Street and relocating of the northbound bus access from the South East Busway to the Captain Cook Bridge to behind the Morrison Hotel, creates additional development opportunities near the Morrison Hotel and reinforces the Stanley Street pedestrian linkage at ground level.

Allen Street, which runs between Vulture and Stanley Streets, has a poor pedestrian environment. With the proposed road and busway changes in this precinct, opportunities are created to reinstate Allen Street as an attractive and comfortable urban environment with development stepping down the slope from Vulture Street.

Behind the Morrison Hotel there is an opportunity to develop a new building fronting Allen Street, and lining the motorway corridor creating a more pleasant urban environment.

A plaza created over the top of the existing busway could link with the northern development parcel on the corner of Vulture

Map 7: Precinct 1 Urban Form Plan



and Allen Streets.

The existing at-grade cycleway will need to be relocated to 'free up' the northern part of Precinct 1 for redevelopment.

The cycle link between Allen Street and the (relocated) South East Freeway Bikeway should be integrated into the central plaza over the busway. Uses in this precinct will be mixed and the residential component could include serviced apartments, 'step down' accommodation and other residential uses associated with the nearby health services precinct. Ground floor and lower levels of buildings in this precinct would be suitable for medical services, health-related community facilities, and some limited retail.

Map 7: Precinct 1 Urban Form Plan, shows the desired layout of development in Precinct 1.

3.6.2 Precinct outcomes

(a) Movement

The desired movement arrangements for Precinct 1 are shown in Map 3: Woolloongabba UDA Movement and Circulation Plan.

The preferred location for vehicle access for all development will be from Allen Street.

With the on-ramp to the Pacific Motorway tightened against the freeway, a land parcel adjoining the Morrison Hotel along Stanley Street will become available for development. Given the nature of road infrastructure in this locality it is expected that vehicle access will be from Jacob Lane

as Merton Road will mostly likely no longer physically connect to Stanley Street as a vehicular route. It is expected that the redevelopment of this part of the precinct will require the closure of both Jacob Lane and Merton Road. Jacob Lane provides service access to the Morrison Hotel and any development proposed must ensure that this access is maintained. The main pedestrian access to this new development parcel will be from Stanley Street.

Development on the privately owned site north of Jacob Lane (the former Morrison Hotel liquor barn site) will be expected to have its main pedestrian entry from Allen Street. This redevelopment could also include building over the current busway access with a pedestrian plaza that fronts Allen Street and incorporates the cycleway link between Allen Street and the South East Freeway Bikeway.

It would be desirable for the two new buildings in the southern part of Precinct 1 to share integrated car parking and service access arrangements linked below the relocated bus ramp to the Pacific Motorway. If this is not achievable the development parcel fronting Stanley Street may require a separate access from Stanley Street.

The site on the corner of Allen and Vulture Streets will also have vehicle access from Allen Street. As part of the redevelopment of this site it will be expected to create part of the plaza over the busway access and relocate the existing cycle path that passes through the site closer to the motorway on-

ramp.

Stanley Street is the main pedestrian / cyclist link to the hospital precinct to the west and will provide a two-way off-road cycleway and a wide attractive footpath for pedestrians. The cycleway will continue to the west to link with existing on-road cycle lanes at the Annerley Road intersection, and will link via Allen Street and the proposed central plaza to the South East Freeway Bikeway.

(b) Land use

Precinct 1 is expected to accommodate primarily residential and employment activities with an emphasis on uses linked to the adjoining major health precinct. Existing uses within the UDA that wish to remain on the site may be accommodated within Precinct 1 to 'free up' other parts of the UDA for redevelopment.

The heritage listed Morrison Hotel will be retained and is expected to have limited further development potential given its heritage status.

The site adjoining the Morrison Hotel on Stanley Street presents a range of opportunities given its prominent location and proximity to the public transport interchange. The lower levels of any building on the site may be suitable for community or health care related uses. Opportunities for ground floor activation through retail or other active uses are encouraged.

(c) Built form

Buildings in this precinct are expected to

have podiums of between 2-4 storeys to define street edges and re-establish the Stanley and Allen Street streetscape. The maximum building heights are 20 storeys on the southern part of the precinct and 30 storeys in the northern part as shown in Map 7. The higher building height in the north is intended to enable maximum advantage of attractive views of the CBD and river from upper storeys.

Table 3 shows the main built form parameters for Precinct 1. In addition, the proposed new building fronting Stanley Street will be required to provide a minimum 20 metre setback from the eastern facade of the Morrison Hotel to ensure a suitable setting for the hotel's heritage values.

Commercial and residential uses above the ground floor should overlook the public streets with well defined and detailed building entries to promote a legible building form.

An example of the potential built form outcomes for Precinct 1 is shown in the illustrative sections at Figures 3 and 4.

Development on, or adjoining the heritage place identified on Map 7 (Morrison Hotel) must respect the heritage values of the site.

(d) Public realm

Two plaza spaces are proposed in this precinct. The first is created where Merton Road meets Stanley Street. This space is expected to contribute to pedestrian access into this precinct and provide the Morrison

Hotel with additional outdoor dining space. The requirement for a minimum 20 metre building setback east of the Morrison Hotel will ensure this plaza is a spacious and flexible space.

A plaza space is also intended to be established over the busway. This plaza will link adjoining buildings as well as providing an important link between the existing bike way and Allen Street. Building foyers and entries are expected to enliven this space. This space has minimum area of 2400m² with a minimum dimension of around 40m.

Both plazas should be designed to incorporate shade trees and public seating. These two plazas may have a pedestrian linkage along the closed Merton Road alignment provided it can be demonstrated that it can be achieved with a high level of pedestrian safety from a CPTED perspective.

(e) Car parking

Development with minimal car parking is encouraged. The maximum car parking ratios that will be permitted are:

- » Residential: 0.75 spaces per dwelling
- » Other: 1 space per 300m² gross floor area.

Table 3: Precinct 1 Development Parameters

Street or space	Building elements	Setback
Allen Street	Podium (max 4 storeys)	3.0 metres
	Upper levels	6.0 metres
Stanley Street	Podium (max 3 storeys)	0.0 metres
	Upper levels	10.0 metres
Vulture Street	Podium (max 4 storeys)	0.0 metres
	Upper levels	0.0 metres
Pacific Motorway (including access ramps)	Podium	6.0 metres
	Upper levels	6.0 metres
Central Plaza (northern frontage)	Podium (max 3 storeys)	0.0 metres
	Upper levels	10.0 metres
Central Plaza (southern frontage)	Podium (max 3 storeys)	0.0 metres
	Upper levels	0.0 metres
Southern Plaza (eastern frontage)	Podium (max 3 storeys)	0.0 metres
	Upper levels	0.0 metres
All other frontages	Podium (max 3 storeys)	0.0 metres
	Upper levels	0.0 metres

Figure 3: Precinct 1 north-south illustrative section

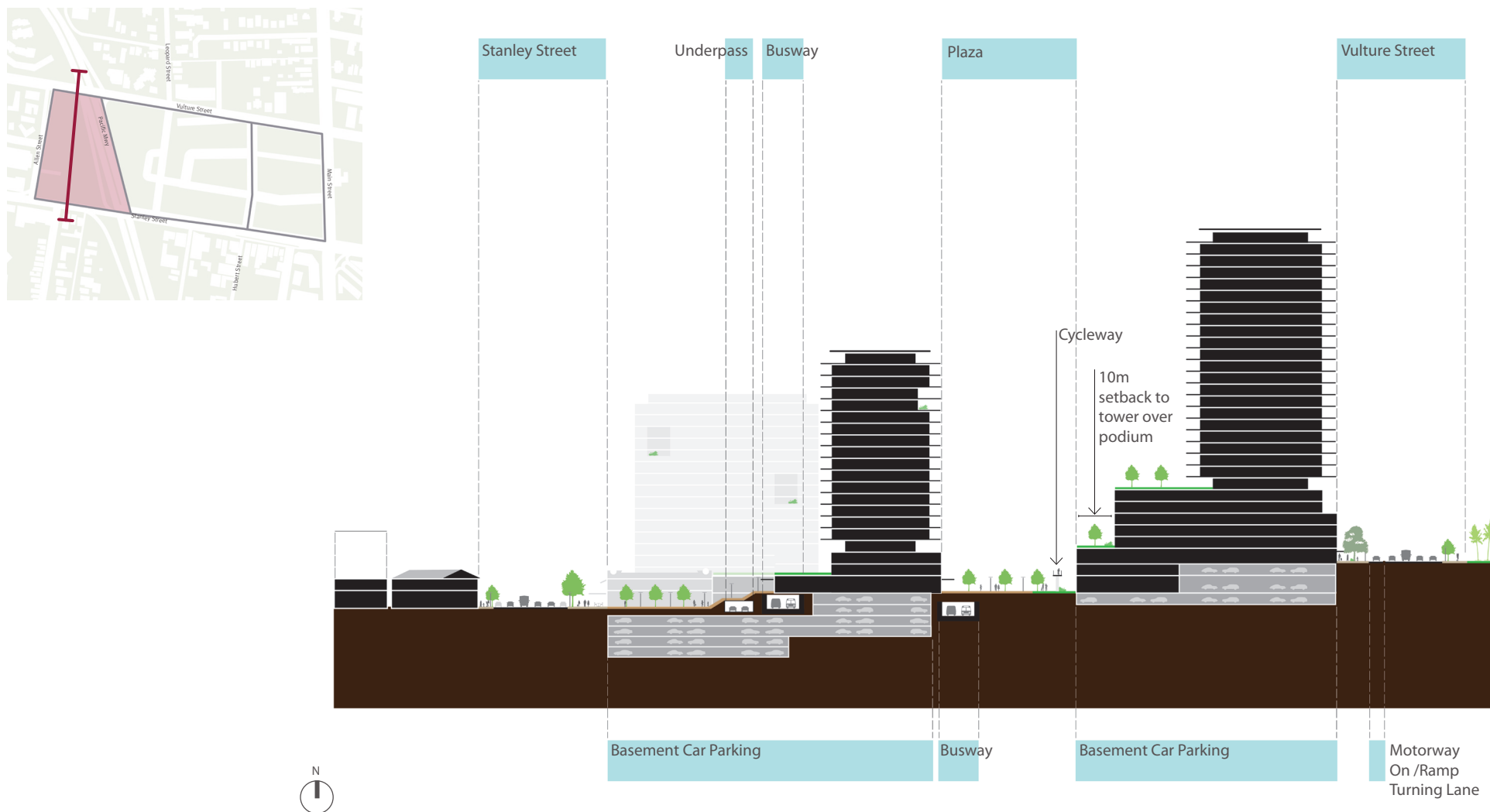


Figure 4: Precinct 1 east-west illustrative section



3.7 Precinct 2: Central

3.7.1 Precinct Intent

This precinct is the heart of the UDA containing a large central open space area and major public transport interchange, most of which will be located below ground within the Transport Investigation Area shown on Map 4.

