Boggo Road

Cross River Rail Priority Development Area

Proposed Development Scheme

Not Government Policy

February 2022

CROSSRIVERRAIL

Queensland Government

Acknowledgement of Country

We acknowledge the Traditional Owners of the land on which we live and work
We pay our respects to the Elders, past and present

Throughout time, Brisbane, the land by the river, has been a path of transport for all people
A place of connection, a place of many tracks

The Ancestors and Elders travelled this terrain long ago
Following tracks that we follow today
We recognise their connection to this country, the waterways and community

As we build this path through Country
While we tunnel deep beneath our river
Laying tracks for greater connection, creating new places for the future
We acknowledge the rich traditions and stories of the past
At the many places we are working to bring this Project to life
Across Brisbane, the Gold Coast, and greater South-East Queensland

With an open heart and mind, we hope to learn from the traditions, stories, customs and practices of Australia's First Nations people

Together, as we build this track for the future.

The Department of State Development, Infrastructure, Local Government and Planning connects industries, businesses, communities and government (at all levels) to create place-based solutions that leverage regional strengths and unlock sustainable growth.

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1 Introduction

1.1 Economic Development Act 2012

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

1.2 Priority Development Area description

The Boggo Road Cross River Rail (CRR) PDA was declared by a regulation[4] on 2 October 2020.

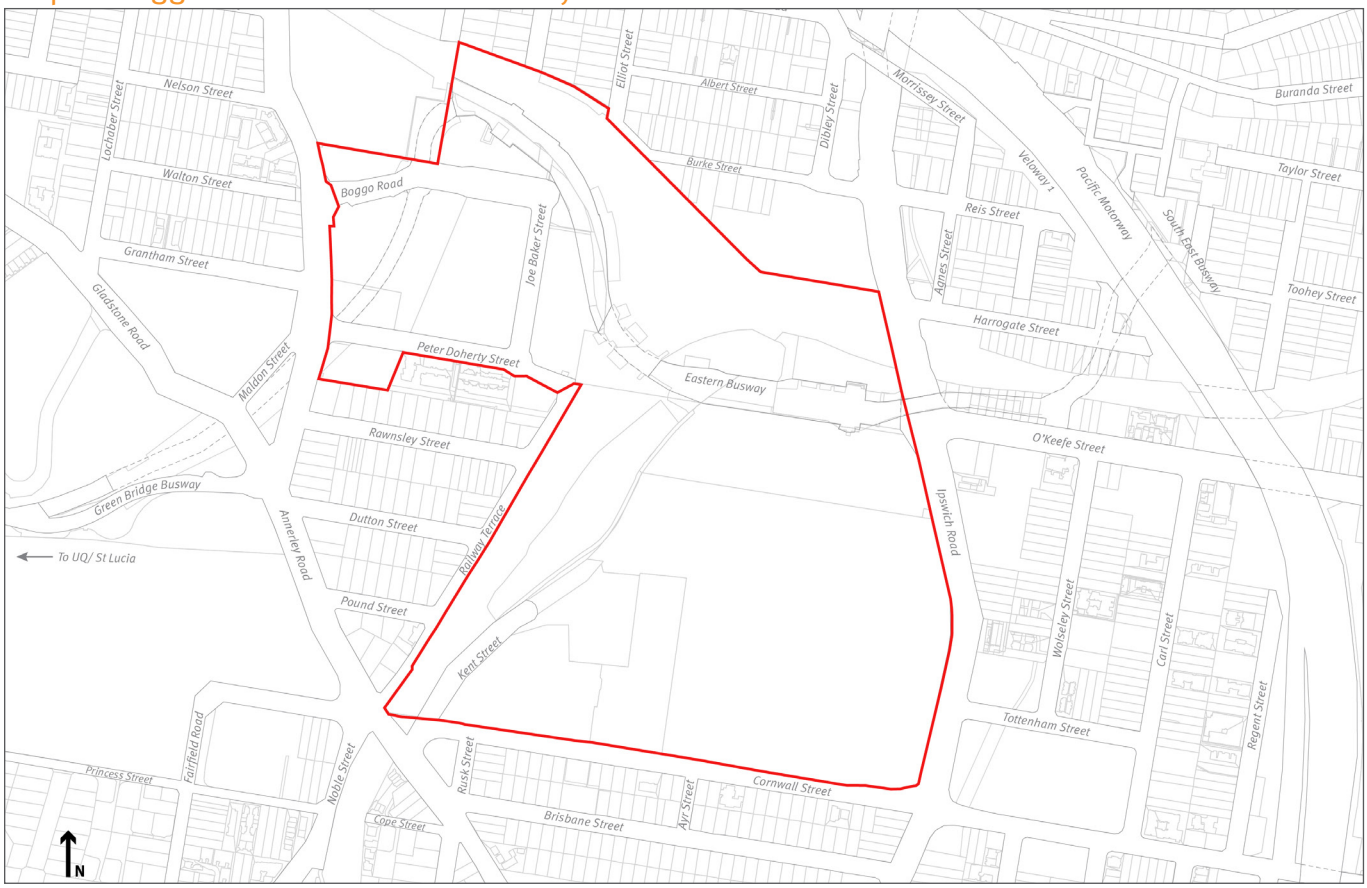
The Boggo Road CRR PDA, identified in Map 1, is approximately 39 hectares and accommodates a regionally significant cluster of knowledge, technology, and health related uses in a transport rich environment. These uses support the continued focus and investment in health, science, innovation, research and education services. Existing facilities include the Ecosciences Precinct, Dutton Park Police Station and the heritage listed Boggo Road Gaol. These facilities are situated on the western side of the rail corridor, with the Pharmacy Australia Centre of Excellence, the Translational Research Institute and the Princess Alexandra Hospital situated on the eastern side of the rail corridor.

The Boggo Road CRR PDA is generally bounded by Burke Street to the north, Cornwall Street to the south, Annerley Road to the west, and Ipswich Road to the east. The PDA does not include Dutton Park State Primary School or the Brisbane South State Secondary College, although these facilities have an important relationship to the health, science, innovation, research and education focus of the PDA.

The Boggo Road CRR PDA contains major public transport infrastructure, including the new underground Boggo Road CRR station and tunnels, existing surface rail stations (Park Road and Dutton Park), surface rail lines (Beenleigh/ Gold Coast and Cleveland lines), and Eastern Busway stations (Princess Alexandra Hospital and Boggo Road) and tunnels. An enhanced Dutton Park station will be upgraded as part of the CRR project, providing improved access to the Princess Alexandra Hospital, Pharmacy Australia Centre of Excellence, and the Translational Research Institute. The PDA also includes significant existing and planned active transport infrastructure including the Princess Alexandra Hospital cycleway and the new central active transport connection bridge (central bridge) which will provide an elevated link between the western and eastern sides of the rail corridor. This important connection is being delivered as part of the CRR project.

1 See section 8 of the ED Act.
2 See section 3 of the ED Act.
3 See section 4 of the ED Act.
4 See section 37 of the ED Act.

Map 1: Boggo Road CRR PDA boundary



Priority development area boundary

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

1.3 Strategic context

1.3.1 The Cross River Rail project

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

On 26 March 2010, the Coordinator-General declared CRR a significant project (now known as a 'coordinated' project) under the *State Development and Public Works Organisation Act 1971* (SDPWO Act) and required the preparation of an environmental impact statement (EIS). Following an evaluation of the EIS by the Coordinator-General, the project was approved with conditions on 20 December 2012. The Coordinator-General has subsequently evaluated and approved project changes. The approval under the SDPWO Act is for railway, tunnel and station works associated with the CRR project including works both above and below ground level[5].

The Cross River Rail Delivery Authority Act 2016 establishes the Cross River Rail Delivery Authority (CRRDA). In addition to planning and delivering the transport aspects of the CRR project, a purpose of the CRRDA is to plan, carry out, promote or coordinate activities to facilitate economic development, and development for community purposes in a CRR PDA. A CRR PDA is defined as a PDA declared under the ED Act for proposed development for the CRR project or a part of the project.

1.3.2 Focus of the Boggo Road CRR PDA

The Boggo Road CRR PDA development scheme has been prepared to regulate certain types of development within the PDA, and to coordinate the renewal and repurposing of government land holdings and assets surrounding the Boggo Road CRR station for economic development and development for community purposes. Redevelopment will be transit orientated, enhance, and maximise established world-class health and research facilities, and reinforce its role as a globally significant innovation precinct. Development within the PDA will leverage off public infrastructure and accommodate expansion of knowledge-intensive activities, with a focus on stimulating growth in innovation and jobs in health, science and education services.

A new central bridge (as shown in Figure 1 and Figure 2), provided as part of the CRR project, will connect the eastern and western sides of the PDA, improving integration of existing institutions and enabling a unified vision, sense of place and distinct identity. High-quality sub-tropical architecture, public realm and improved amenity will cater for the growing highly skilled workforce and attract private sector investment. The PDA will generate opportunities for urban renewal, including the adaptive re-use of the Boggo Road Gaol, and enhancement of public spaces.

The PDA will leverage off existing and planned rail and bus services, including Brisbane Metro, to create the second busiest public transit interchange and encourage employees and visitors to shift to public and active transport modes. Supported by an enhanced Dutton Park station, provided by the CRR project, the PDA will facilitate improved access for workers, patients and visitors to the Princess Alexandra Hospital, Pharmacy Australia Centre of Excellence, and the Translational Research Institute. The PDA will also enable improved active transport connections between the PDA, University of Queensland and the Veloway 1 (V1). Development in the PDA will accommodate an integrated cluster of health, science and technology uses and will provide improved connections between existing institutions and new development. The PDA will facilitate improved connectivity between the PDA and the surrounding area, including to other knowledge and technology precincts for increased knowledge sharing and collaboration.

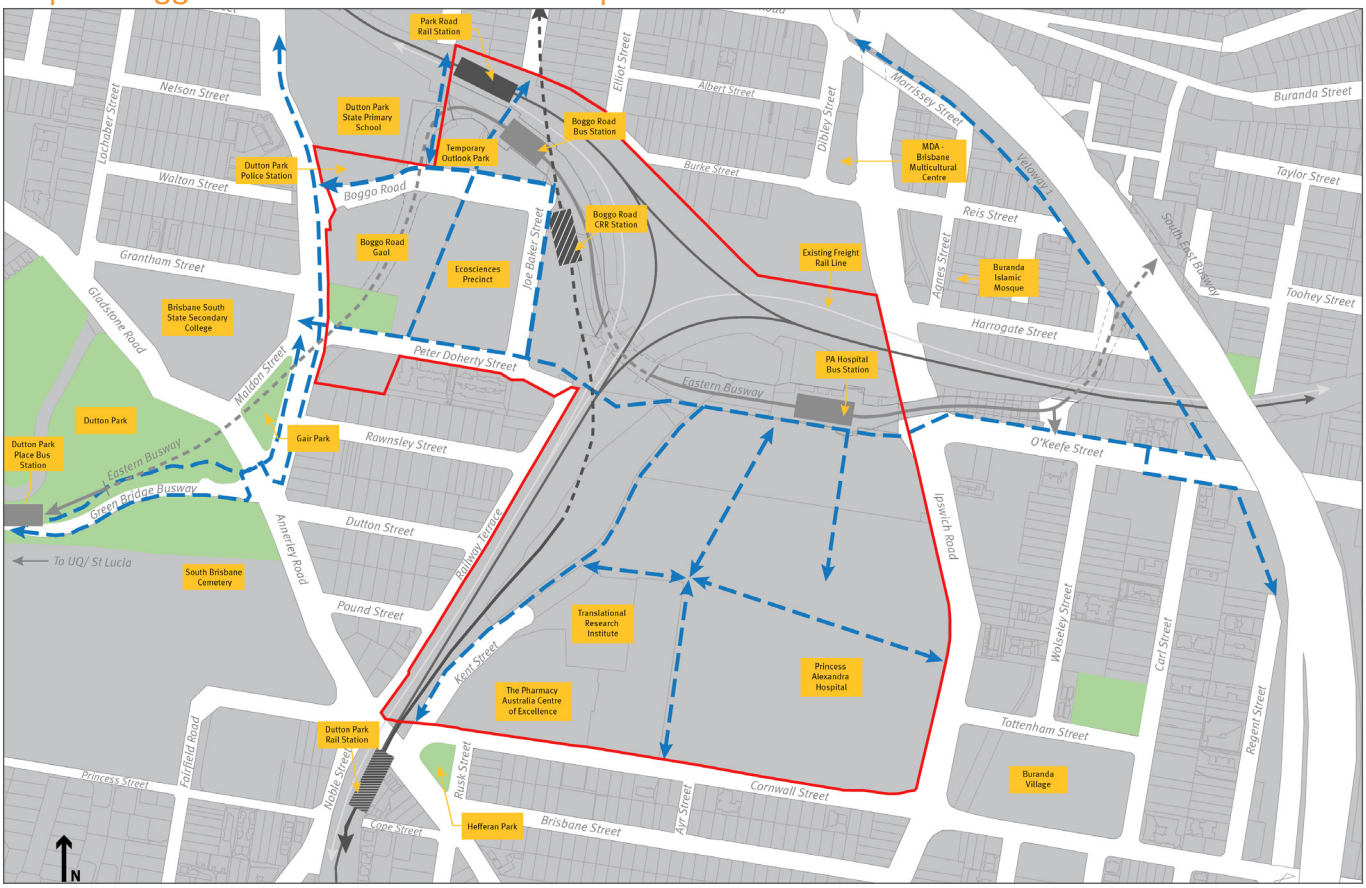
The PDA contains a complex array of significant transport infrastructure (both above and below ground) and development will need to be carefully managed to ensure the integrity, safety and operations of this infrastructure are not compromised. Refer to Map 2: Boggo Road PDA context map.