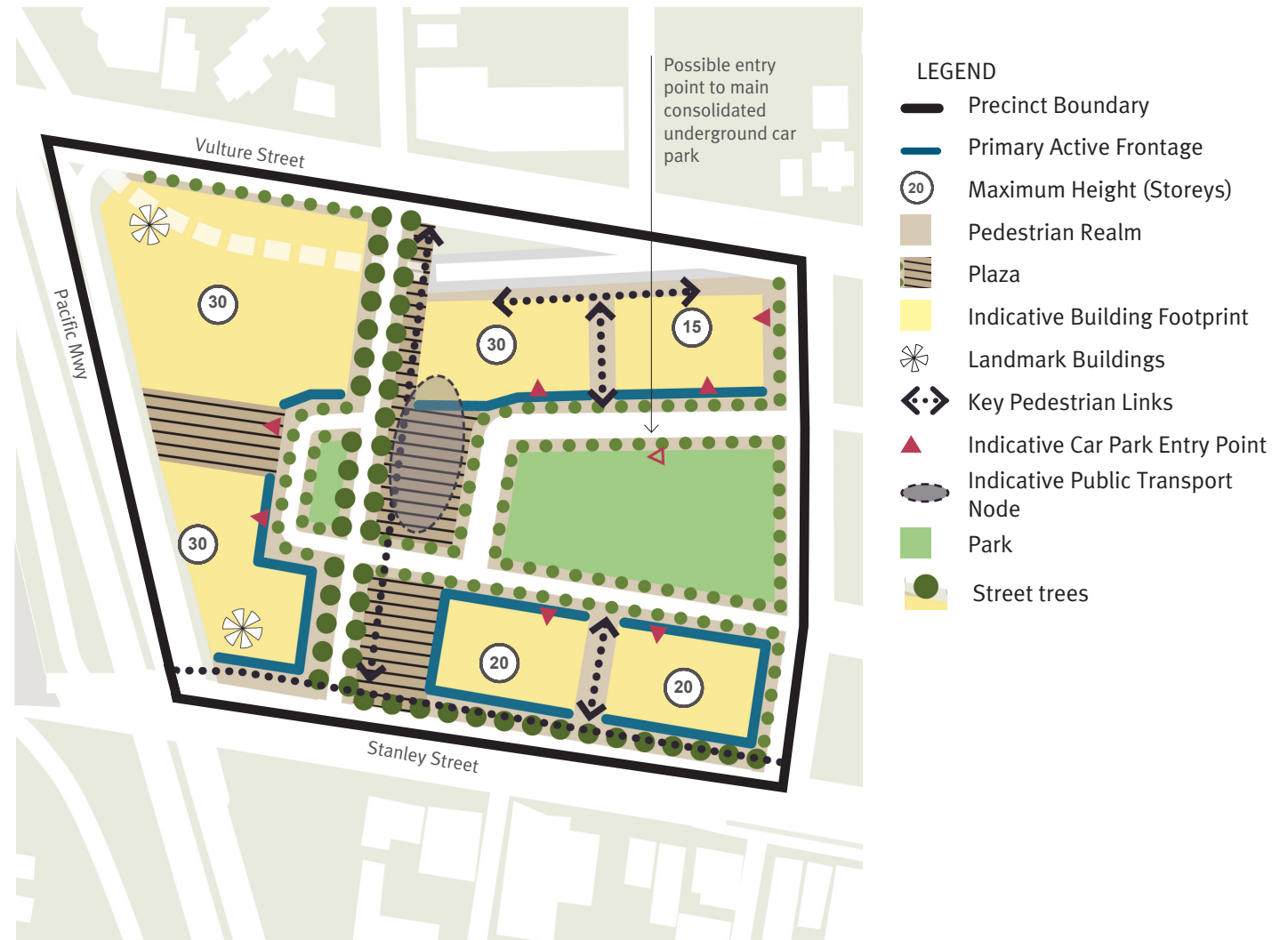
Buildings along Vulture and Stanley Streets overlook the central open space, and provide a buffer for the internal spaces created in the UDA from the heavy traffic flows on Vulture and Stanley Streets. Ground floor uses activate the edges of the open spaces allowing cafes and restaurants to spill into the public realm creating life and activity both day and night.

The generous public realm allows an ease of transition and access to the public transport interchange in the centre of this precinct. The main entry portal to the interchange will be highly visible adding to the legibility and cohesion of the UDA.

Mixed use buildings with a distinct subtropical feel provide opportunities for both commercial and residential uses. More intensive commercial uses are expected to cluster close to the public transport interchange.

Tall buildings dominate the space between the motorway and the main public transport interchange entries. These towers have commanding views north towards the city.

Map 8: Precinct 2 Urban Form Plan



Many of these buildings are likely to be located over transport infrastructure and are not expected to have basement carparks. Most of the car parking in this precinct will be in an integrated, multi-level basement carpark below the central open space and adjoining streets and buildings.

At ground level, buildings will be required to address important public spaces with the use of building entries and foyers, retail and other active uses.

Map 8: Precinct 2 Urban Form Plan, shows the desired layout of development in Precinct 2.

3.7.2 Precinct outcomes

(a) Movement

The desired movement arrangements for Precinct 2 are shown on Map 3: Woolloongabba UDA Movement and Circulation Plan.

This precinct is defined by Vulture and Stanley Streets and the new north/south street (Street 1) through the UDA. All vehicle access to development in Precinct 2 is from the internal road network as shown in Map 8.

The internal road system is designed to loop around the large urban parkland provided in the centre of the site. This allows buildings to front the major external road network but be accessed from within the UDA.

Street 1 is the main access street for the UDA providing direct connection to both Stanley and Vulture Streets. It is envisaged as a tree

lined active street, busy with pedestrians, cyclists and short term retail parking.

Two one-way lanes that connect in the centre of the precinct to form Street 5, provide access to the western part of Precinct 2 from Vulture and Stanley Streets. This access is essentially for service vehicle traffic and to access basement and podium parking. It connects with the internal road system to provide egress from the site.

The laneways combine to create a pedestrian and cyclist spine linking both Leopard Street and Stanley Street to the main entry to the public transport interchange

Street 3 / 3a connects with Street 1 and provides internal vehicle access within the UDA and direct access to development parcels. This street is also an important pedestrian linkage providing direct pedestrian access to the public transport interchange.

On the northern alignment of Street 3 are mixed-use residential and commercial buildings, activated on the ground plane through retail shops, cafes and other fine grain uses. The southern alignment defines the principal community open space within the UDA.

Because Street 3 will have high pedestrian and vehicle movement functions there is an emphasis on the creation of comfortable pedestrian spaces with street trees, street furniture and public art.

Street 4 is a one-way service lane providing

access to buildings fronting Stanley Street on the southern side of the main open space area. This street could be designed as a shared pedestrian and vehicle zone having a consistent paving finish across the entire surface with only a small change in height delineating the vehicle movement lane.

A well detailed pedestrian realm characterises this space with high pedestrian movement and low vehicle movement.

Formal pedestrian road crossings will be provided along the preferred desire lines, from Leopard Street/River Terrace, across Main Street from the 'Gabba', and along Stanley Street to the west of the UDA. To add to the internal on-street pedestrian network, a number of additional pedestrian linkages are proposed as shown in Map 8.

A two-way off-street cycleway is proposed along Street 5 and along the full frontage of the site to Stanley Street as shown on Map 3 and Figure 5.

(b) Land use

Retail, community and entertainment uses should be located at ground level to activate the primary frontages with commercial and residential predominating on upper levels.

A limited amount of convenience retail may be located below ground level within the proposed public transport interchange for the convenience of travellers. The nature and scale of this retail activity should not detract from the ground level retail activities.

Proximity to the public transport interchange

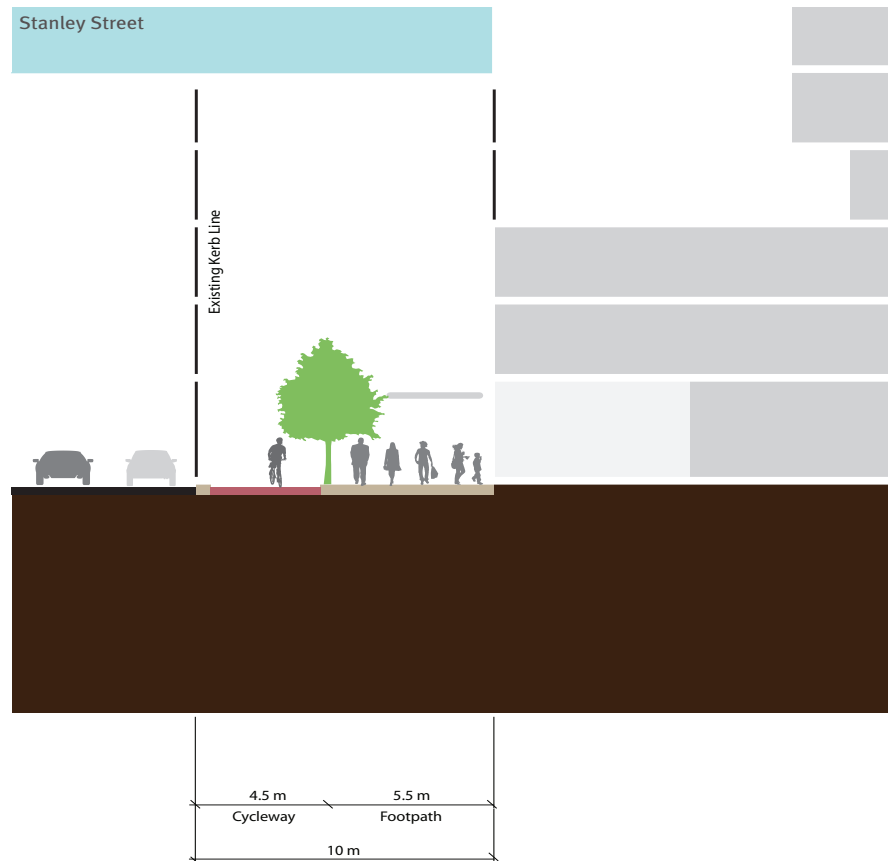
means that Precinct 2 is also suitable for recreational, cultural and community facilities that could potentially serve a wide catchment. Examples of these facilities include a community centre, theatre and performance spaces and child care facilities.

(c) Built form

Tall buildings dominate the western part of the precinct between the motorway and the main entry portal to the public transport interchange. Given their proximity to a substantial noise source consideration will need to be given to the internal environments created within these buildings. This however should not be at the expense of the appearance of these structures. Given they will be visually prominent from the Pacific Motorway these buildings will be landmark buildings.

These buildings will be located over transport infrastructure and are not expected to have basement carparks. Carparking for this precinct will be predominantly in a single integrated carpark below the central open space, adjoining roads and buildings. Some podium car parks at lower levels are acceptable for buildings adjoining the Pacific Motorway and, if properly treated, may form an appropriate built form interface at the motorway level.