5 For further information about the Coordinator-General's assessment of the CRR project see https://www.statedevelopment.qld.gov.au/coordinator-general/assessments-and-approvals/coordinated-projects/completed-projects/cross-river-rail-project.

Figures 1 and 2: New central active transport connection bridge (central bridge) *(Image credit: CRRDA).*

These figures are for illustration purposes and are not to scale.

Map 2: Boggo Road CRR PDA context map



- Priority development area boundary
- Existing open space
- Key features
- Key pedestrian/ cycle connection
- CRR tunnel and station
- CRR station upgrade
- CRR surface rail
- Existing busway and station
- Existing busway tunnel
- Existing rail line and station
- Existing freight rail line

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

1.3.3 Infrastructure Designations

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

Where within a PDA, the ability for an entity to continue to operate under an existing designation, and to seek new designations, remains unaffected by the ED Act. The process of making and determining a designation is set out within the Minister's Guidelines and Rules[6].

Within the Boggo Road CRR PDA there are several existing designations over key community infrastructure associated with the Princess Alexandra Hospital. There is also a designation adjacent to the PDA for the Inner City South State Secondary College (known as Brisbane South State Secondary College). These designations are described in Table 1[7].

Table 1: Infrastructure designations

Reference	Description	Type	Date of Gazettal
78	Princess Alexandra Hospital	Hospital and associated institutions	29/09/2000
321	Princess Alexandra Hospital	Hospital and associated institutions	07/09/2007
441	Princess Alexandra Hospital	Hospital and associated institutions	05/03/2010
MID-0419-0332	Inner City South State Secondary College	Educational facilities	27/09/2019
MID-1020-0452	Translational Research Institute – Building 2 (The Pharmacy Australia Centre of Excellence (PACE) precinct)	Education facilities and Hospitals and health care services	01/04/2021

6 For guidance, refer to chapter 7 and 8 of Minister's Guidelines and Rules, available at the State Government's QLD Planning Framework website.
7 To access details of existing designations, refer to the State Government's QLD Planning Framework website.

1.4 Application of the development scheme

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

From the date of approval, the development scheme replaces the Boggo Road CRR PDA Interim Land Use Plan which commenced upon declaration.

1.5 Content of the development scheme

The development scheme consists of the following:

1. a Land use plan that regulates development in the PDA (section 2),
2. an Infrastructure plan that describes required infrastructure to support the achievement of the Land use plan and states applicable infrastructure charges (section 3), and
3. an Implementation strategy that describes objectives and actions that complement the Land use plan and Infrastructure plan to achieve the main purpose of the ED Act (section 4).

1.6 Acknowledgements

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

2 Land use plan

2.1 Components of the Land use plan – Hierarchy of provisions

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

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

These components are explained further in sections 2.1.1 – 2.1.4.

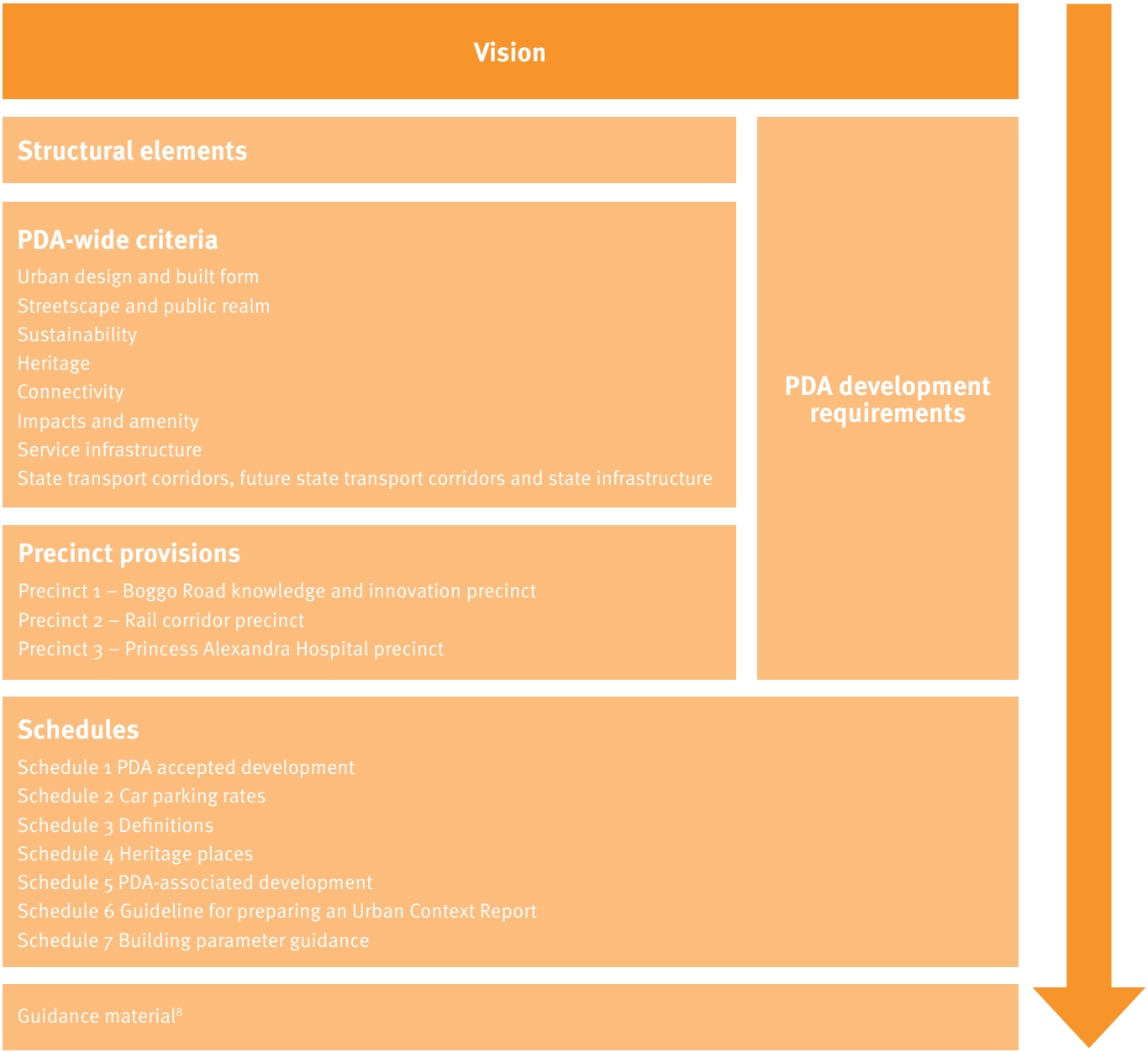


Figure 3: Components of the Land use plan – hierarchy of provisions

8 Refer to the EDQ guidelines and practice notes available on EDQ's website. These should be read in conjunction with the Land use plan, Infrastructure plan and Implementation strategy and any other document applied as guidance through the development scheme.

2.1.1 Vision

The Vision (section 2.3) establishes the overall outcomes to be achieved in the PDA, that:

1. seek to achieve the purpose of the ED Act for the PDA, and
2. provide the basis for the PDA development requirements.

See Figure 3 for an outline of the Vision.

2.1.2 PDA development requirements

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

1. Structural elements (section 2.4)
2. PDA-wide criteria (section 2.5), and
3. Precinct provisions (section 2.6).

2.1.3 Schedules

Schedule 1 identifies PDA accepted development.

Schedule 2 provides guidance for the maximum car parking rates for the Boggo Road CRR PDA.

Schedule 3 defines terms used in the development scheme.

Schedule 4 identifies heritage places in the PDA and PDA-associated land.

Schedule 5 identifies PDA-associated development.

Schedule 6 provides guidance for preparing an Urban Context Report.

Schedule 7 provides building parameter guidance.

2.1.4 Guidance material

Guidance material includes relevant EDQ guidelines, and any other document applied as guidance through the development scheme, as amended from time to time.

2.2 Development assessment

2.2.1 Interpretation

The interpretation of terms and definitions will rely on:

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

2.2.2 PDA development applications

To the extent the Land use plan (section 2), Infrastructure plan (section 3), Implementation strategy (section 4) and the guidance material are relevant, they are to be taken into account in the preparation and assessment of a PDA development application.

Prior to lodging a PDA development application, applicants are strongly encouraged to engage with the MEDQ, or its delegate[9], via pre-application processes to obtain feedback, resolve key issues and help facilitate an efficient assessment process.

9 The MEDQ may delegate certain function and powers under section 169 of the ED Act. Development assessment powers have been delegated by the MEDQ to the CRRDA.

2.2.3 Categories of development

PDA accepted development

Column 1 in Table 4 (section 2.6.4) identifies PDA accepted development and includes Schedule 1.

PDA assessable development[10]

Column 2A in Table 4 identifies PDA assessable development that is permissible development.

Column 2B in Table 4 identifies PDA assessable development that is prohibited development under the development scheme.

2.2.4 Development consistent with the Land use plan

PDA assessable development is consistent with the Land use plan if it is consistent with all outcomes of the relevant PDA development requirements[11].

However, development that is inconsistent with any of the outcomes of the relevant PDA development requirements may be consistent with the Land use plan where the development accords with the Vision (section 2.3) for the PDA and:

1. the development is an interim use[12], or
2. there are sufficient grounds to justify the approval of the development despite any inconsistency with any of the outcomes of the relevant PDA development requirements.

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

1. superior design outcomes[13], and
2. overwhelming community need.

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

Development that is inconsistent with the Land use plan cannot be granted a PDA development approval[14].

2.2.5 Plans of development

Plans of Development (PoD) typically comprise maps, graphics and extent that collectively demonstrate how proposed uses, works and lots will contribute towards the achievement of relevant PDA development requirements and the Vision for the PDA.

A PoD:

- may be used as both a master planning tool for a broader precinct and for the development of individual sites. PoD may include concept designs, deal with the sequencing of development and set criteria for PDA accepted development to be undertaken subsequently.
- should indicate the location and function of temporary and permanent uses and structures, and how these uses and structures will relate to each other. PoD cannot deal with land beyond the boundary of land subject to a particular PDA development application.
- are prepared by an application and may accompany a PDA development application for a material change of use or reconfiguring a lot. They may deal with any proposed use and any associated building work or operational work.

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

10 Under section 73 of the ED Act, PDA assessable development cannot be carried out without a PDA development permit.
11 For guidance, refer to the hierarchy of provisions described under section 2.1.
12 Refer to section 2.2.11
13 An urban design review panel, see Implementation strategy (section 4.2.4), will provide guidance on the assessment and acceptability of superior design outcomes.
14 See section 86 of the ED Act.

2.2.6 Preliminary approval

Applicants may choose to use preliminary approvals to stage development or to gain approval for a development concept before undertaking detailed planning.

A preliminary approval may:

1. identify the location of connections to network infrastructure, including transport, within the PDA
2. identify land uses and development densities
3. resolve, if required, any development constraints that may determine the extent of developable area or appropriate uses
4. resolve the boundaries of open space and any identified sites for community infrastructure such as parks, and
5. demonstrate that the development proposal:
    a. does not prejudice the ability for surrounding land to be developed in an orderly and efficient manner having regard to existing and approved development in the preliminary approval area or adjoining areas, and
    b. addresses other matters specified in guideline material.

Applicants should be aware that preliminary approvals do not authorise PDA assessable development to take place[15] and are encouraged to discuss the use of preliminary approvals with the MEDQ, or its delegate, prior to lodgement of a PDA development application.

2.2.7 Notice of applications

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

1. involves a new permanent Outlook Park, or
2. may, in the opinion of the MEDQ:
    a. have potential adverse impacts on the amenity or development potential of adjoining land, or
    b. is for a use or of a size or nature which warrants public notice.

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

2.2.8 State interests

Relevant State interests have been considered in the preparation of this development scheme and will be considered further as part of the assessment of a PDA development application[16].

2.2.9 Relationship with other legislation

In addition to assessment against the development scheme, development may require assessment against other legislation including, but not limited to, the *Environmental Protection Act 1994*, *Plumbing and Drainage Act 2002*, *Building Act 1975* and the Planning Act including subordinate legislation.

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

15 See section 94 of the ED Act.

16 Section 87 of the ED Act states that any relevant State interest must be considered and decided in a PDA development application. For the purposes of addressing State interests in development assessment, the State Development Assessment Provisions (SDAP) and Development Assessment Mapping System (DAMS) provide guidance in identifying relevant State interests. Further guidance about State interests in PDAs is provided in EDQ Practice Note 14: State interests in development assessment in priority development areas, available at the EDQ website.

2.2.10 Relationship with the Brisbane City Plan 2014

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

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

2.2.11 Interim use

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

An interim use:

1. may be subject to a limited duration, and
2. must not prejudice or delay a preferred land use(s) or infrastructure delivery envisaged by the PDA development requirements and the Vision for the PDA.

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

2.2.12 PDA-associated development

Schedule 5 identifies development external to the PDA that is PDA-associated development. The development specified in Schedule 5 as PDA-associated development is PDA assessable development under Table 4 (section 2.6.4).

2.3 Vision

Development in the Boggo Road CRR PDA will enhance the already established world-class health and research facilities with a focus on health, science and education services. The PDA will reinforce and maximise its role as a regionally significant economic knowledge hub and enhance its reputation as a globally significant knowledge and innovation precinct, facilitating and attracting highly skilled employment opportunities. The PDA will provide a variety of supporting services and deliver a high level of amenity for employees, patients, students and visitors.

The Boggo Road CRR PDA will become a major transit interchange destination with direct connections to the Boggo Road CRR station, Brisbane Metro services and CRR enhanced Dutton Park station. Physically, the PDA will be unified by a new central bridge, linking the eastern and western sides of the rail corridor, connecting one of the largest concentrations of knowledge, innovation, and health activities in Queensland. The central bridge will reinforce active transport functionality, providing improved connectivity for people moving between rail, bus, and major institutional facilities within and surrounding the PDA.

New and enhanced high-quality public realm will exhibit sub-tropical design excellence, providing a comfortable and safe urban environment which is permeable, inviting, vibrant and open. The Boggo Road Gaol will be revitalised to celebrate the PDA's unique history, distinct character, and sense of place.

Development in the Boggo Road CRR PDA will:

1. be transit oriented and provide a safe, legible, and convenient transport interchange with high-quality, efficient, and protected connections to and between rail and bus services, which improve universal accessibility
2. provide a mix of uses that attract and support knowledge-based employment and collaboration, further reinforcing the PDA as a rich knowledge, research, and health hub with high levels of convenience and amenity
3. provide a cohesive and interconnected public realm, incorporating high-quality landscaping and public art, which creates a focus for community activity, spontaneous interactions, and incidental knowledge sharing
4. deliver a highly permeable environment which encourages and prioritises active transport movements over private vehicles, providing safe, activated, and direct linkages within and through the PDA to surrounding areas and major institutions, such as the University of Queensland
5. exhibit high-quality sub-tropical urban design in the built form, which is open, engaging and embellished with greenery
6. incorporate best-practice sustainable building design principles, providing exemplary sub-tropical design outcomes which enhance the overall environmental sustainability of the PDA, and the health and wellbeing of its users
7. protect the functional requirements of state transport infrastructure, state transport corridors and future state transport corridors, to ensure the operational efficiency, capacity, integrity, and safety of the transport network is maintained including any future planned upgrades
8. accommodate new health, research, knowledge, and education facilities which complement the successful operation of the Princess Alexandra Hospital, Ecosciences Precinct and existing research and education facilities, and
9. provide for the conservation of heritage places[17] within the PDA, including adaptive re-use.

17 For guidance, refer to Schedule 4 which identifies heritage places within the Boggo Road CRR PDA. The *Queensland Heritage Act 1992* defines conservation as including "protection, stabilisation, maintenance, preservation, restoration, reconstruction and adaptation".

Figure 4: Concept image of the Boggo Road CRR station and plaza *(Image credit: CRRDA)*.

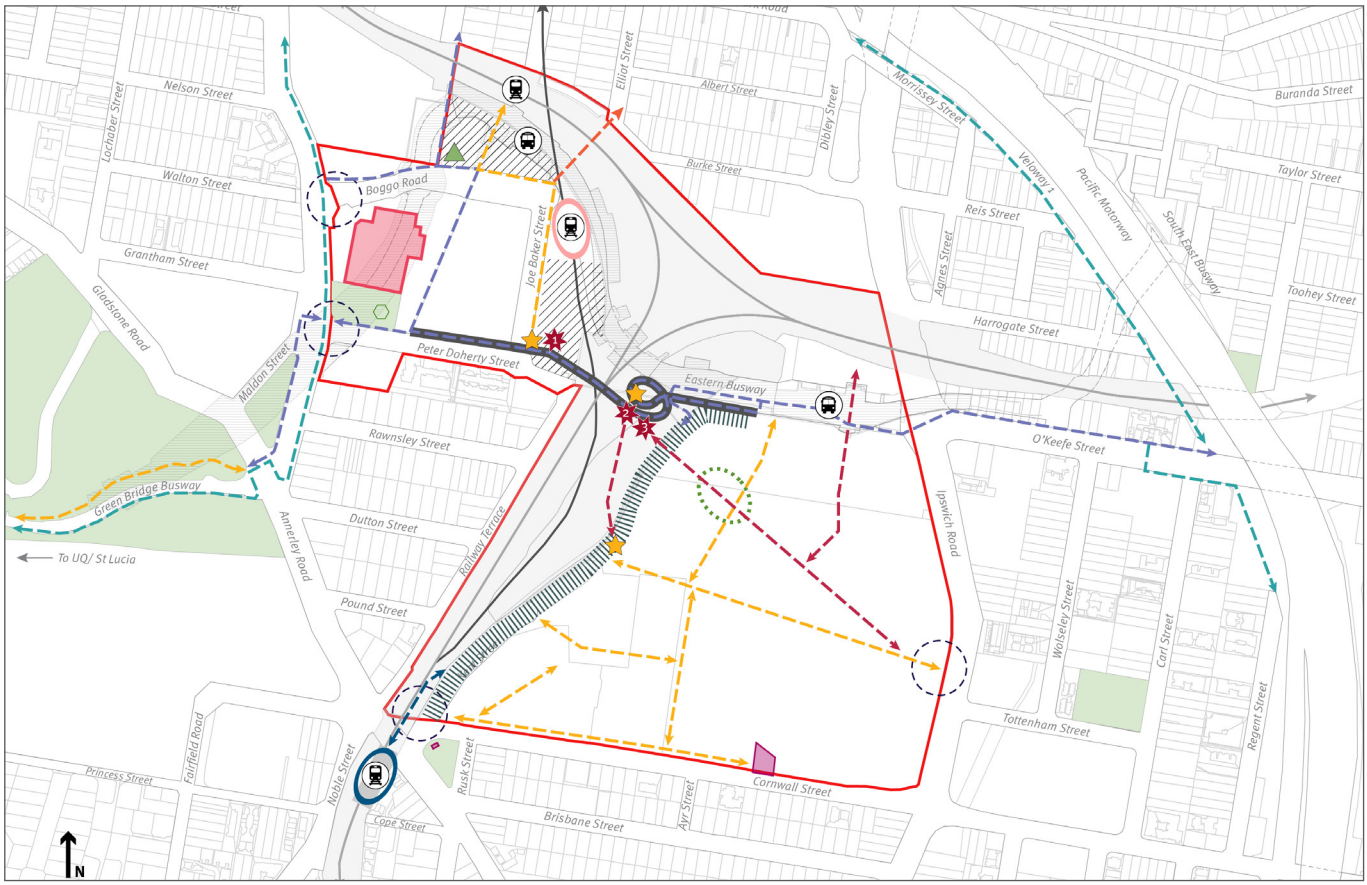
2.4 Structural elements

The Boggo Road CRR PDA Structural elements identified in Map 3 show a spatially indicative depiction of the highest order physical elements described in the Vision for the PDA and constitute PDA development requirements.

To the extent that the Structural elements shown on Map 3 are relevant, they are to be taken into account in the preparation and assessment of PDA development applications.

Refer to sections 2.5 and 2.6 for relevant PDA-wide criteria and Precinct provisions.

Map 3: Boggo Road CRR PDA Structural elements plan[18]



- Priority development area boundary
- Existing open space
- Boggo Road Gaol - heritage place adaptive reuse[19]
- Heritage place boundary
- State transport railway corridor
- State transport busway corridor
- Existing railway station
- Future Brisbane Metro stations and existing busway stations
- Boggo Road CRR station building and plaza
- Enhanced Dutton Park station and Princess Alexandra Hospital campus access improvements
- CRR rail line
- Existing rail line
- Central active transport connection bridge (central bridge)
- Kent Street Movement Corridor (pedestrian, cycle, vehicle)[20]
- Key pedestrian connection
- Key elevated pedestrian connection
- Potential elevated pedestrian connection
- Key cycle connection
- Key pedestrian/ cycle connection
- Vertical transport link
- Key gateway intersection
- Temporary Outlook Park
- Plaza opportunity area
- Outlook Park opportunity area
- Park enhancements
- Direct pedestrian connection into development from central bridge
  - 1 - RL 33.6
  - 2 - RL 33.1
  - 3 - RL 27

Note: Active transport links connect into active transport networks located outside the Boggo Road CRR PDA that are regulated through other statutory planning instruments.

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

18 For guidance on active transport connections, refer to Maps 9-12 in the Infrastructure plan.
19 Details of the places on the State Heritage Register, including boundaries and cultural heritage significance, are available on the Department of Environment and Science's website.
20 For guidance, refer to the Kent Street Movement Corridor Guideline.

2.5 PDA-wide criteria

The following criteria apply to all PDA assessable development in the Boggo Road CRR PDA. To the extent that the criteria are relevant, they are to be taken into account in the preparation and assessment of PDA development applications. The PDA-wide criteria support the delivery of the PDA Vision (section 2.3) and Structural elements (section 2.4) and should be read in conjunction with these sections along with relevant Precinct provisions (section 2.6). The Infrastructure plan (section 3) and Implementation strategy (section 4) may include further information, which should be taken into account in the design and feasibility of development proposals. For more detail on how to address the PDA-wide criteria, refer to relevant guidance material identified in footnotes.

2.5.1 Urban design and built form[21]

Development:

1. is designed to enhance the character, safety, and attractiveness of the Boggo Road CRR PDA by:
   a. accommodating a diverse range of land uses that promote day and night activity
   b. creating an integrated and cohesive precinct, with well-connected, functional, and attractive interfaces between developments and the public realm
   c. delivering a built form which creates a legible and permeable pedestrian and cyclist friendly environment
   d. incorporates Crime Prevention Through Environmental Design (CPTED) principles into the arrangement and design of buildings and public and private spaces to create a safe and inviting environment for day and night activity[22], and
   e. integrating with public passenger transport facilities and public spaces.
2. exhibits high-quality sub-tropical architecture which:
   a. incorporates an articulated building shape and setbacks that reduce the visual width and scale of buildings, providing variation and maintaining the openness of street vistas
   b. provides building separation that ensures access to light, promotes air circulation, minimises overshadowing and maximises amenity and privacy for both occupants and neighbours
   c. ensures all building elevations are treated to achieve a high level of visual appeal by incorporating high-quality materials and finishes, and
   d. integrates building services (including air conditioning, lift wells, fire and electricity components) into the building design, ensuring these features do not visually, acoustically or climatically detract from the building or its use.