At ground level buildings will be required to address important public spaces with the use of building entries and foyers, retail and other fine grain uses. Table 4 shows the main built form parameters for Precinct 2.

Figure 5: Precinct 2 Stanley Street Frontage

Buildings along Stanley Street are set back to provide for additional cycle and pedestrian movement as shown in Figure 5. This active movement corridor provides direct access to the main entry to the public transport interchange via the 'station' plaza that fronts Stanley Street.

A maximum 3 storey podium defines the Stanley Street streetscape. Storeys above the podium level push back a minimum of 10 metres from the Stanley Street boundary respecting the existing character established on the southern alignment of this important pedestrian street. Setbacks at ground floor level will also be encouraged to provide spaces for outdoor dining and other activities without interfering with pedestrian movements along the Stanley Street footpath.

Buildings fronting Vulture Street maintain a zero setback (both podium and tower).

An example of the potential built form outcomes for Precinct 2 is shown in the illustrative sections at Figures 6-9.

(d) Public realm

This Precinct contains the large urban park which is the central public space within the Woolloongabba UDA. This space is a minimum of 5000m² in area with a minimum dimension of 40m (excluding road reserve). The finished surface level of this open space area should be approximately 14m AHD.

This space is intended to provide a variety of recreational opportunities and experiences

as well as access between the public transport interchange and other areas within and beyond the UDA. Soft landscape elements, including lawn and large shade trees, should be incorporated to define a range of spaces and pathways around and through the park.

As the park will be located above underground car parking and possibly also public transport infrastructure, the design will need to create opportunities for planting and irrigation including storage of a suitable quantity of stormwater for watering and maintenance purposes.

The main entry to the public transport interchange is located towards the centre of this precinct. The entry portal structure itself rises from the surrounding 'station' plaza to form an immediately recognisable entry to the interchange providing a strong visual element for way finding. The generous pedestrian spaces surrounding the portal allow for high levels of peak time usage (and queuing) such as game days at the Gabba.

A plaza between the interchange and Stanley Street visually links these two key elements.

A key pedestrian / cyclist link extends all the way from Vulture Street to Stanley Street via the Stanley Street plaza area to promote active movement through the site and beyond to the Kangaroo Point cliffs and parkland.

At the western end of Precinct 2 a small plaza sits between buildings and adjoins the Pacific Motorway on-ramp. Building



entries and foyers activate this plaza space. Opportunities for fine grain retail or cafes also activate this space. This space should be a minimum 1000m² with a minimum dimension of 20 metres.

The western end of this plaza space adjoining the motorway could provide an opportunity for active recreational facilities such as a skate park and tennis/basketball courts.

(e) Car parking

Development with minimal car parking is encouraged. The maximum car parking ratios that will be permitted are:

- » Residential: 0.75 spaces per dwelling
- » Other: 1 space per 300m² gross floor area.

Much of the car parking serving Precinct 2 is intended to be provided in an integrated multi-level basement car park below the central open space and adjoining streets and buildings. This is proposed in part to compensate for the inability to provide basement car parking in buildings above the proposed public transport interchange.

In view of this and where circumstances warrant, the ULDA may require applicants to enter into a development agreement requiring a monetary contribution in lieu of parking spaces.

Table 4: Precinct 2 Development Parameters

Street or space	Building elements	Setback
Stanley Street	Podium (max 3 storeys)	0.0 metres
	Upper levels	10.0 metres
Vulture Street	Podium (max 4 storeys)	0.0 metres
	Upper levels	0.0 metres
Pacific Motorway (including access ramps)	Podium	6.0 metres
	Upper levels	6.0 metres
Station Plaza	Podium (max 3 storeys)	0.0 metres
	Upper levels	0.0 metres
Street 1	Podium (max 3 storeys)	0.0 metres
	Upper levels	0.0 metres
Street 3	Podium (max 3 storeys)	0.0 metres
	Upper levels	10.0 metres
Street 4	Podium (max 3 storeys)	0.0 metres
	Upper levels	0.0 metres
Street 5	Podium (max 3 storeys)	0.0 metres
	Upper levels	10.0 metres
Western Plaza (northern frontage)	Podium (max 3 storeys)	0.0 metres
	Upper levels	10.0 metres
All other frontages	Podium (max 3 storeys)	0.0 metres
	Upper levels	0.0 metres