21 For guidance, refer to the following:
   a. Schedule 6: Guideline for preparing an Urban Context Report
   b. Schedule 7: Building parameter guidance
   c. from the Brisbane City Plan 2014:
      i. Brisbane City Council's New World City Design Guide: Buildings that Breathe
      ii. Landscape work code, and
      iii. Planting species planning scheme policy.

22 For guidance, refer to the requirements, standards and guidance identified in the Crime Prevention Through Environmental Design (CPTED): Guidelines for Queensland document, prepared by Queensland Police, 2007.

3. responds to the sub-tropical climate and improves urban amenity by:
    a. orientating buildings to mitigate climatic impacts and reduce the reliance on artificial lighting and mechanical heating and cooling
    b. maximising natural light and air flow in private spaces
    c. incorporating landscaping and water features on ground levels, roofs, balconies, terraces and edges of buildings that make the most of Brisbane's sub-tropical climate
    d. maximising access to natural lighting, cooling breezes and minimisation of direct solar heating in the public realm, and
    e. using landscape treatments and structures to provide shade and shelter for pedestrians and cyclists.
4. ensures buildings at the ground-plane are designed to:
    a. address the public realm, define edges, and enable active streetscapes
    b. provide lush landscaping, delivering shade and softening to building edges
    c. be highly permeable and articulated, avoiding blank walls
    d. incorporate active frontages where practicable, with operable openings providing physical and visual permeability
    e. have a height and façade length that reflect human-scale, and
    f. minimise at grade car parking, driveways, and service entries. Where car parking is provided at ground level or within the lower levels of buildings it is sleeved with active uses or screened.

Figure 5: High-quality sub-tropical architecture incorporating landscaping to soften the built form, creating a highly permeable and articulated façade at The Drapery, Woolloongabba *(Image credit: CRRDA)*.

Figure 6: Highly permeable built form exhibiting climate-responsive design to maximise solar access and natural air movement and circulation at Sunshine Coast University Hospital *(Image credit: Place Design Group & Carole Margand)*.

2.5.2 Streetscape and public realm[23]

Development:

1. creates a public realm that:
   a. is connected, legible, permeable, comfortable, and safe
   b. provides for universal access for all members of the community and their mobility needs
   c. includes generous and lush landscaping, including established trees, that create streetscapes reflective of Brisbane's sub-tropical climate and outdoor lifestyle
   d. is highly walkable and comfortable, incorporating lighting, awnings, shade structures and high-quality street furniture which encourage pedestrians to sit, rest and relax
   e. includes public art as an integral part of the landscape design
   f. integrates intuitive wayfinding through building location, design, and signage
   g. is embellished with lighting that enhances the safety and vibrancy of public spaces throughout the day and night
   h. provides seamless integration to the central bridge from the Boggo Road knowledge and innovation precinct to the Princess Alexandra hospital precinct, reinforcing active transport functionality between the precincts and providing improved access to the surrounding area
   i. is highly interconnected, with comfortable and direct pedestrian and cycling connections between public transport stations, surrounding streets and existing and new areas of public open space
   j. provides for shared zones and/or the physical separation of distinct active transport modes to prioritise the safe and convenient movement of a high volume of active transport users
   k. ensures that the location and design of vehicular access, refuse collection, fire access and control room and building services are not a dominant element of any streetscape[24], and
   l. integrates with public passenger transport facilities and public spaces.

23 For guidance, refer to the requirements set out in the Brisbane City Plan 2014 Landscape work code.
24 For guidance, refer to the requirements and standards identified in the Brisbane City Plan 2014 Transport, access, parking and servicing code and Transport, access, parking and servicing planning scheme policy.

Figure 7: High-quality street furniture and landscaping which encourage pedestrians to sit, rest and relax at King Street, Bowen Hills *(Image credit: CRRDA)*.

Figure 8: Comfortable public realm incorporating design elements to promote social interaction and inclusion at the High Line, New York *(Image credit: Shutterstock)*.

2.5.3 Sustainability

Development:

1. comprises buildings and outdoor spaces which minimise solar heat gain effects and are comfortable all year round[25]
2. encourages biodiversity within the urban built environment, including through the provision of mature shade tree planting and landscaping
3. delivers exemplary sustainable building design outcomes that achieve either[26]:
   a. a minimum 6 leaf EnviroDevelopment certification
   b. a minimum 5 star Green Star: Design and as built certification
   c. a minimum WELL Gold, Well Building Standard certification, or
   d. a rating under an alternative sustainability rating tool that delivers outcomes commensurate with the above standards.
4. provides for the safe and efficient operation of rideshare, shared micro-mobility services and other contemporary transport services that compliment public transport services
5. provides end of trip facilities for cyclists and pedestrians, designed, and located to make walking and cycling attractive and viable transport options[27], and
6. provides facilities that enable:
   a. the charging of electric vehicles at all car parking spaces integrated into the built form[28], and
   b. the storage and charging of micro-mobility devices including e-bikes and e-scooters within end of trip facilities.

Figure 9: Micro-mobility at Queen Street, Brisbane City *(Image credit: CRRDA)*.

25 For guidance, refer to Brisbane City Council's New World City Design Guide: Buildings that Breathe.
26 At development application stage, applicants should identify which sustainability rating tool is informing building design.
27 For guidance, end-of-trip bicycle facilities are provided in accordance with the definition and relevant requirements for 'major development' as set out in the Queensland Development Code Mandatory Part 4.1 – Sustainable Buildings.
28 For guidance, refer to EDQ Practice Note: Electric Vehicle (EV) Charging Infrastructure. Car parking spaces located in the building basements and/or the lower levels of buildings are considered integrated into built form.

2.5.4 Heritage[29]

Development:

1. respects the setting, character and appearance of State heritage places within the PDA, and does not destroy or substantially reduce the cultural heritage significance of a State heritage place
2. promotes the historic identity of the area by showcasing heritage places within the PDA as key civic landmarks by maintaining view corridors and improving access to them
3. provides for the conservation and adaptive re-use of heritage places within the PDA, including Boggo Road Gaol, in a way which[30]:
   a. conserves its cultural heritage significance[31] while allowing for the functional requirements of the new use
   b. maintains or enhances the historic built form character and setting within heritage places
   c. does not compromise the structural integrity of heritage places including protection of the building fabric during construction, and
   d. minimises or mitigates unavoidable impacts on cultural heritage significance[32].

Figure 10: Boggo Road Gaol, Dutton Park *(Image credit: CRRDA)*.

29 For guidance, refer to Schedule 4 which identifies heritage places within the Boggo Road CRR PDA.
30 For guidance, refer to section 4.2.10 of the Implementation strategy.
31 For guidance, refer to the Queensland Heritage Register entry for the place, in particular its statement of significance.
32 For guidance, refer to:
   a. State Development Assessment Provisions (SDAP) State Code 14: Queensland Heritage and the Developing Heritage Places: Using the development criteria document, a guideline prepared by Department of Environment and Heritage Protection, 2013.
   b. The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 2013, as amended or replaced from time to time.

2.5.5 Connectivity

Development:

1. prioritises access by public and active transport modes over private vehicle use
2. facilitates an integrated and highly permeable movement network within the PDA and improves connectivity to key destinations and with the surrounding area
3. provides safe and convenient active transport connections that:
   a. follow desire lines
   b. are of ample unobstructed width to cater and appropriately manage peak volumes of different active transport modes, and
   c. integrate with the surrounding active transport networks.
4. provides for seamless and legible active transport connectivity to, and between, the Boggo Road CRR station, existing busway and rail stations (including the CRR enhanced Dutton Park station) and Brisbane Metro stations
5. protects and enhances a legible and direct active transport connection from the Veloway 1 (V1) through the PDA via the central bridge to the University of Queensland
6. integrates with, and supports convenient active transport access to, the central bridge traversing the PDA, and
7. implements wayfinding improvements to provide legible access routes to and from public transport stations and key destinations.

Figure 11: Safe and convenient active transport connection at Goodwill Bridge, Brisbane City *(Image credit: Shutterstock)*.

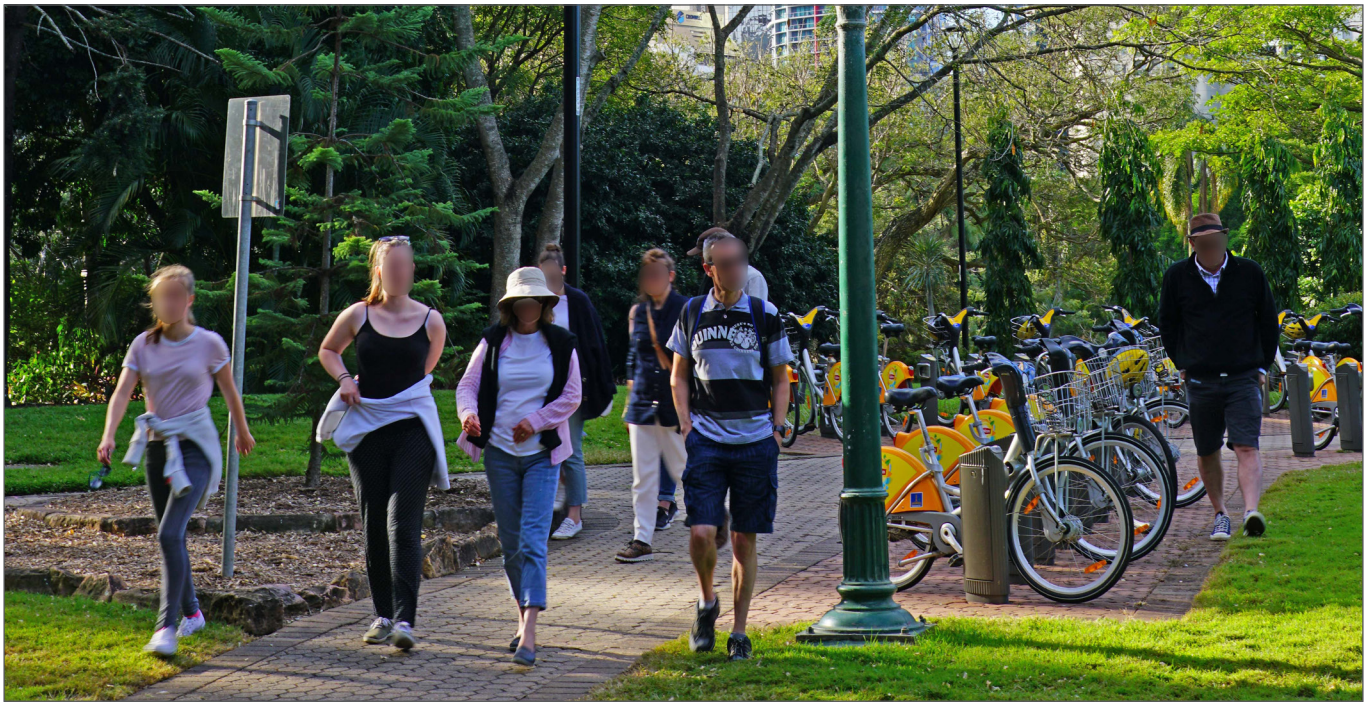


Figure 12: Incorporating landscaping, including established trees, reflective of Brisbane's sub-tropical climate and outdoor lifestyle at the Botanic Gardens *(Image credit: Shutterstock)*.

2.5.6 Impacts and amenity[33]

Development:

1. is designed to minimise adverse lighting, noise, odour, wind and air-quality impacts, having regard to impacts generated by the development itself, nearby transport corridors, or other existing or anticipated development within or near to the Boggo Road CRR PDA
2. is designed to ensure public health and safety and the integrity and efficient operation of emergency services and public utilities
3. does not create a permanent or temporary obstruction or hazard to operational airspace of the Princess Alexandra Hospital helipad and the Procedures for Air Navigation Services – Aircraft Operational Surfaces (PANS-OPS) for the Brisbane Airport[34]
4. is managed to avoid environmental harm from disturbance of acid sulfate soils or contaminated land, and potential for erosion and sedimentation[35]
5. has regard for the archaeological potential of the site[36]
6. is designed and located to avoid, or where avoidance is not reasonably possible, minimise and mitigate potential flood hazard[37] impacts and implement water sensitive urban design through stormwater and drainage systems[38], by:
   a. mitigating the susceptibility to and the potential impacts of flood inundation
   b. providing measures to ensure critical services remain operational in an inundation event
   c. locating essential electrical services including substation equipment and switchboards above the defined flood level
   d. ensuring any hazardous material manufactured or stored on site is not susceptible to risk of inundation
   e. maximising infiltration and opportunities for capture and reuse to minimise runoff and peak flows
   f. using natural drainage paths and integrating with landscaping wherever possible
   g. ensuring sufficient capacity to safely convey runoff
   h. maintaining or improving water quality leaving the development site
   i. not worsening drainage conditions outside the development site, and
   j. minimising whole of life-cycle costs of infrastructure and provide for safe and efficient maintenance.