Figure 6: Precinct 2 north-south illustrative section A

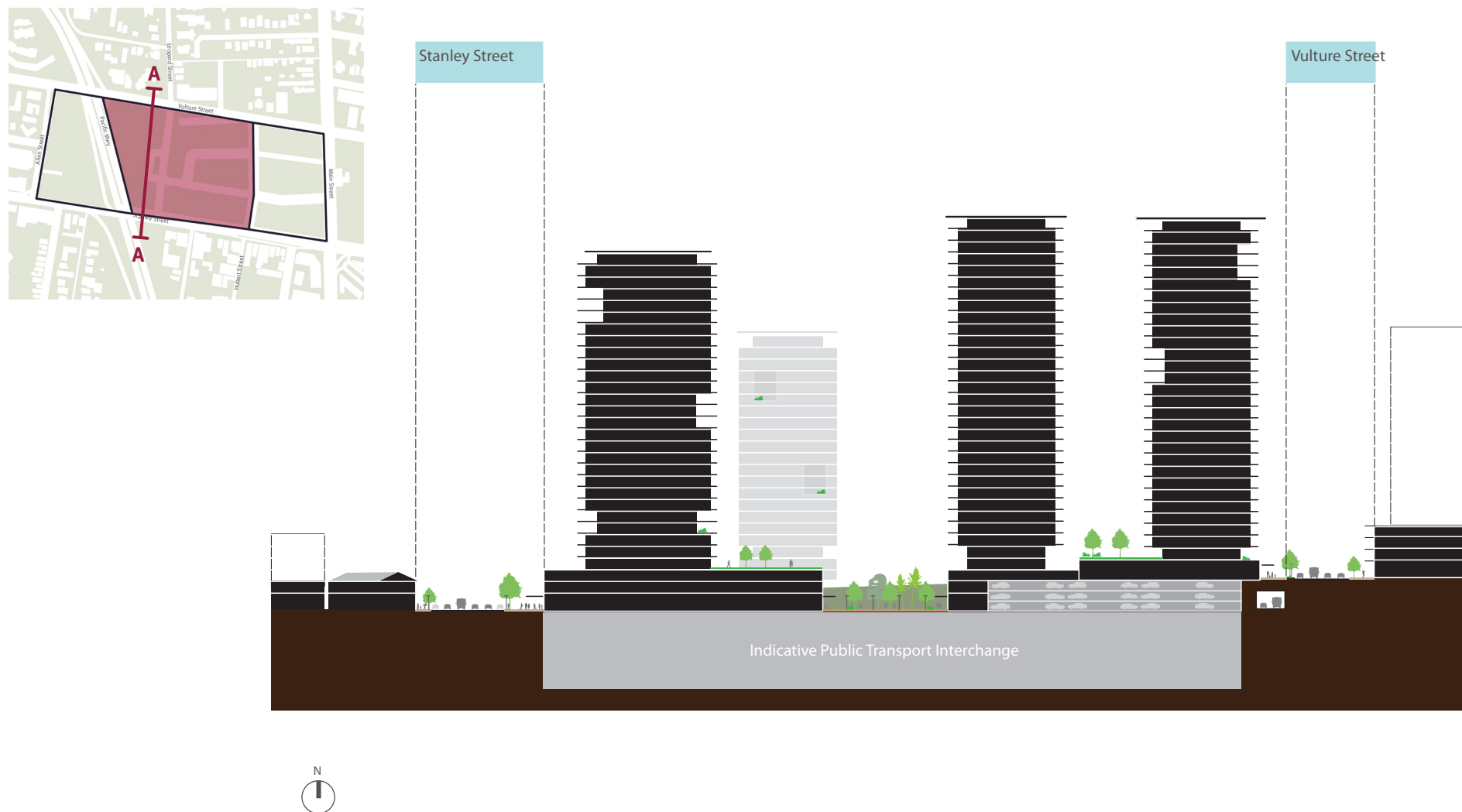


Figure 7: Precinct 2 north-south illustrative section B

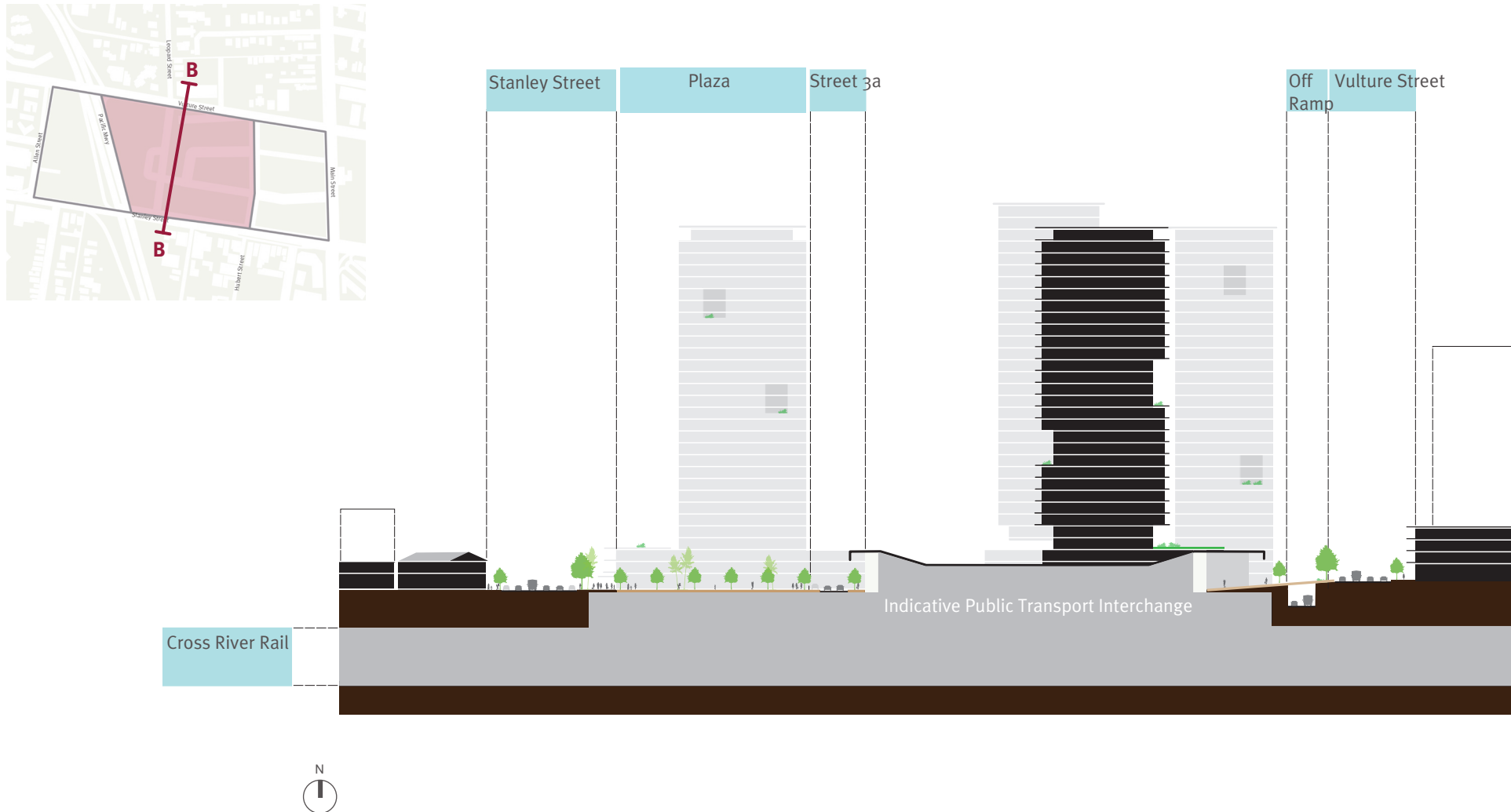


Figure 8: Precinct 2 north-south illustrative section C

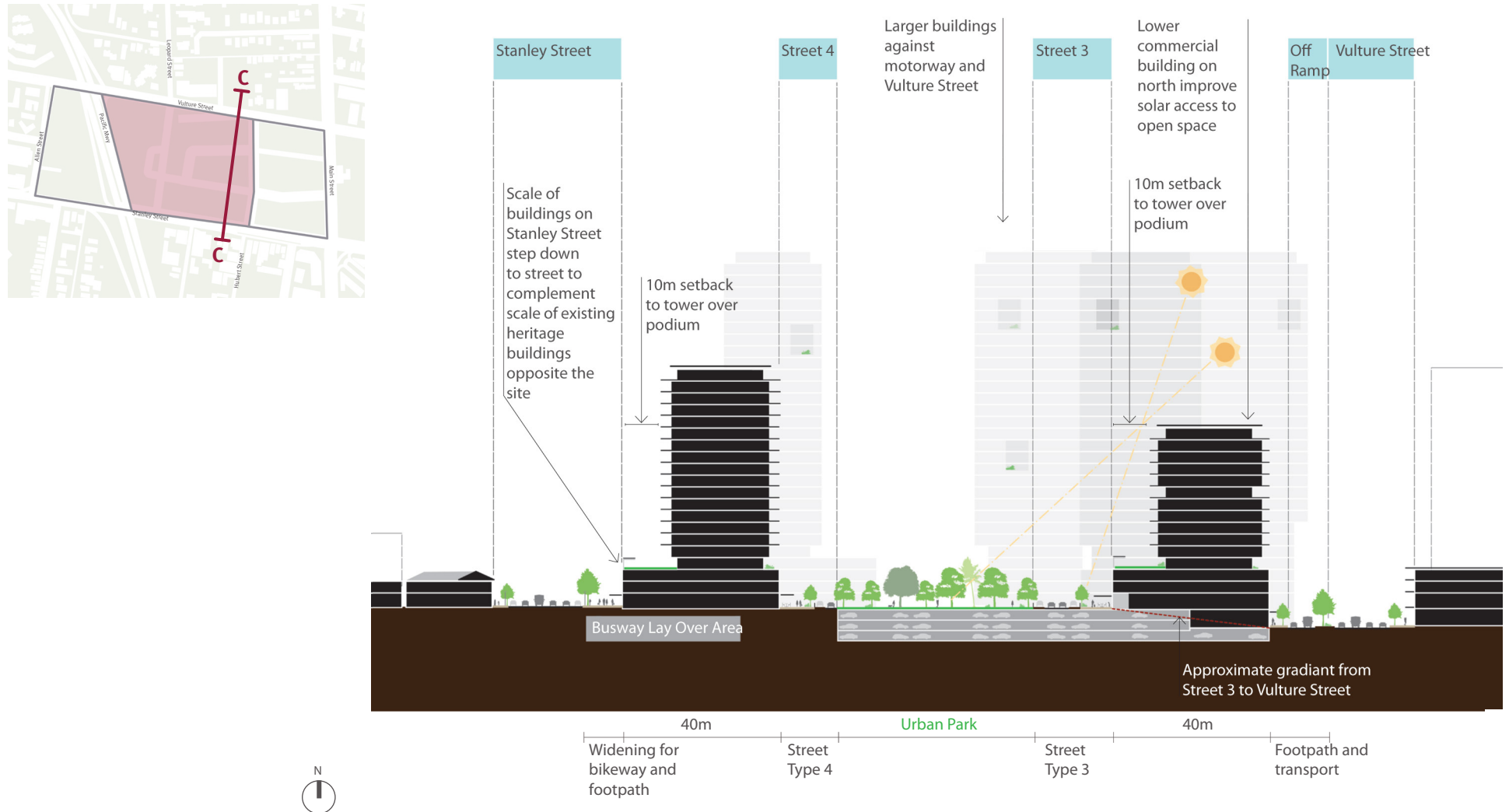
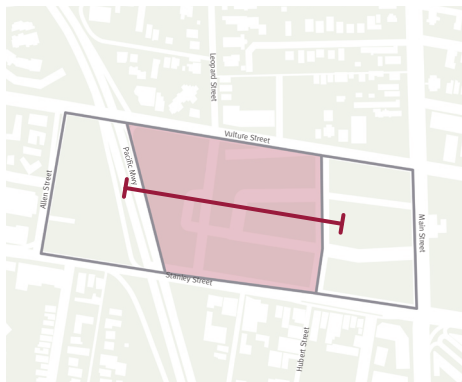
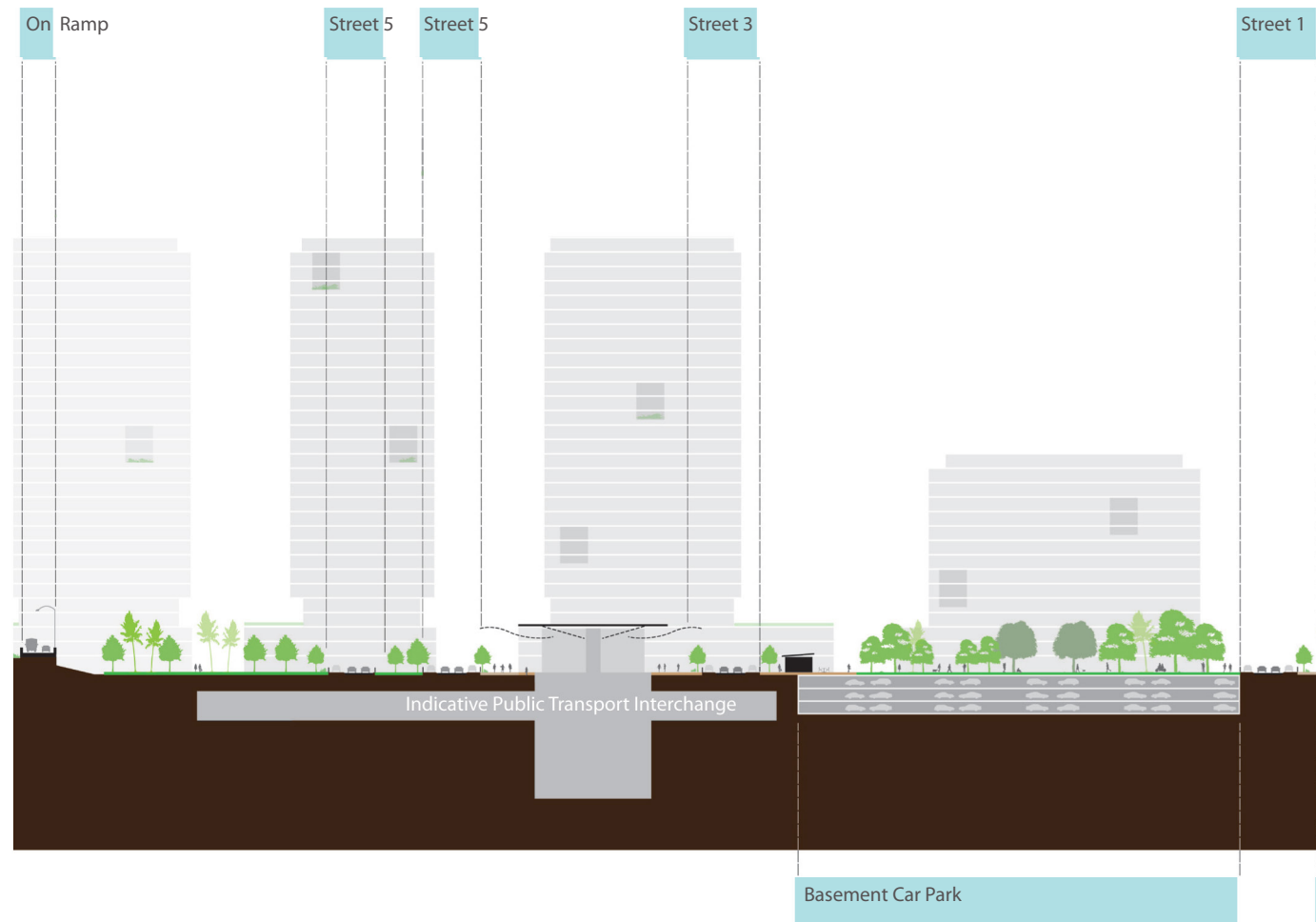


Figure 9: Precinct 2 east-west illustrative section



Key Plan



3.8 Precinct 3: Main Street

3.8.1 Precinct Intent

This precinct comprises the area between the proposed Street 1 and the eastern edge of the UDA. The precinct provides a strong built form relationship to the very busy surrounding road network of Stanley, Vulture and Main Streets. Mixed use towers up to 20 storeys in height occupy this end of the UDA.