33 For guidance, refer to the mapping and requirements set out in the following elements of the Brisbane City Plan 2014:
   a. Filling and excavation code
   b. Infrastructure design code
   c. Landscape works code
   d. Operational work code
   e. Outdoor lighting code
   f. Potential and actual acid sulfate soils overlay code
   g. Stormwater code
   h. Transport air quality corridor overlay code,
   i. Transport noise corridor overlay code, and
   j. Infrastructure design planning scheme policy.

34 For guidance, refer to the Brisbane City Plan 2014 Airport environs overlay code.

35 For guidance, refer to the mapping and requirements set out in the Brisbane City Plan 2014 Potential and actual acid sulfate soils overlay code and Filling and excavation code.

36 Archaeological artefact discoveries are required to be reported in accordance with the *Queensland Heritage Act 1992*. In some instances, an archaeological management plan may be required which should be prepared in accordance with the Department of Environment and Science guidelines 'Archaeological investigations'.

37 For guidance, refer to the Brisbane City Plan 2014 Flood overlay map and Flood planning scheme policy.

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

7. ensures landscape works are undertaken to a high standard to ensure sustainable, functional, attractive, safe, and well-integrated landscape design[39], and
8. avoids impacts on significant vegetation or minimises and mitigates impacts after demonstrating avoidance is not reasonably possible[40], and:
    a. relocates existing mature trees (where practicable)
    b. replaces with advanced stock of a suitable tree species at a rate of 3:1[41], or
    c. provides an offset if the development results in significant residual impact on a prescribed environmental matter[42].

2.5.7 Service infrastructure[43]

Development:

1. ensures the design of vehicular access, on-site servicing and parking does not compromise active transport movements, amenity or the activation of public spaces or street frontages
2. maximises opportunities for co-location of servicing and car parking openings within single buildings or with adjoining developments
3. does not impact the efficiency, safety or operational and structural integrity of the existing and future surrounding transport networks
4. provides bicycle, micro-mobility, and car parking to meet the functional requirements of the PDA[44]
5. provides water, wastewater and other services and utilities to meet the needs of the development in a timely, orderly and integrated manner
6. provides utilities and services to the standards that ensure an acceptable level of environmental performance, safety and efficiency
7. within 100m of an existing electricity substation[45]:
    a. mitigates potential reverse amenity impacts (e.g. noise) and maintains safety (e.g. manages potential electromagnetic field impacts, stormwater and electrical risks)[46]
8. facilitates opportunities for sustainable, integrated on-site water, wastewater, waste, energy or other systems, provided that they:
    a. do not result in any undue impact on the amenity or visual quality of the surrounding area
    b. will not result in any environmental harm or nuisance
    c. achieve a level of service, environmental performance and life-cycle cost that is equivalent to or better than normal servicing arrangement, and
    d. do not detract from the ability to develop and use the PDA as intended
9. appropriately integrates with and does not detract from existing or planned infrastructure within or external to the PDA, and
10. ensures the efficient delivery and functioning of major electricity infrastructure is not compromised.

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39 For guidance, refer to the requirements set out in the Brisbane City Plan 2014 Landscape work code.
40 Consideration should be given to circumstances where the removal of significant vegetation is necessary for public safety.
41 For guidance, refer to the Brisbane City Plan 2014 Planting species planning scheme policy which specifies suitable tree species .
42 For guidance, refer to the Department of Environment and Science environmental offsets framework available at the Department of Environment and Science's website.
43 For guidance, refer to the mapping and requirements set out in the following elements of the Brisbane City Plan 2014:
    a. Infrastructure design code
    b. Transport, access, parking and servicing code
    c. Streetscape hierarchy overlay code
    d. Stormwater code
    e. Wastewater code
    f. Infrastructure design planning scheme policy, and
    g. Transport, access, parking and servicing planning scheme policy.
44 For guidance, refer to Schedule 2 which provides maximum car parking rates. For other (non-car) parking, including bicycle parking, refer to the requirements in the Brisbane City Plan 2014 Transport, access, parking and servicing planning scheme policy.
45 For guidance, refer to the Electricity Infrastructure mapping layers displayed on the Development Assessment Mapping System (DAMS).
46 To determine consistency with this PDA development requirement, the MEDQ, or its delegate, may seek advice from Energex.

2.5.8 State transport corridors, future state transport corridors and state infrastructure[47] [48]

Development:

1. does not:
    a. create a safety hazard for users of a state transport corridor, a future state transport corridor or state transport infrastructure, that would increase the likelihood or frequency of loss of life or serious injury
    b. compromise the structural integrity of surface and sub surface[49] infrastructure associated with a state transport corridor, future state transport corridor or state transport infrastructure and associated works within a state transport corridor
    c. result in a worsening of the physical condition or efficiency of state transport infrastructure and associated transport networks
    d. compromise the state's ability to construct, maintain, manage or operate surface and sub surface state transport infrastructure
    e. expose the public or building occupants to significant adverse impacts resulting from environmental emissions generated by state transport infrastructure, and
    f. compromise the structural integrity nor result in a worsening of the physical condition or efficiency of roads within the PDA[50].

2.6 Precinct provisions

The PDA is made up of three precincts, each having its own Precinct provisions, comprising precinct intents, preferred uses, precinct maps, sub-areas and other criteria. Precinct provisions provide precinct-specific direction on development outcomes sought within the PDA.

Where in doubt if a development application includes land:

1. over two or more precincts, the provisions of the substantive area prevail to the extent of any inconsistency between precinct provisions
2. both within a precinct and a sub-area, the provisions of the sub-area prevail to the extent of any inconsistency, or
3. over two or more sub-areas, the provisions of the relevant sub-area apply to the part of the development within that sub-area.

The three precincts are:

Precinct 1 - Boggo Road knowledge and innovation precinct

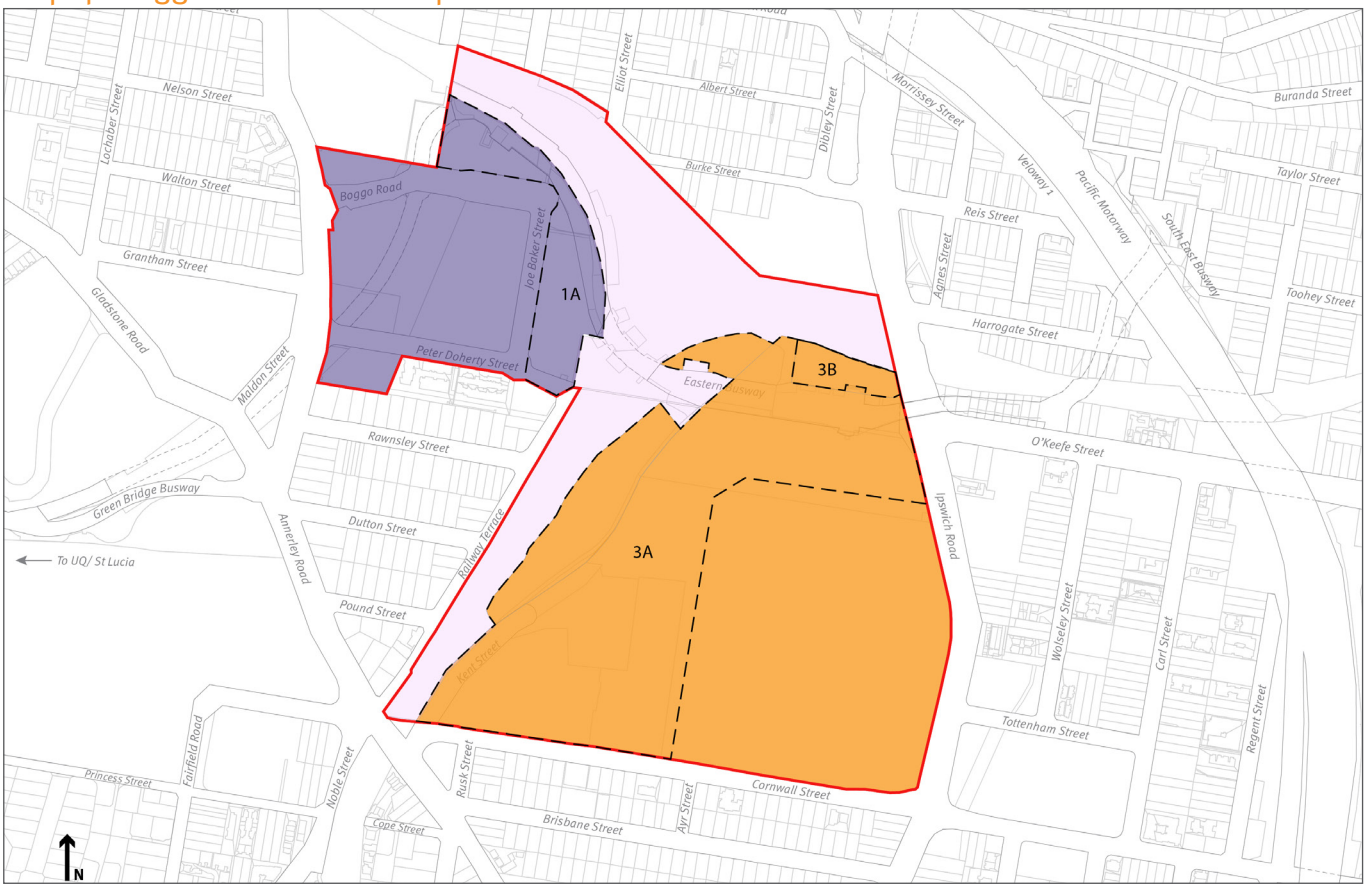
Precinct 2 - Rail corridor precinct

Precinct 3 - Princess Alexandra Hospital precinct

Precincts and sub-areas are shown on Map 4: Boggo Road CRR PDA precinct boundaries.

47 Refer to State Development Assessment Provisions – State Code 2: Development in a railway environment, State Code 3: Development in a busway environment, State Code 5: Development in a State-controlled transport tunnel environment and State Code 6 – Protection of state transport networks.
48 For guidance, refer to the State Development Assessment Provisions (SDAP) and Development Assessment Mapping System (DAMS) for the purposes of addressing State interests.
49 For guidance, refer to State Development Assessment Provisions – State Code 5: Development in a state-controlled transport tunnel environment. Development located in proximity to a State-controlled transport tunnels and Future State-controlled transport tunnels is to be supported by the submission of engineering and geotechnical reports.
50 For guidance, refer to the Brisbane City Plan 2014 Road Hierarchy overlay map.

Map 4: Boggo Road CRR PDA precinct boundaries



- Priority development area boundary
- Precinct 1 - Boggo Road knowledge and innovation precinct
- Precinct 2 - Rail corridor precinct
- Precinct 3 - Princess Alexandra Hospital precinct
- Sub-area

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

2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct

Precinct intent

The Boggo Road knowledge and innovation precinct is a vibrant mixed-use precinct, with a concentration of knowledge, research and innovation activities integrated within a high-quality public realm and permeable movement network. The precinct will be a high frequency transit destination and thriving hub of activity, providing an engaging experience for commuters, workers, visitors, students, and local community. To preserve the precinct's knowledge and innovation focus, new residential development is limited to the southern side of Peter Doherty Street.

The Boggo Road knowledge and innovation precinct will:

1. provide for a range of uses aligned with the planned knowledge, research, health, education and innovation urban development intent
2. provide complementary land uses and services that contribute to a high level of amenity and lifestyle offering for employees, visitors, and the local community
3. facilitate 24/7 activities with commensurate levels of services and safety
4. provide for the adaptive re-use of the Boggo Road Gaol in a manner that incorporates a variety of uses that encourage activity and interaction between local workers, the community and visitors
5. establish an urban framework of land uses, built form and movement networks, that is representative of the high frequency public transport located within the precinct
6. prioritise active transport and micro-mobility over private vehicles
7. provide legible, direct, convenient, inclusive and safe active transport links to and from the central bridge and public transport
8. establish new and enhanced public and private open spaces including early provision of a new permanent Outlook Park[51]
9. provide landscaped streets and public realm, incorporating lighting, shade, and shelter
10. provide a high-quality, accessible, and comfortable network of indoor and outdoor spaces that encourage collaboration, spontaneous interaction and information sharing, and
11. deliver fit-for-purpose buildings that complement existing architecturally significant built form, providing smooth transition between public and private realms at ground level.

51 For guidance, refer to section 4.2.8 of the Implementation strategy.

Figure 13: Sub-tropical atrium blending indoor and outdoor spaces at the Translational Research Institute, Dutton Park *(Image credit: CRRDA)*.

Preferred uses

Development provides for a range of non-residential centre and mixed-use activities that support the knowledge, research, and innovation functions of the precinct along with other complementary uses. Preferred uses are identified in Table 2.

Table 2: Preferred uses

Preferred uses	
• Research and technology industry • Educational establishment • Office • Health care service • Function facility • Medium impact industry (where a micro-brewery or distillery producing less than 200 tonnes per annum)	• Shop • Bar • Food and drink outlet • Childcare entre • Market • Park • Indoor sport and recreation

Connectivity, access, and public realm

Development:

1. does not compromise the efficiency, functionality or safety of the established street network or intersections at Annerley Road
2. ensures vehicular and service access is maintained to state infrastructure, including the rail corridor
3. improves and embellishes the gateway entrances to the PDA, including key intersections along Annerley Road at Boggo Road and Peter Doherty Street
4. connects with public transit interchanges and facilities, providing legible and convenient connections that support high volumes of movement between the underground Boggo Road CRR station, Park Road railway station, and proposed Brisbane Metro stations
5. delivers a permeable environment that successfully manages high levels of conflict between people walking, cycling and using micro-mobility devices by separating these modes where possible
6. provides safe, direct, convenient, inclusive and legible active transport links to the central bridge, including:
    a. at-grade separated pedestrian and cycle route and access via Peter Doherty Street
    b. unobstructed pedestrian movement corridor along the eastern side of Joe Baker Street, and
    c. publicly accessible vertical transport link via Joe Baker Street.
7. maintains significant sightlines to improve wayfinding and navigation from the central bridge to the Boggo Road CRR station
8. delivers an interconnected, safe, and comfortable public realm network that:
    a. incorporates frequent street trees and shelter for pedestrians
    b. seamlessly integrates with public spaces and plazas
    c. incorporates new and enhanced areas of public open space
    d. addresses significant grade changes, and
    e. provides opportunities for the flexible use of spaces by the community for activities such as markets and small scale events.
9. where within sub-area 1A:
    a. provides a clear unobstructed public movement corridor that achieves a minimum width of 5m (as indicated on Map 5) connecting the central bridge to Boggo Road CRR station and Park Road railway station, and
    b. preserves and does not compromise the ability to deliver the potential elevated pedestrian connection (identified on Maps 3 and 5)[52].
10. where within the Outlook Park opportunity area (identified on Maps 3 and 5):
    a. provides a new permanent Outlook Park[53] as part of the first stage of development, and
    b. ensures development adjacent to a new permanent Outlook Park incorporates interface treatments which:
        i. promote park usage
        ii. facilitate universal access
        iii. provide for passive surveillance, and
        iv. enable active frontages to park boundaries.
    c. minimise impacts to amenity (e.g. overshadowing and solar access, wind tunnelling, and privacy)[54].

52 To determine consistency with this PDA development requirement, the MEDQ, or its delegate, may seek advice from the Department of Transport and Main Roads regarding item AT08 on Map 11.

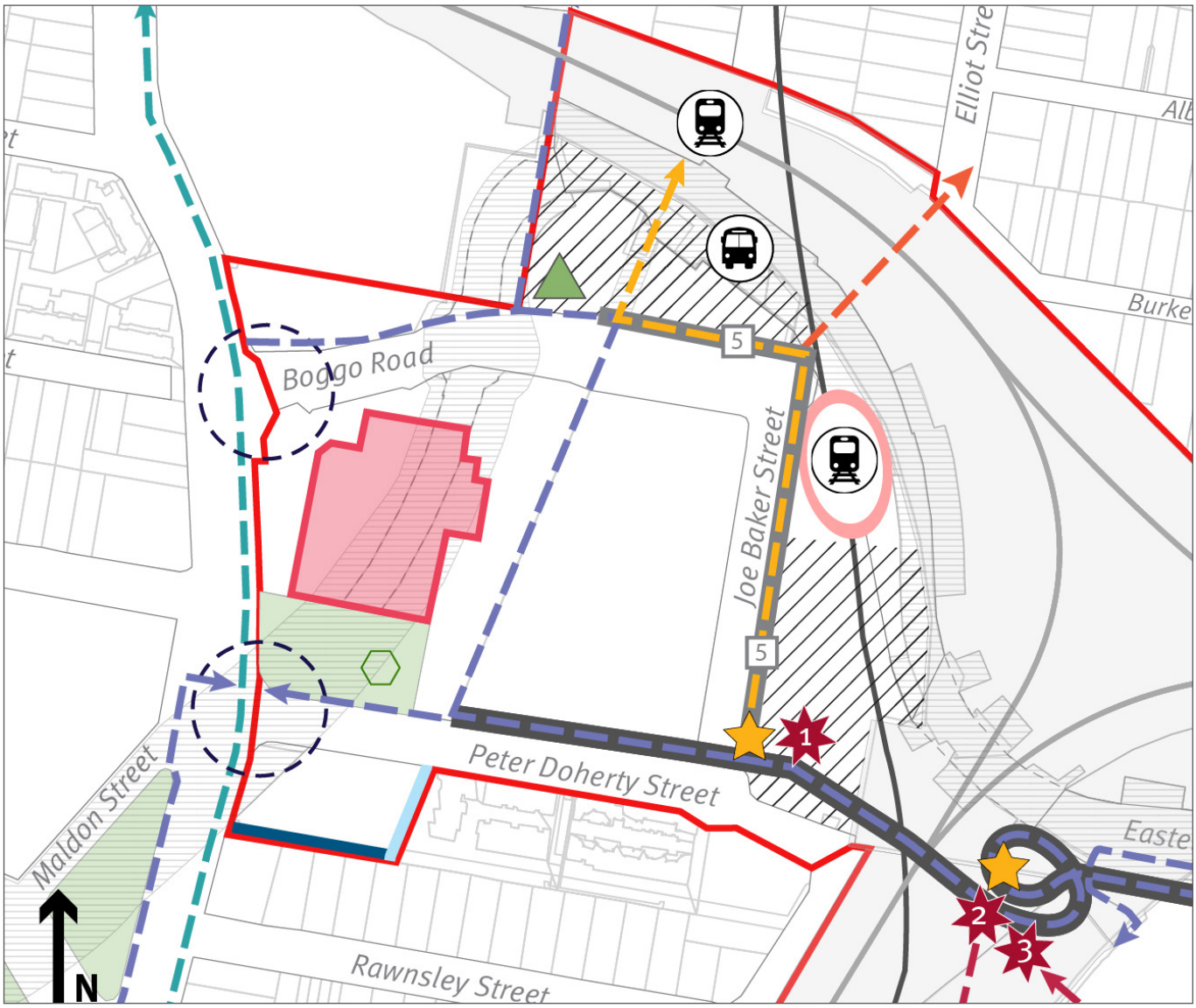
53 The new permanent Outlook Park should be designed to:
a. receive a minimum 4-hours daily solar access in winter months to ensure plantings thrive
b. achieve the area and embellishment standards identified under Table 5 of the Infrastructure plan to ensure desired standards of service are achieved.

54 For guidance, refer to Schedule 6: Guideline for preparing an Urban Context Report.

Figure 14: Integrating highly permeable and landscaped ground plane to respond to Brisbane's sub-tropical climate at Eden Lane, Woolloongabba *(Image credit: CRRDA)*.

Figure 15: Public realm providing flexible use of spaces for activities such as markets at Stanley Street Plaza, South Bank *(Image credit: Shutterstock)*.

Map 5: Boggo Road knowledge and innovation precinct



- Priority development area boundary
- Existing open space
- Boggo Road Gaol - heritage place adaptive reuse[55]
- State transport railway corridor
- State transport busway corridor
- Existing railway station
- Future Brisbane Metro station and existing busway station
- Boggo Road CRR station building and plaza
- CRR rail line
- Existing rail line
- Rear interface buffer
- Side interface buffer
- Central active transport connection bridge (central bridge)
- Key pedestrian connection
- Key elevated pedestrian connection
- Potential elevated pedestrian connection
- Key cycle connection
- Key pedestrian/ cycle connection
- Unobstructed corridor width (metres)
- Vertical transport link
- Key gateway intersection
- Temporary Outlook Park
- Outlook Park opportunity area
- Park enhancements
- Direct pedestrian connection into development from central bridge
  - 1 - RL 33.6
  - 2 - RL 33.1
  - 3 - RL 27

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

55 Refer to Footnote 19.

Built Form[56] [57]

Development:

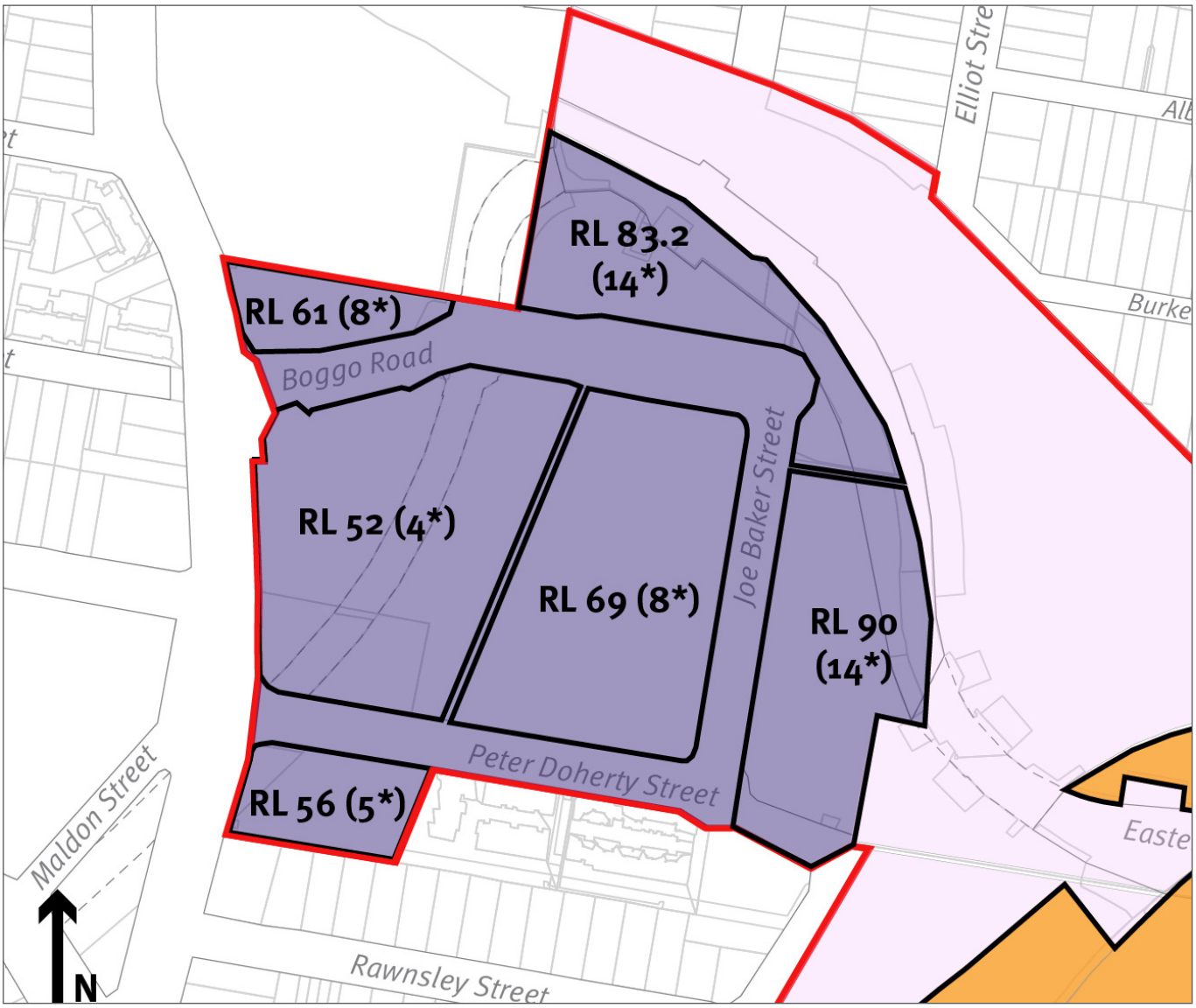
1. responds to site characteristics, context, setting and surrounding streetscape, public realm, heritage places, buildings, and movement networks
2. provides buildings of outstanding architectural merit[58] that contribute positively to the unique urban character of the PDA and provide for fine grain interfaces between public and private realms
3. is of a scale and design that:
    a. creates an inviting streetscape where building and public realm streetscape interfaces integrate cohesively
    b. does not result in undue adverse amenity impacts to surrounding properties or prejudice their development opportunities
    c. minimises impacts to established residential amenity (e.g. solar access, privacy and noise) through the application of mitigation measures, such as:
        i. siting buildings to avoid the overlooking of dwellings
        ii. applying building setbacks, landscaping and/or screening to preserve the privacy of adjoining and/or surrounding dwellings
        iii. acoustic attenuation and/or the careful siting of servicing areas to limit noise, and
        iv. transitions in building height (e.g. stepping built form down to less intensive development).
4. does not exceed the maximum Reduced Level (RL) specified on Map 6
5. ensures ground level treatments are designed to:
    a. enhance pedestrian activity and interaction with ground level public realm and street environments
    b. address and activate the street and any adjacent public realm with a high level of permeability
    c. incorporate operable openings, particularly where adjacent to an identified primary pedestrian connection
    d. provide landscaping, street trees, shade, and shelter (including awnings and shade structures) along all street frontages
    e. present an attractive and pedestrian friendly streetscape and high-quality street edge, and
    f. create a smooth transition, blurring indoors and outdoors.
6. provides buildings that:
    a. create a human-scaled environment at street level
    b. contribute to the vibrancy of the street or public realm
    c. Incorporate building floor plates that:
        i. accommodate scale, functional and operational requirements and are fit-for-purpose
        ii. manage visual and amenity impacts through building separation and setbacks, and
        iii. ensures the design allows daylight deep into the floor plan to achieve effective access to natural light.
7. where adjacent to the Boggo Road Gaol, provides:
    a. a minimum setback of 4m from the Gaol's eastern perimeter wall
    b. wide thoroughfares, that are a minimum with of 6m and enhanced with sub-tropical landscaping, and
    c. a design response to celebrate the Gaol's cultural heritage values, including the views to its red brick perimeter wall from Annerley Road, and positively contribute to its adaptive re-use.