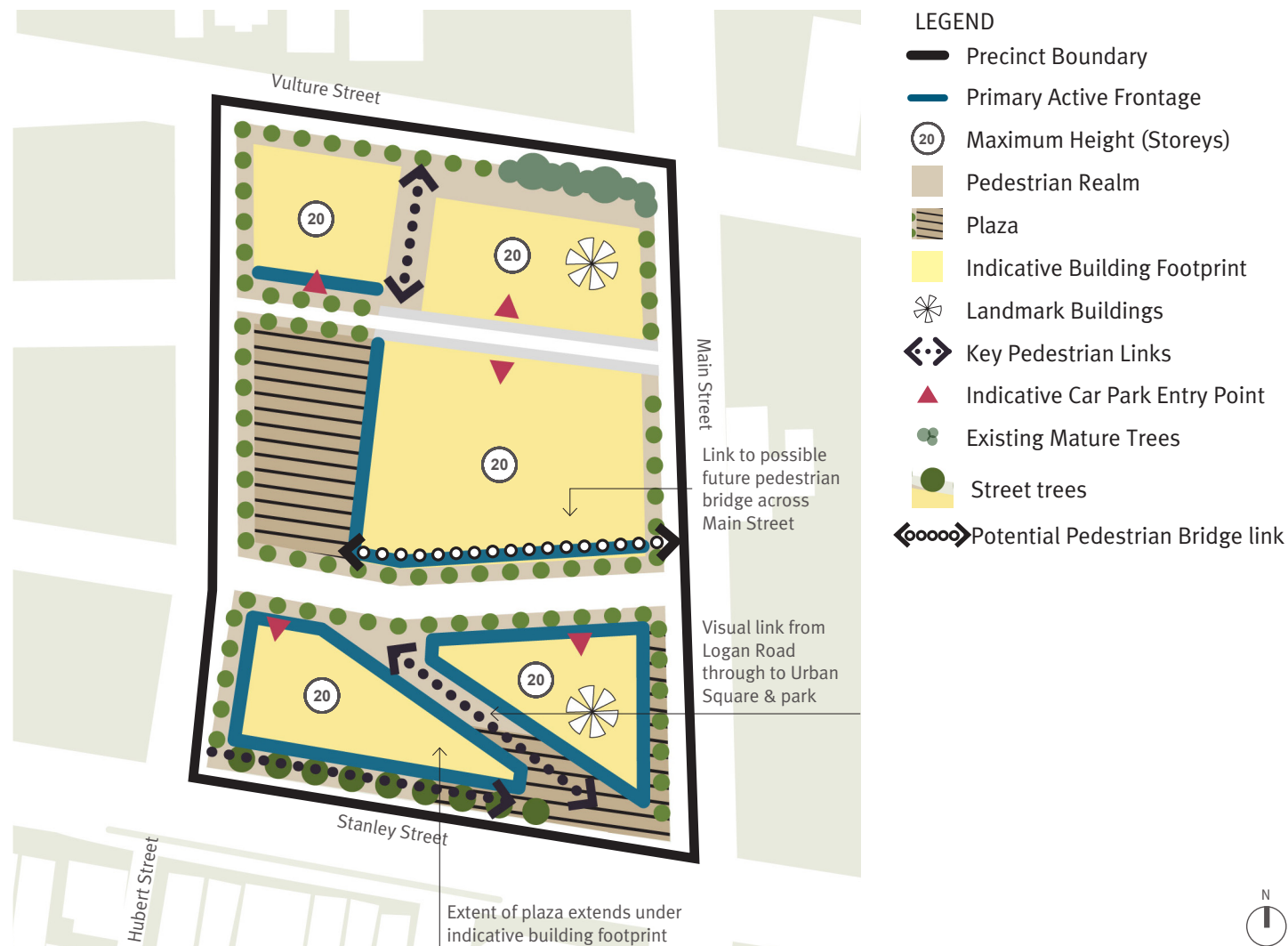
Buildings on significant corners such as the corner of Stanley and Main Streets have a landmark quality and underpin the importance of this corner in the identity of the UDA.

At ground level, this area is characterised by its busy pedestrian activity supported by a generous public realm allowing easy transition through the site, particularly on game days at the Gabba stadium. Retail and other active land uses help to activate the ground plane.

The existing mature trees along the Vulture Street frontage of Precinct 3 are locally significant. Every effort should be made to retain and incorporate them into the design of the public realm in this area.

The part of the precinct to the north of the left-in-left-out Main Street access is occupied by the Landcentre building and dental clinic but is not constrained from development by the need to relocate the existing busway station before development can occur.

Map 9: Precinct 3 Urban Form Plan



A small civic plaza occupies part of the western edge of this precinct providing a setting for ground floor uses and activities and contributing to the open feel created internally within the UDA.

The southern part of Precinct 2 incorporates the land associated with the existing busway station and turn-around. An angled pedestrian entry on the corner of Stanley and Main Streets provides a physical and visual extension of Logan Road through the site providing glimpses of the large urban parkland within the UDA.

Map 9: Precinct 3 Urban Form Plan, shows the desired layout of development in Precinct 3.

3.8.2 Precinct Outcomes

(a) Movement

The desired movement arrangements for Precinct 3 are shown on Map 3: Woolloongabba UDA Circulation and Movement Plan.

There is no direct access to development parcels from the external road network in this Precinct. All access will be from the internal road network.

Access to development parcels in this precinct is mainly achieved through lower order roads (Street 2) and lanes (Street 6).

Street 2 connects Street 1 with Main Street. Access from Main Street is left in/left out only and is not intended to be signalised. This street will play a combined role in

conveying vehicles as well as pedestrian traffic through the UDA particularly on game days at the Gabba stadium. Direct vehicle access to adjoining development parcels is available from this important linkage.

A high quality and durable public realm facilitates pedestrian movement. An absence of street furniture in this location assists in allowing for the large flow of pedestrians from the Gabba.

Potential pedestrian bridge link

The most appropriate means of providing for safe and convenient pedestrian access between the Gabba stadium and the proposed public transport interchange in the UDA will be considered in an integrated transport investigation to be undertaken by DTMR in conjunction with Brisbane City Council, the ULDA, Stadiums Queensland and other key stakeholders.

The potential to provide a grade-separated pedestrian bridge across Main Street will be examined in this investigation.

Provision is made in the Movement and Circulation Plan (refer to Map 3) and the Urban Form Plan for Precinct 3 (refer to Map 9) for a grade-separated pedestrian bridge across Main Street so that its attributes and impacts can be appropriately accessed and addressed in the integrated transport investigation.

The location identified for the pedestrian bridge would enable direct access for pedestrians crossing Main Street to the

UDA's central open spaces and the public transport interchange. The walkway would be sized and configured to facilitate safe crowd movement. It would also be designed to ensure that, should it be incorporated in a building, the ground level of the building could be suitably activated.

(b) Land use

Retail, community and cultural activities should be located at ground level along the identified primary active frontages, with commercial and residential uses predominating at upper levels.

This precinct would also be a suitable location for community facilities such as proposed indoor sports and recreation centre.

(c) Built form

Buildings line the major external streets of Vulture, Stanley and Main and maintain a close association with the street frontages. Buildings on the prominent corners have a landmark quality. Podiums and towers maintain a close association with their street frontages on Vulture and Main Street allowing towers to pull back from the central internal park and plaza areas.

On the corner of Main and Stanley Streets a small plaza opens the corner at ground level leading pedestrians into the heart of the UDA. Buildings above ground level overhang this space contributing to the landmark qualities of buildings on this corner.

Table 5 shows the main built form

parameters for Precinct 3.

An example of the potential built form outcomes for Precinct 3 is shown in the illustrative sections at Figures 10 and 11.

(d) Public realm

A small plaza (urban square) occupies part of the western edge of this precinct providing a setting for ground floor uses and activities and contributing to the open feel created internally within the UDA. This plaza with an area of approximately 1500m² and a minimum dimension of 25m, provides a setting for cafes, restaurants and other activities as well as providing some relief from the traffic on Street 1.

Long views across the internal parkland towards the main entry portal for the public transport interchange are achievable from this space adding to the legibility of the UDA and its elements.

(e) Car parking

Development with minimal car parking is encouraged. The maximum car parking ratios that will be permitted are:

- » Residential: 0.75 spaces per dwelling
- » Other: 1 space per 300m² gross floor area.

Table 5: Precinct 3 Development Parameters

Street or space	Building elements	Setback
Stanley Street	Podium (max 3 storeys)	0.0 metres
	Upper levels	10.0 metres
Vulture Street	Podium (max 4 storeys)	0.0 metres
	Upper levels	0.0 metres
Main Street	Podium (max 4 storeys)	0.0 metres
	Upper levels	0.0 metres
Urban Square	Podium (max 3 storeys)	0.0 metres
	Upper levels	0.0 metres
Street 1	Podium (max 3 storeys)	0.0 metres
	Upper levels	0.0 metres
Street 2	Podium (max 4 storeys)	0.0 metres
	Upper levels	0.0 metres
Street 6b	Podium (max 4 storeys)	0.0 metres
	Upper levels	0.0 metres
All other frontages	Podium (max 3 storeys)	0.0 metres
	Upper levels	0.0 metres