56 For guidance, refer to Schedule 6: Guideline for Preparing an Urban Context Report. The preparation of an Urban Context Report will assist in demonstrating outcomes are achieved.
57 Future development over the Boggo Road CRR station box is subject to structural loading requirements. It is recommended applicants engage directly with the CRRDA on this matter.
58 For guidance, refer to section 4.2.4 of the Implementation strategy. The MEDQ, or its delegate, may utilise an urban design review panel and/or a DNA digital model to ensure high-quality urban design and promotion of design excellence.

8. where situated on the corner of Annerley Road and Peter Doherty Street, provides the following minimum setbacks:
    a. 10m along the rear interface buffer (as indicated on Map 5)
    b. 3m along the side interface buffer (as indicated on Map 5)
    c. 6m from Annerley Road; and
    d. 3m from Peter Doherty Street.
9. where situated on the corner of Annerley and Boggo Road:
    a. provides a minimum setback of 6m from Annerley Road, and
    b. built form is truncated at the corner of Annerley and Boggo Roads to enhance views to the Boggo Road Gaol.
10. where within sub-area 1A:
    a. minimises overshadowing on proximate buildings, including the Leukaemia Foundation ESA Village, and Ecosciences rooftop greenhouse.
11. where within sub-area 1A and adjacent to the central bridge, provides a design response which:
    a. maintains access to the vertical transport link at Joe Baker Street
    b. includes a secondary pedestrian access to the central bridge through the built form[59] at RL 33.6 (as indicated on Map 5)
    c. overlooks the central bridge providing effective passive surveillance
    d. maintains and preserves significant sightlines to improve wayfinding and navigation from the central bridge to the Boggo Road CRR station, and
    e. allows for streetscape and furniture assets to address breaks and rest points in pedestrian movement corridors, both vertical and at the ground plane.

59 For guidance, refer to AT10 as indicated on Map 10 in the Infrastructure plan. Secondary pedestrian access through built form could be provided by way of the following or combinations of the following:
    a. arcade(s)
    b. vertical transport
    c. escalators.

Map 6: Boggo Road knowledge and innovation precinct – Maximum building heights



- Priority development area boundary
- Precinct 1 - Boggo Road knowledge and innovation precinct
- Precinct 2 - Rail corridor precinct
- Precinct 3 - Princess Alexandra Hospital precinct

RL 90 Maximum building height (RL)

* Approximate number of storeys based on a typical 3.5m floor to floor height and 4.5m ground floor podium.

Note: Maximum RL taken from the midpoint of the site.

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

2.6.2 Precinct 2 – Rail corridor precinct

Precinct intent

The Rail corridor precinct is intended to maintain the primary function of accommodating key State transport corridors, including the heavy railway and busway corridors that traverse the PDA.

Through the delivery of the central bridge, the rail corridor precinct will serve an important role in resolving a complex physical barrier between Boggo Road knowledge and innovation and Princess Alexandra Hospital precincts by improving active transport functionality and access.

The Rail corridor precinct will maintain appropriate interfaces to development and infrastructure both within the precinct, and as it interfaces with the Boggo Road knowledge and innovation precinct and Princess Alexandra Hospital precinct.

Major development activity beyond core transit functions is not readily anticipated within the precinct.

2.6.3 Precinct 3 – Princess Alexandra Hospital precinct

Precinct intent

The Princess Alexandra Hospital precinct is anchored by the Princess Alexandra Hospital, a national leading tertiary health care centre and associated world-class academic and research institutions, the Translational Research Institute and Pharmacy Australia Centre of Excellence.

The continued growth and advancement of these major health and knowledge facilities will directly benefit from the enhanced Dutton Park station provided by the CRR project, driving renewal and redevelopment across the precinct. The precinct will accommodate new hospital and research related development that respond to changing community health needs, optimise clinical operations and provide renewal of ageing buildings or non-essential uses. Development will accommodate growth whilst not compromising the continued successful operation of the Princess Alexandra Hospital and existing research and education facilities.

Through staged renewal and redevelopment, the precinct will provide new and enhanced public spaces, improved wayfinding, and support complementary uses and improved amenity for patients, employees, and visitors.

Development within sub-areas 3A and 3B will accommodate clinical uses and a greater intensity of research, innovation and allied commercial activity, leveraging off the improved active transport functionality of the central bridge.

Figure 16: Enhanced public space providing improved amenity for patients, employees, and visitors at the Sunshine Coast University Hospital *(Image credit: Place Design Group)*.

Preferred uses

Development provides for a range of health, research, and innovation focussed uses that build upon the well-established major institutions, with complementary uses. Preferred uses are identified in Table 3.

Table 3: Preferred uses

Preferred uses	
• Research and technology industry • Educational establishment • Office • Health care service • Hospital	• Function facility • Shop (where less than 250m² GFA) • Food and drink outlet (where less than 250m² GFA) • Childcare centre • Parking station

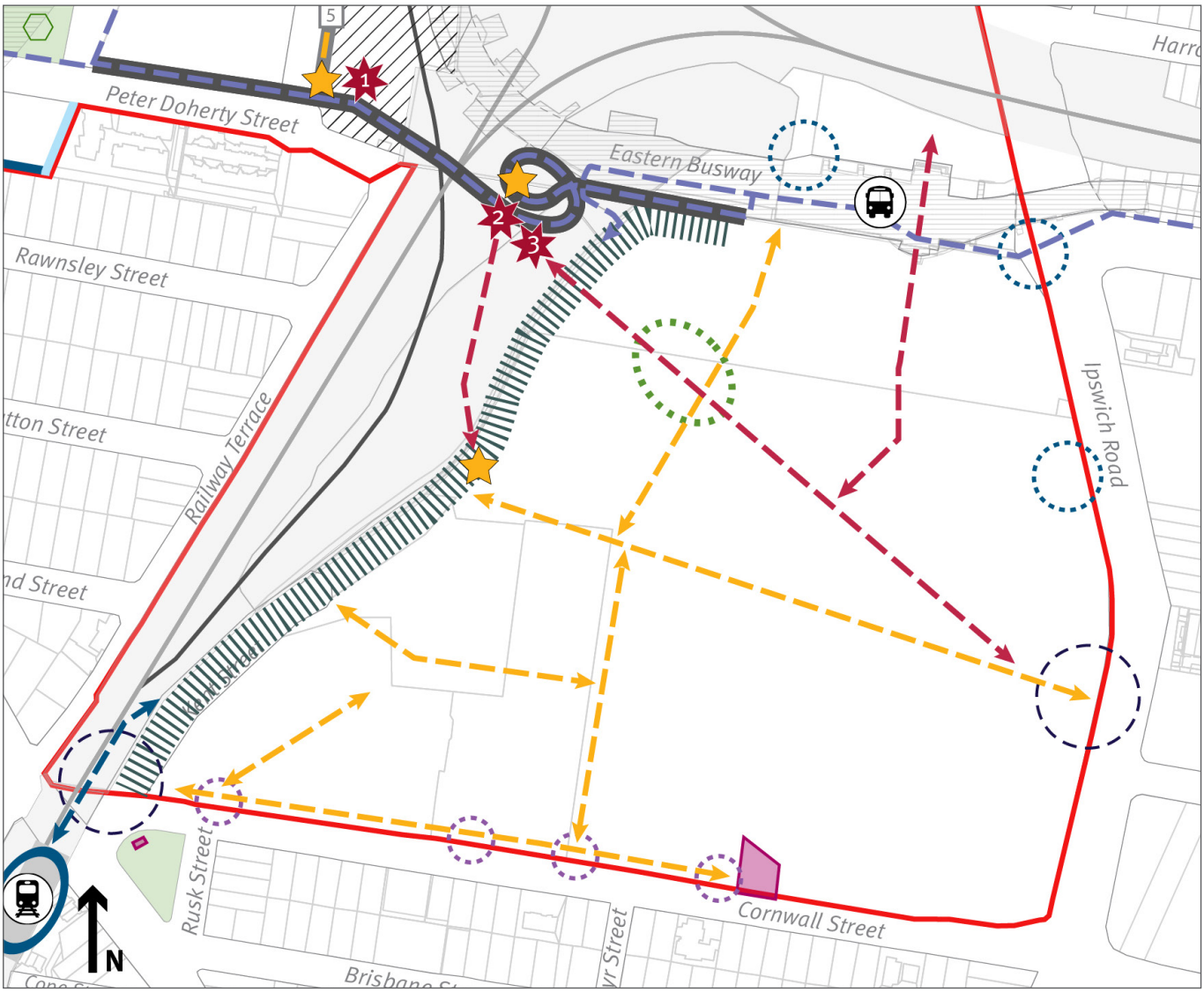
Connectivity, access, and public realm

Development:

1. provides a high-quality, attractive, accessible, well-connected, and multi-functional public realm that:
   a. manages grade changes to ensure pedestrian comfort
   b. incorporates lighting and 24/7 activation that encourages passive surveillance and night-time activity, increasing safety and security of patients, visitors, and staff (including shift workers)
   c. delivers and integrates new and enhanced areas of public open space, including the plaza opportunity area[60]
   d. is designed to accommodate the needs of patients, employees and visitors and encourage rehabilitation, social interaction, and opportunity for recreation and quiet enjoyment for all users, and
   e. provides for efficient movement of people with disabilities, and minimise travel distances for staff, visitors, and patients.
2. provides interconnected buildings with direct pedestrian access to one another via an elevated common podium height at RL 27 and an elevated pedestrian connection to the central bridge[61]
3. delivers new areas of public realm and landscaping through new development and renewal projects
4. maintains the efficiency, functionality, and safety of the vehicular movement network within the precinct to ensure essential service and emergency vehicle access is not compromised
5. segregates vehicular movement from pedestrians and cyclists where possible and where integrated, prioritises the clear delineation of pedestrian pathways from vehicular and cyclist traffic to improve safety
6. enhances the gateway entry at Ipswich Road and Kent Street with public realm improvements and embellishment to promote a sense of arrival to the precinct
7. provides an enhanced and activated public streetscape along Ipswich Road and Cornwall Street, clearly articulating pedestrian entries into the precinct
8. where within sub-area 3A and accessed via Kent Street, upgrade Kent Street/ Laundry Drive to provide for safe and functional movements by active transport users, vehicles and service vehicles[62], and
9. where within sub-area 3B, utilise the internal road network via O'Keefe Service Drive for access and servicing purposes.