Figure 10: Precinct 3 east-west illustrative section

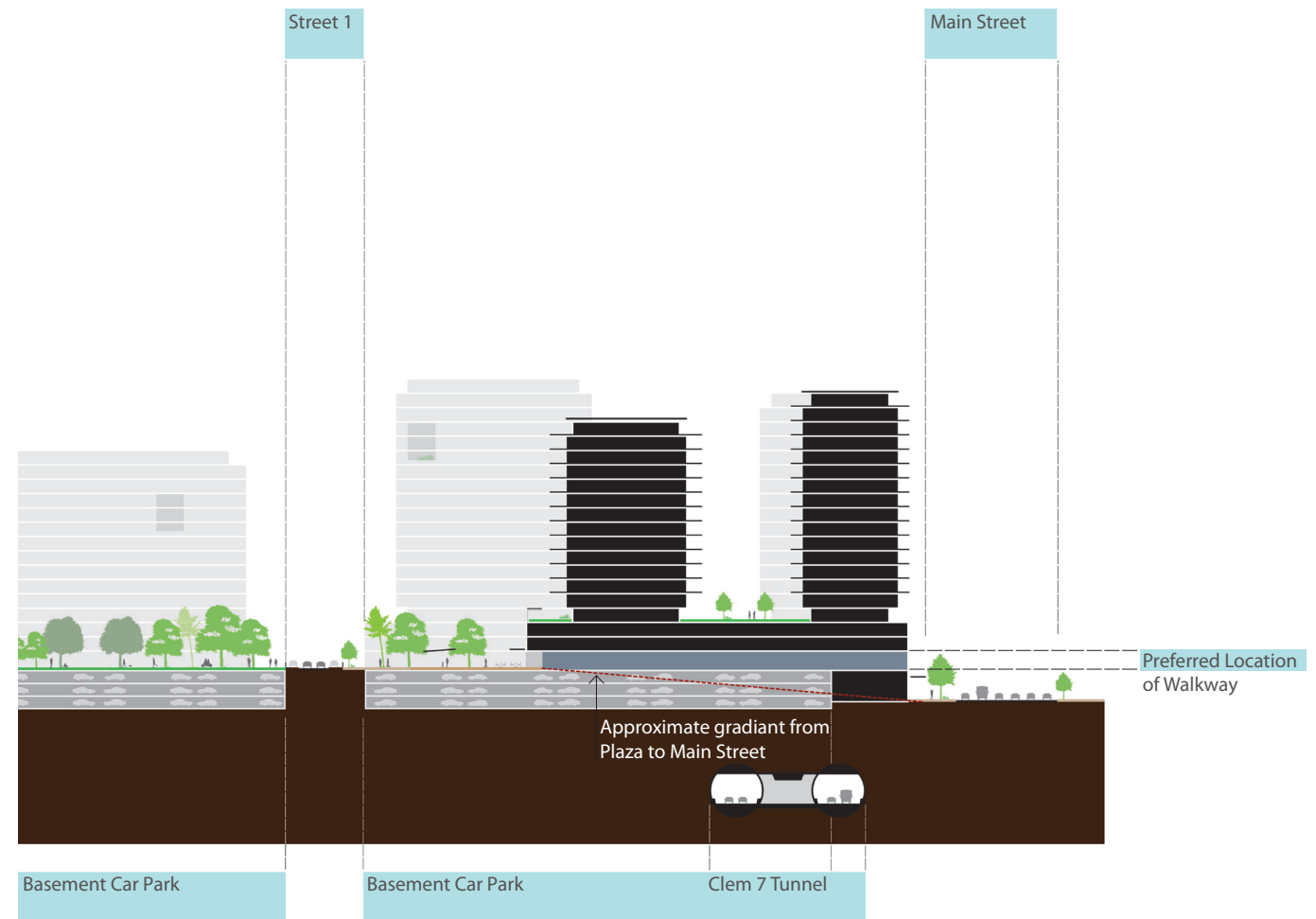
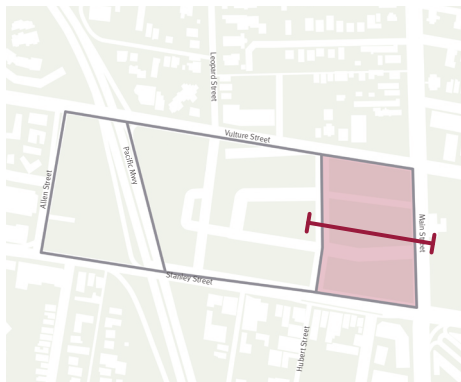
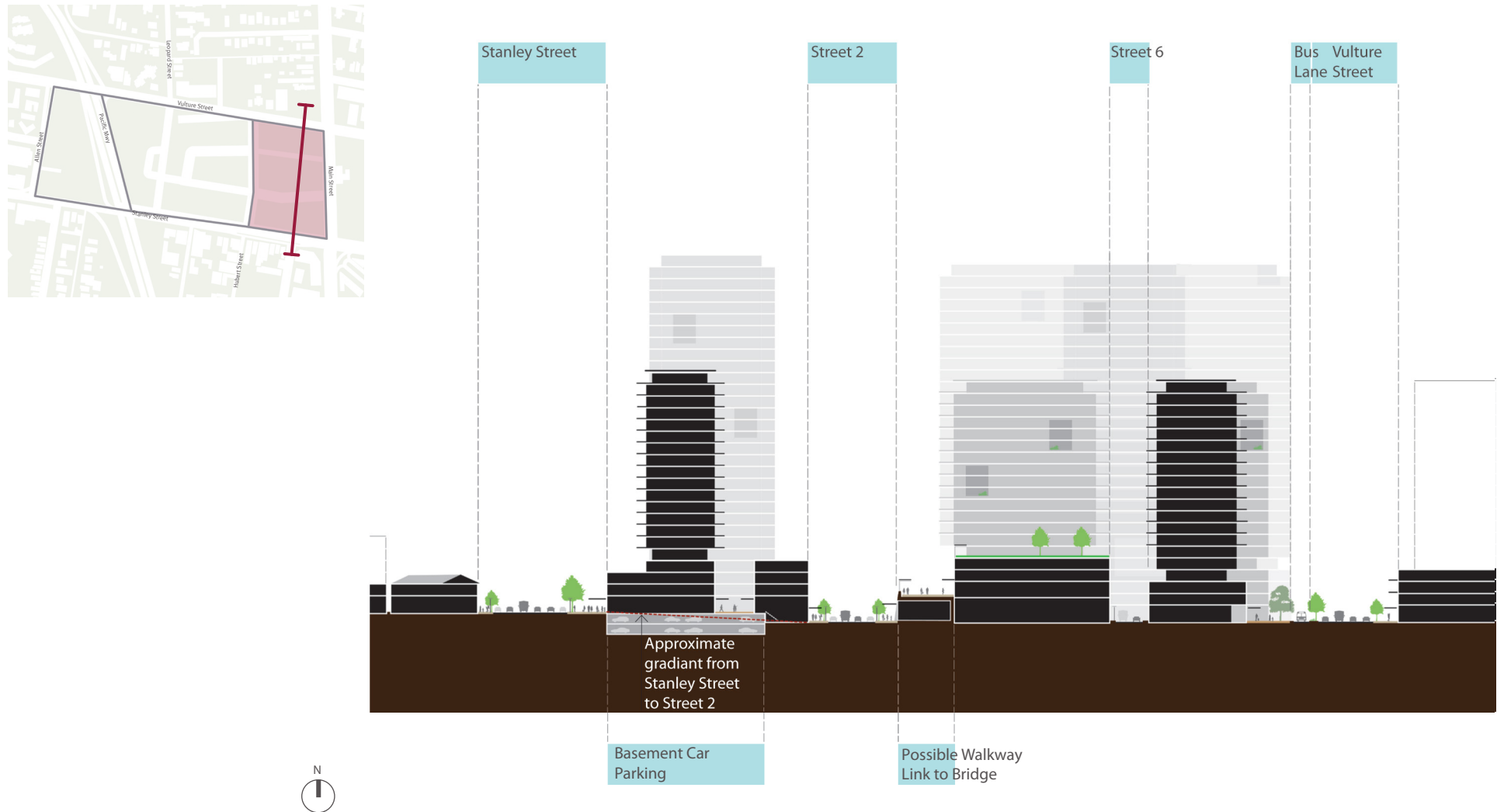


Figure 11: Precinct 3 north-south illustrative section



4.1 Approach

Infrastructure requirements to achieve the planning outcomes will be delivered through the development assessment process, imposed as conditions of a UDA approval for development and delivered as part of the building and operational works on the site.

Infrastructure will include:

- » Transport (including roads, public transport and active transport)
- » Community facilities (including parks and plazas)
- » Network infrastructure (including water supply and sewerage, stormwater management, telecommunications and power).

As part of implementing this development scheme, the ULDA will work with Brisbane City Council, infrastructure provider agencies and State agencies to prepare an infrastructure charges schedule. State infrastructure funding will be sought under the normal budgetary processes and will be part of an approved State agency capital program.

Listed below is infrastructure currently identified for the Woolloongabba UDA. These infrastructure requirements reflect current understanding. However, further more detailed infrastructure investigations, including the proposed traffic and transport investigations (to be undertaken by DTMR in cooperation with BCC) will be undertaken, and the infrastructure requirements and delivery responsibilities may be amended to reflect the outcomes of these investigations.

4.2 UDA-wide Infrastructure

Transport infrastructure	
Infrastructure	Description of works
Public Transport	New public transport interchange, including relocated Woolloongabba Busway Station .
Vulture Street	New signalised intersection including site access to new Street 1.
	Vulture/Main Streets intersection - amend existing signals for bus phase, add double right turn lane in Main Street and bus right turn from north.
Stanley Street	Main/Stanley Streets intersection - amend existing signalisation, add double right turn lane in Main Street, remove bus entries.
	Construction of a 4.5m wide bicycle lane on the northern side of Stanley Street.
	Improved pedestrian facilities for the full length of the UDA.
Main Street	Road widening to accomodate intersection works at Vulture and Stanley Streets and contribute to Brisbane City Council's 'sub-tropical boulevard' proposal as outlined in the draft Kangaroo Point South Renewal Strategy.

Community facilities	
Infrastructure	Description of works
Various	A multi-purpose community hub with a gross floor area of approximately 1,500m ² is envisaged at the lower levels of a building near the public transport interchange entry in Precinct 2. The ULDA will work with Brisbane City Council, State and Commonwealth agencies to plan, fund and deliver this facility.
	A cultural facility with a gross floor area of approximately 4,000m ² with good access by walking, cycling and public transport.
	A multi-purpose indoor sports and recreation facility. This facility should be integrated into the lower levels of a larger development in Precinct 2 or Precinct 3, and make effective use of podium and/or roof-top spaces for outdoor recreation. There may be some advantages of co-location with the community hub.
	Relocation of the South Brisbane Dental Clinic to new premises within or in the vicinity of the vicinity of the UDA.
	Child care facilities.
	Innovative, land efficient and flexible sports and recreation opportunities.
	High quality urban park and plaza for recreation and events in the centre of the UDA.
Network infrastructure	
Infrastructure	Description of works
Water cycle	Water, sewer and stormwater networks within the UDA will be constructed at the time the developments are being undertaken.
All networks	Network infrastructure improvements will be undertaken in conjunction with the relevant responsible authority and will be delivered before improvements are demanded by additional loading applied by developments within the UDA.

4.3 Precinct 1: Allen Street

Transport infrastructure	
Infrastructure	Description of works
Pacific Motorway On-Ramps	Realign Pacific Motorway northbound on-ramp from Stanley Street.
	Realign South East Busway city bound on-ramp (to Captain Cook Bridge).
Pedestrian / cycle infrastructure	Realign South East Freeway Bikeway.
	Improved cycleway and pedestrian access along Stanley Street and up Allen Street connecting with the South East Freeway Bikeway near Vulture Street.
	In collaboration with BCC, investigate options for extending the Stanley Street cycleway beyond UDA boundary to Annerley Road intersection. If feasible, ULDA to deliver.
Road and street improvements	Public Realm improvements to Stanley Street.
	Public realm improvements to Allen Street.

Community facilities	
Infrastructure	Description of works
Plazas	Delivered through the development process.

4.4 Precinct 2: Central

Transport infrastructure	
Infrastructure	Description of works
Rearrangement of roads surrounding the public transport interchange site.	Construct new Pacific Motorway south bound on-ramp.
	Construction of north-south link road (Street 1) through UDA, up to northern edge of existing busway, to provide construction access.
Vulture Street	Vulture/Leopard intersection - amend existing signals for right turn from north.
	Contra-flow bus lane along Vulture Street from Main Street intersection.
	Vulture Street from Leopard Street to Pacific Motorway - contra-flow lane to allow westbound access to freeway along Vulture Street.
	Realignment of Pacific Motorway southbound Vulture Street off ramp
	Vulture Street approach to new on ramp - line marking and signs.
	Pedestrian signals along south side of Vulture Street at entry to new motorway on-ramp.
Leopard Street	Stanley/Leopard Streets - remove existing signals (after closure of existing southbound Pacific Motorway on-ramp)
	Close Leopard Street
Stanley Street	Close existing southbound Pacific Motorway on-ramp.
	Remove existing pedestrian signal and include a new intersection at Street 1 and Stanley Street.
	Public realm improvements to Stanley Street including improved footpath and cycleway.
Internal road network	Construct Streets 3, 3a, 4 and 5 including associated pedestrian and cyclist facilities.
Community facilities	
Infrastructure	Description of works
Open Space	Construction of central park (including underground parking) and plazas.

4.5 Precinct 3: Main Street

Transport infrastructure	
Infrastructure	Description of works
Access to site	Intersection construction at Main Street for east-west street (Street 2) in the UDA.
Internal road network	Construction of Streets 2 and 6 and associated pedestrian facilities.
	Connection of Street 1 to Stanley Street opposite Hubert Street and relocate existing pedestrian signals.
Existing busway	Relocation of South East Busway eastern access from Stanley Street to Vulture Street.
Vulture Street	Widened footpath to Vulture Street opposite the Gabba stadium ground to facilitate improved access for Gabba crowds.
Main Street	Public realm improvements to Main Street.

Community facilities	
Infrastructure	Description of works
Open space	Construction of plaza.

5.1 Implementation

The implementation strategy describes other strategies and mechanisms that the ULDA will use to complement the land use plan and infrastructure plan to achieve the planning outcomes for the UDA.

The strategy identifies each of the implementation mechanisms and the purpose of the *Urban Land Development Act 2007* (the Act) that each is seeking to achieve.

Implementation mechanisms	Relevant purpose of the Act
Preparing a UDA development application	
<ul style="list-style-type: none"> » Affordable housing target for the UDA » ULDA Accessible Housing Guideline » ULDA Environment and Sustainable Development Guideline 	<ul style="list-style-type: none"> » Provision of a range of housing options to address diverse community need » Provision of an ongoing availability of affordable housing options for low to moderate income households » Planning principles that give effect to ecological sustainability and best practice urban design
Development assessment process	
<ul style="list-style-type: none"> » Development Assessment Supplementary Guide » Development Assessment Certification Procedures Manual 	<ul style="list-style-type: none"> » Availability of land for urban purposes
Provision of infrastructure	
<ul style="list-style-type: none"> » Working with DTMR in consultation with Brisbane City Council and other stakeholders, to deliver the major public transport and road changes identified in the development scheme » Working with BCC, State agencies and other key stakeholders to deliver the community infrastructure identified in the development scheme » Prepare an infrastructure charging schedule for the UDA » Identifying third party funding opportunities 	<ul style="list-style-type: none"> » Provision of infrastructure for urban purposes
Community engagement	
<ul style="list-style-type: none"> » A community development strategy prepared by the ULDA in collaboration with key stakeholders including BCC and local community organisations » Factsheets, newsletters, letterbox drops, newspapers » Identifying training and education opportunities within the development industry 	<ul style="list-style-type: none"> » Planning principles that give effect to ecological sustainability and best practice urban design » Provision of a range of housing options to address diverse community need

Implementation mechanisms	Relevant purpose of the Act
Key stakeholder consultation	
<ul style="list-style-type: none"> » Working with Brisbane City Council, State agencies and other key stakeholders to identify and resolve issues » Working with Brisbane City Council, infrastructure provider agencies and State agencies to prepare and implement the infrastructure charging schedule » Working with the development industry to identify opportunities for collaboration and innovation to achieve superior planning and design outcomes » Working with the Department of Communities and not-for-profit organisations to identify social housing opportunities » Working with Department of Public Works and Queensland Health to address accommodation / relocation issues for existing occupants of the UDA. 	<ul style="list-style-type: none"> » Availability of land for urban purposes » The provision of a range of housing options to address diverse community need » Provision of infrastructure for urban purposes » Planning principles that give effect to ecological sustainability and best practice urban design » Provision of an ongoing availability of affordable housing options for low to moderate income households

Schedule 1: Exempt development

Building work
Carrying out building work associated with a material change of use that is UDA exempt development.
Carrying out building work associated with an approved material change of use.
Minor building work or demolition work except where the building is identified as a heritage registered place.
Material change of use of premises
Making a material change of use of premises implied by building work, plumbing work, drainage work or operational work if the work was substantially commenced by the state, or an entity acting for the state, before 31 March 2000.
Making a material change of use of premises for a class 1 or 2 building under the Building Code of Australia (BCA) part A3, if the use is for providing support services and short term accommodation for persons escaping domestic violence.
Reconfiguring a lot
Reconfiguring a lot under the <i>Land Title Act 1994</i> , if the plan of subdivision necessary for the reconfiguration is: <ul style="list-style-type: none"> (a) a building format plan of subdivision that does not subdivide land on or below the surface of the land (b) for the amalgamation of two or more lots (c) for the incorporation, under the <i>Body Corporate and Community Management Act 1997</i>, section 41, of a lot with common property for a community titles scheme (d) for the conversion, under the <i>Body Corporate and Community Management Act 1997</i>, section 43, of lessee common property within the meaning of that Act to a lot in a community titles scheme (e) in relation to the acquisition, including by agreement, under the <i>Acquisition of Land Act 1967</i> or otherwise, of land by: <ul style="list-style-type: none"> (i) a constructing authority, as defined under that Act, for a purpose set out in parts 1-13 (other than part 10, second dot point) of the Schedule to that Act or (ii) an authorised electricity entity (f) for land held by the State, or a statutory body representing the State and the land is being subdivided for a purpose set out in the <i>Acquisition of Land Act 1967</i>, parts 1-13 (other than part 10, second dot point) whether or not the land relates to an acquisition (h) for the <i>Transport Infrastructure Act 1994</i>, section 240 (i) in relation to the acquisition of land for a water infrastructure facility.
Subdivision involving road widening and truncations required as a condition of development approval.
Operational work
Carrying out operational work associated with a material change of use that is UDA exempt development.
Carrying out operational work in accordance with a UDA development approval.
Carrying out operational work associated with the decontamination of land.

Carrying out operational work that is clearing of vegetation:
(a) carried out by a public sector entity, where the works being undertaken are authorised under a state law
(b) in accordance with the conditions of a UDA development approval for a material change of use or reconfiguring of a lot.
Carrying out operational work for a satellite dish on a premises, where the satellite dish has no dimension greater than 1.8 metres.
Filling or excavation:
(a) to a depth of one vertical metre or less from ground level
(b) where top dressing to a depth of less than 100 vertical millimetres from ground level
Operational work (including maintenance and repair work) if the work is carried out by or on behalf of a public sector entity authorised under a state law to carry out the work.
Placing an advertising device in premises.
Plumbing or drainage work
Carrying out plumbing or drainage work.
All aspects of development
All aspects of development a person is directed to carry out under a notice, order or direction made under a state law.
All aspects of development for park.
All aspects of development undertaken by the State, or a statutory body representing the State, for the purposes of public housing.
All aspects of development for Home based business.
All aspects of development for Sales office and display home.
All aspects of development for a utility installation, by way of:
(a) development of any description at or below the surface of the ground
(b) the installation of any plant inside a building or the installation or erection within the premises of a generating station of any plant or other structures or erections required in connection with the station
(c) the installation or erection of an electricity distribution or supply network (and any components of such a network) which operates at voltages up to and including 33 kilovolts, excluding new substations.

Schedule 2: Definitions

Use Definitions

Commercial Uses

Business

Premises used for administration, clerical, technical, professional or other business activity where no goods or materials are made, sold or hired on the premises.

Home based business

House or multiple residential unit used for an occupation or business activity as a secondary use where:

- (a) the floor area used specifically for the home business does not exceed 50m²
- (b) any visitor accommodation does not exceed 4 visitors
- (c) there is no hiring out of materials, goods, appliances or vehicles
- (d) there is no repairing, servicing, cleaning or loading of vehicles not normally associated with a house
- (e) the maximum height of a new building, structure or object does not exceed the height of the house and the setback is the same as, or greater than, buildings on adjoining properties.

Medical centre

Premises used for the medical care and treatment of persons not resident on the site. The term includes medical centres, dental clinics, pathology labs, naturopath clinics, chiropractic clinics, natural medicine

practices, counselling rooms, psychiatric and psychological consulting rooms, premises used for nursing services, and the like. The term does not include home-based businesses, hospitals, retirement villages or aged care facilities.

Office

Premises used primarily for administration, clerical, technical or professional activities, where any goods or materials made, sold or hired on the premises are ancillary to the primary activity.

Sales office and display home

Premises, including a caravan or relocatable home structure, used for the promotion and/or sale of land and/or buildings within development, where such premises are located within the development which is proposed to be promoted or sold.

Veterinary clinic

Premises used for veterinary care, surgery and treatment of animals, whether or not provision is made for the overnight short stay accommodation of the animals on the premises. The term does not include animal keeping and husbandry or veterinary hospital.

Veterinary hospital

Premises used for the treatment of sick or injured animals where such animals are accommodated overnight or for long stay periods on the premises. The term does not include animal keeping and husbandry or

veterinary clinic.

Industrial Uses

Extractive industry

Premises used for extraction of sand, gravel, soil, rock, stone or similar substance from land. The term includes ancillary storage, loading or cartage and any crushing, screening, washing, blending or other treatment processes of material extracted from the site.

General industry

Premises used for making, assembling, dismantling, break up, servicing, storing, repairing goods, or treating waste where potential impacts exist. The use includes but is not limited to the following:

- » fuel burning
- » boat maintenance
- » battery recycling
- » water treatment
- » beverage production
- » bottling and canning
- » concrete batching
- » tyre retreading
- » metal forming
- » edible oil processing
- » seafood processing
- » milk processing.

Heavy industry

Premises used for making, assembling,

dismantling, break up, servicing, storing, repairing goods or treating waste with significant impacts which are likely to be noxious and/or hazardous and require isolation, or significant buffering from other buildings and uses. These include but are not limited to the following:

- » alcohol distilling
- » boiler making
- » metal recovery
- » sugar milling or refining
- » meat processing
- » crushing, milling and grinding
- » rendering
- » pet, stock or aquaculture food manufacturing
- » textile manufacturing
- » tyre manufacturing
- » chemical manufacturing, processing or mixing
- » chemical storage
- » coke producing
- » gas producing
- » paint manufacturing
- » crude oil or petroleum product storage (excluding service stations)
- » oil refining or processing
- » fuel gas refining or processing metal works, surface coating and foundry
- » mineral processing
- » battery manufacturing
- » manufacturing of plastic, plaster, pulp or

paper

- » sawmilling or wood chipping or chemically treating timber chemical or oil recycling.

This use does not include any other industrial uses or service station.

Light industry

Premises used for making, assembling, dismantling, break up, servicing, storing, repairing goods, or treating waste of a small scale and low impact similar to those activities set out below and ancillary activities that support the industrial use such as administration offices or sales and display areas for products. The use includes but is not limited to the following:

- » printing
- » all industrial activities not environmentally relevant activities, except where defined.

Research and technology facility

Premises used for scientific or technological research development or testing.

Service industry

Premises used for a small scale, low impact industrial activity which is intended to provide services to the general public or is similar to those activities set out below and ancillary activities that support the industrial use such as administration offices or sales and display areas for products manufactured, assembled or finished on the site. The use includes but is not limited to the following:

- » making of the following:
 - » artificial flowers
 - » bread, cakes and pastry
 - » dental prostheses
 - » fashion accessories
 - » garments
 - » jewellery
 - » optical goods, being spectacles and the like
 - » soft furnishings
 - » toys.
- » Assembling the following from components manufactured elsewhere:
 - » aids and appliances for people with a disability
 - » audio-visual equipment
 - » barbeques
 - » blinds
 - » furniture
 - » portable domestic electrical appliances
 - » domestic light fittings and accessories
 - » scientific instruments
 - » sports equipment, other than ammunition, vehicles and watercraft
 - » television and video equipment.
- » Repairing and servicing the following:
 - » blinds
 - » cameras or other photographic equipment
 - » canvas goods, tents and camping soft goods
 - » computers and computer equipment
 - » electronic instruments and equipment
 - » garments
 - » mowers, including motor mowers and portable gardening equipment
 - » optical goods, being spectacles and the like
 - » domestic electrical appliances
 - » power and other tools
 - » scientific instruments.
- » Providing the following services:
 - » book binding
 - » car washing
 - » document duplicating or copying or photocopying
 - » engraving by hand
 - » laboratory facilities
 - » locksmith services
 - » photographic film processing
 - » picture framing
 - » plan printing
 - » restoration of small articles of a personal or domestic nature, works of art
 - » studio facilities for film, theatre or television.

The term does not include any other industrial use.

Warehouse

Premises used for the storage of goods whether or not in a building, including self storage facilities or storage yards.

Residential Uses

House

Premises used for residential purposes where freestanding on its own lot and used as one self contained dwelling.

Multiple residential

Premises used for residential purposes if there are two or more dwelling units on any one lot. Multiple Residential dwelling units may be contained on its own lot subject to community title schemes. The term Multiple Residential does not include a house.

Other residential

Premises used for the accommodation and care of aged and retired people, small groups of disadvantaged persons or persons who are being nursed, require ongoing supervision/ support, or are convalescing. This term may include but is not limited to ancillary dining and recreation facilities, administration offices, laundries, kitchens, ancillary medical facilities and residential accommodation for management and staff.

Relocatable home and caravan park

Premises used for the parking or location of relocatable homes, caravans, self contained cabins, tents and similar structures for the purpose of providing residential

accommodation.

The term includes ancillary facilities such as amenities, laundries, kitchens, a kiosk and recreation facility and residential accommodation for persons associated with the development. It also includes a manager's office and residence.

Retail Uses

Fast food premises

Premises used for the preparation and sale of food to the public generally for immediate consumption off the premises. The term may include drive through facilities and ancillary facilities for the consumption of food on the premises.

Food premises

Premises used for the preparation and sale of food and drink to the public for consumption on or off the site. The term includes a cafe, restaurant, coffee shop, bistro, tea room, milk bar, snack bar, kiosk and take-away, but does not include a fast food premises as separately defined.

Market

Premises used for the display and sale of goods to the public on a regular but infrequent basis, where goods are primarily sold from temporary structures such as stalls, booths or trestle tables. The use includes ancillary food and beverage sales and ancillary entertainment provided for the enjoyment of customers.

Service station

Premises used for the retail sale of fuel including petrol, liquid petroleum and automotive distillate to refuel motor vehicles.

Shop

Premises used for the display, sale or hire of goods to the public. The term includes the incidental storage of goods on the premises and the ancillary or incidental preparation of food. It also includes hairdressing, minor appliance repairs, alterations, retail dry cleaning, liquor store, department store, discount department store, discount variety stores and betting agencies. The term does not include types of repairs as separately defined by light industry.

Shopping centre

Premises used for display, sale or hire of goods comprising two or more individual tenancies, comprising primarily shops and which function as an integrated complex.

Showroom, storage and display facilities

Premises used for the display and sale of goods, by retail or by auction. The term also includes storage.

Rural Uses

Agriculture

Premises used for commercial purposes for the growing and harvesting of trees, crops, pastures, flowers, fruit, turf, vegetables and

the like for commercial or business purposes. The definition includes the storage and packing of produce grown on the subject site and the repair and servicing of machinery and other ancillary activities.

Animal keeping and husbandry

Premises used for keeping, depasturing, grazing or stabling of any animal, bird, insect and reptile. The term includes the use of land for keeping, breeding, stabling, training or boarding animals.

Service, community and other uses

Caretaker's accommodation

The residential use of part of a premises where in connection with a non residential use on the same premises.

Car park

Use of premises for the parking of motor vehicles where such parking is not ancillary to some other development on the same site.

Cemetery

Premises used for the interment of the dead. The term does not include a crematorium or funeral parlour.

Child care centre

Use of premises for the minding or care, but not residence of children generally under school age. The use includes but is not limited to a kindergarten, creche or early

childhood centre.

Community facility

Use of premises for social or community purposes, such as a community centre, library, public building or the like.

Crematorium

Premises used for cremating human corpses after death. The term does not include a funeral parlour or cemetery.

Educational establishment

Use of premises for systematic training and instruction, including any other ancillary facility. This definition includes prep facilities, primary school, secondary school, college, university, technical institute, academy or other educational centre.

The use may include residential accommodation and other ancillary uses provided for the employees and the students of such premises.

Emergency service

Use of premises for services which respond to community need in an emergency.

Environmentally relevant activities

As defined in the *Environmental Protection Act 1994*.

Funeral parlour

Premises used for arranging and conducting funerals, memorial services and the like, but does not include burial and cremation.

The definition includes the storage and preparation of bodies for burial or cremation and includes a mortuary and funeral chapel. The term does not include a cemetery or crematorium.

Hospital

Premises used for the medical or surgical care or treatment of persons accommodated on the premises to receive this care or treatment.

The use includes care or treatment of persons such as emergency patients or out-patients not residing on the premises

Place of assembly

Use of premises used for worship and activities of a religious organisation, community or association.

Utility installation

Premises used to provide the public with the following services:

- » supply of water, hydraulic power, electricity or gas
- » sewerage or drainage services
- » transport services including road, rail or water
- » waste management facilities
- » network infrastructure.

The use includes maintenance and storage depots and other facilities for the operation of the use.

Sport, recreation and entertainment uses

Club

Use of premises by persons associated (whether incorporated or not) for social, literary, political, sporting, athletic or other similar purposes to which the general public may also resort and which is, or intends to be, subject to a club licence under the *Liquor Act 1992*. The premises may also include the provision of food and beverages, limited live or recorded entertainment and gaming machines.

Hotel

Premises used to sell liquor for consumption on or off site. The use may include short-term accommodation, dining and entertainment activities and gaming and amusement machines.

Indoor sport, entertainment and recreation

Use of premises for leisure, sport or recreation conducted wholly or mainly indoors such as indoor sports and fitness centres, gyms, bowling alleys, squash courts and the like.

Outdoor sport and recreation

Premises used for any sporting or recreational activity, or other leisure pastime, which is conducted wholly or mainly outside of a building.

The use includes such typical premises as

outdoor public swimming pools, golf courses and driving ranges, outdoor courts and sportsground, and the like. The term also includes the provision of a clubhouse and other ancillary facilities.

Park

Use of premises by the public for free recreation and enjoyment, but used infrequently for events.

Facilities for park users may include children's playground equipment, informal sports fields, vehicle parking and other public conveniences.

Tourism

Tourist facility

Premises used, or intended to be used, for providing entertainment, recreation or similar facilities for the general touring or holidaying public. The term includes associated short term accommodation or facilities providing meals.

Visitor accommodation

Premises used for short term accommodation for the general touring, holidaying or visiting public. The term includes associated facilities providing meals.

Other

Filling or excavation

Operational work for filling or excavating that materially affects premises or their use.

Minor building or demolition work

Means:

- » Internal building or demolition work
- » External building work up to 25m² for roofs over existing decks or paved areas, sun hoods, carports and the like
- » Building work up to 10% of approved GFA or lawfully existing GFA at the time of commencement of this development scheme.
- » Raising a house where the resultant height does not exceed 9m.

Reconfiguring a lot

As defined in the *Sustainable Planning Act 2009*.

Administrative definitions

Affordable housing

Affordable housing⁴ means private rental housing and home purchase options (including housing aimed at the first home owners market) for low to moderate income households.

Authority

The Urban Land Development Authority.

Basement

A storey below ground level or where the underside of the ceiling projects no more than one metre above ground level.

⁴ Refer to the ULDA Affordable Housing Strategy

Building height

The maximum vertical distance between the natural ground level and the roof or parapet at any point but not including an antenna, aerial, chimney, flagpole or the like.

Contaminated Land Register

As defined in the *Environmental Protection Act 1994*.

Development scheme

As defined in the *Urban Land Development Authority Act 2007*.

Dwelling unit

Means a building or part of a building used or capable of being used as a self contained residence which must include:

- » food preparation facilities
- » a bath or shower
- » a toilet and wash basin.

The term includes works ancillary to a dwelling.

Environmental Management Register

As defined in the *Environmental Protection Act 1994*.

Ground level

The level on a site which precedes development excluding any site works that are subject to a related development approval, unless approved by the ULDA or established as part of a reconfiguration of the land preceding development.

Gross floor area

The total floor area of all storeys of a building, including mezzanines, measured from the external walls or the centre of a common wall, excluding area used for:

- » building services
- » ground floor public lobby
- » a public mall in a shopping centre
- » the parking, loading and manoeuvring of motor vehicles
- » private balconies whether roofed or not.

Mezzanine

An intermediate floor within a room.

Noise sensitive use

Means any of the following:

- » House, Multiple residential, Other residential
- » Childcare centre, Community facility, Hospital or Place of assembly
- » Park.

Plan of Development

A detailed plan, including graphics, text and tables that collectively accompanies a development application. A Plan of Development details lot layout, the form and density of development, landscape intent and building control requirements.

Plot ratio

The ratio between the gross floor area of a building and the total area of the site.

Podium

A continuous projecting base of a building.

Private open space

An outdoor area for the exclusive use of occupants.

Public benefit

Refers to an outcome that benefits the wider community rather than local, site specific or land ownership desires.

Public housing

As defined in the *Sustainable Planning Act 2009*.

Public realm

Refers to spaces that are used by the general public including streets, plazas, parks and environmental areas.

Setback

The shortest distance measured horizontally from the outermost projection of the building or structure to the vertical projection of the boundary lot.

Site cover

The proportion of the site covered by buildings, including roof overhangs.

Storey

Means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. This does not include:

a space that contains only:

- » a lift shaft, stairway or meter room
- » a bathroom, shower room, laundry, toilet or other sanitary compartment
- » accommodation intended for not more than 3 vehicles, or

a combination of the above.

For the purposes of this definition a mezzanine is a storey.

Uplift of land value

The increase in development yield or land value arising from the development scheme⁵.

Urban Design

Refers to the holistic design of urban environments, including the overall townscape, individual buildings, street networks, streetscapes, parks and other public spaces.

⁵ Refer to the ULDA Affordable Housing Strategy for more information.



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