60 For guidance, refer to the Brisbane City Plan 2014 Infrastructure design planning scheme policy (Chapter 10 Parks) Urban Common criteria, for the minimum level of embellishment for the plaza opportunity area.
61 For guidance, refer to AT09 as indicated on Map 12 in the Infrastructure plan.
62 For guidance, refer to the Kent Street Movement Corridor Guideline.

Map 7: Princess Alexandra Hospital precinct



- Priority development area boundary
- Existing open space
- Heritage place boundary
- State transport railway corridor
- State transport busway corridor
- PA Hospital bus station
- Enhanced Dutton Park station and Princess Alexandra Hospital campus access improvements
- CRR rail line
- Existing rail line
- Rear interface buffer
- Side interface buffer
- Central active transport connection bridge (central bridge)
- Kent Street Movement Corridor (pedestrian, cycle, vehicle)[63]
- Key pedestrian connection
- Key elevated pedestrian connection
- Key pedestrian/ cycle connection
- Unobstructed corridor width (metres)
- Vertical transport link
- Key gateway intersection
- Key pedestrain entry point
- Signalised intersection
- Plaza opportunity area
- Outlook Park opportunity area
- Park enhancements
- Direct pedestrian connection into development from central bridge
  - 1 - RL 33.6
  - 2 - RL 33.1
  - 3 - RL 27

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

63 For guidance, refer to the Kent Street Movement Corridor Guideline.

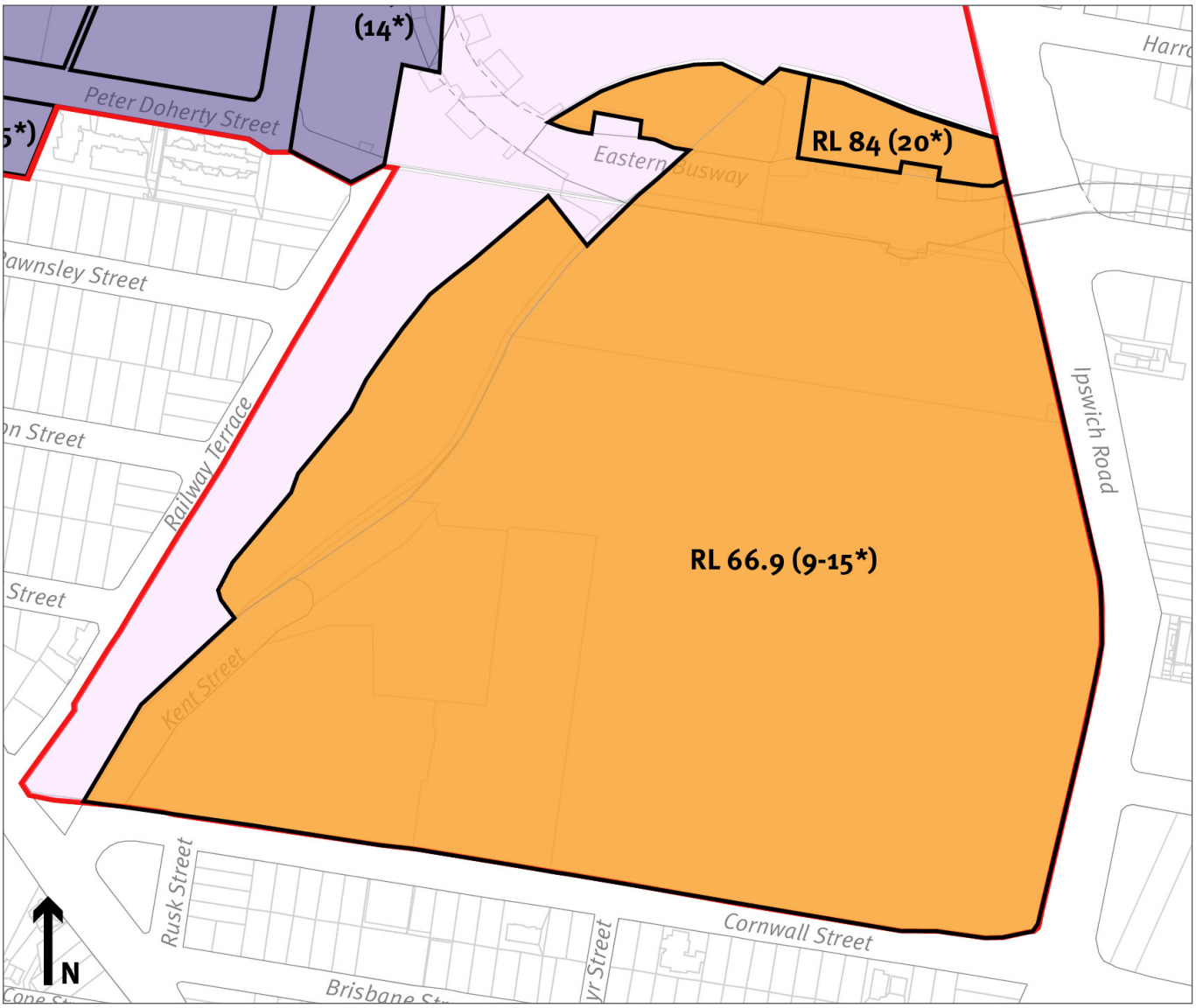
Built Form

Development:

1. does not compromise the continued successful operation of the Princess Alexandra Hospital and existing research and education facilities, having regard to:
   a. the helipad and central energy unit
   b. access, movement, servicing, and parking arrangements, and
   c. the operation and efficiency of administration, maintenance, and other support facilities.
2. is of a scale and design that responds to:
   a. the topography across the precinct
   b. the scale of surrounding buildings, and
   c. the height of the helipad, being RL 66.9.
3. delivers an attractive streetscape along Ipswich Road and Cornwall Street and, where appropriate, activate the street edge through complementary retail and dining uses
4. provides a sensitive transition to adjacent dwellings on the southern side of Cornwall Street (e.g. by stepping built form down to the Cornwall Street frontage) where practicable
5. provides an appropriate built form transition that respects the scale and heritage values of the Former Dispenser's House, Diamantina Hospital[64]
6. maintains visual privacy of patients in health facilities
7. provides for an elevated common podium height at RL 27, incorporating legible pedestrian connections and movement between buildings across the precinct
8. incorporates accessible open space and landscaped areas, including through the provision of balconies and roof top gardens where appropriate
9. where within sub-areas 3A and 3B:
   a. has a building height that does not exceed the maximum RL specified on Map 8
   b. incorporates clinical, research, innovation, and allied commercial activities that complement the knowledge-intensive functions of the PDA
   c. maintains a consistent scale with surrounding buildings that responds to the site's topography, and
   d. where adjacent to the central bridge:
      i. maintains access to the vertical transport link at Kent Street
      ii. provides access to the central bridge through a direct connection into the built form at RL 33.1 (as indicated on Map 7), and
      iii. provides access to the central bridge through a direct connection into the built form at RL 27 (as indicated on Map 7), with a legible connection to the elevated pedestrian link[65].
10. where within sub-area 3B and where adjacent to the PA Hospital Busway station, provides a direct above grade connection from the building into the station platform, where practicable.

64 For guidance, refer to Schedule 4 which identifies heritage places within the Boggo Road CRR PDA.
65 For guidance, refer to AT09 as indicated on Map 12 in the Infrastructure plan.

Map 8: Princess Alexandra Hospital precinct – Building Heights Map



- Priority development area boundary
- Precinct 1 - Boggo Road knowledge and innovation precinct
- Precinct 2 - Rail corridor precinct
- Precinct 3 - Princess Alexandra Hospital precinct

RL 90 Maximum building height (RL)

* Approximate number of storeys based on a typical 3.5m floor to floor height and 4.5m ground floor podium.

Note: Maximum RL taken from the midpoint of the site.

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

2.6.4 Categories of development table

Categories of development are identified in Table 4.

Table 4: Categories of development

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

3 Infrastructure plan

3.1 Purpose

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

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

3.2 Infrastructure networks

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

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

Table 5 identifies key infrastructure that will be provided to enable the vision to be delivered.

3.3 Infrastructure categories

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

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

3.3.1 Trunk infrastructure

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

3.3.2 Non-trunk infrastructure

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

3.3.3 Other infrastructure

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

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

3.3.4 Infrastructure catalogue

Table 5 provides an infrastructure catalogue for the Boggo Road CRR PDA, and includes infrastructure which is trunk infrastructure, non-trunk infrastructure and other infrastructure. As such, the inclusion of infrastructure in Table 5 does not in itself make it eligible for infrastructure charges offset. Further information is provided in the accompanying Development Charges and Offset Plan and Infrastructure Plan Background Report for the Boggo Road CRR PDA, including future infrastructure network maps.

Table 5: Infrastructure catalogue for the Boggo Road CRR PDA

Infrastructure network	
The identified infrastructure in this table reflects current understanding of infrastructure needs at the time of making the development scheme.	
Wastewater	
Conveyance and treatment	As required to service the PDA and may include the following augmentations and / or new items: • DN315mm PE sewer main on O'Keefe Service Drive between Diamantina Road East and Laundry Drive redirecting internal Princess Alexandra Hospital flows to DN630mm trunk main (preferred strategy). • Potential alternative upgrades, subject to feasibility investigations strategy. • Total Water Cycle Management (TWCM) sustainability initiatives • internal sewerage conveyance, and • provide connections. Protection of: • existing mains. *Note: Refer to Infrastructure Plan Background Report for alternative wastewater strategies.*
Water supply	
Potable water	As required to service the PDA and may include augmentations and / or new items: • upgrade of watermain in Annerley Road to DN250 PE pipe (PDA-associated land) • upgrade of watermain in Railway Terrace to DN180 PE pipe (PDA-associated land) • upgrade of watermain in Cornwall Street to DN250 PE pipe (PDA-associated land) • potential relocations • internal water supply reticulation • provide connections, and Protection of: • existing mains.

Infrastructure network	
Stormwater	
Detention, conveyance and treatment	As required to service the PDA and may include the following augmentation and / or new items: • stormwater detention basins on western side of Kent Street / Laundry Drive delivered as part of the CRR TSD project • PDA wide stormwater harvesting and water balancing opportunity • development site detention, and • internal network relief. Protection of: • existing mains.
Transport	
Intersections and site access	As required to service the PDA and may include enhancements to address intersection and site access requirements for development supported by comprehensive traffic and transport studies (undertaken by the applicant and approved by the CRRDA or relevant authority) to manage and mitigate impacts on local road network including pedestrian and cyclist movements. This may include works to: • Annerley Road and Railway Terrace intersection • Annerley Road and Peter Doherty Street intersection • Ipswich Road and Diamantina Drive intersection • Ipswich Road and Alexandra Drive intersection • Cornwall Street and Ipswich Road intersection • Ipswich Road and O'Keefe Street intersection
Streets and laneways	As required to service the PDA and may include enhancements to the local road network (including pedestrian and cyclist movements) to manage and mitigate impacts of development as required by comprehensive traffic and transport studies for the PDA. This may include: • kerbside allocation and carriageway width modification on Boggo Road and Joe Baker Street delivered as part of the CRR TSD project • kerbside allocation and carriageway width modification on Kent Street delivered as part of the CRR Rail, Integration, Systems (RIS) project • kerbside allocation and carriageway width modification to Peter Doherty Street to accommodate potential separated on-road cycle path • cross block links and laneways • Kent Street / Laundry Drive interim upgrades[66] • Kent Street / Laundry Drive ultimate upgrades[66]

66 For guidance, refer to the Kent Street Movement Corridor Guideline.

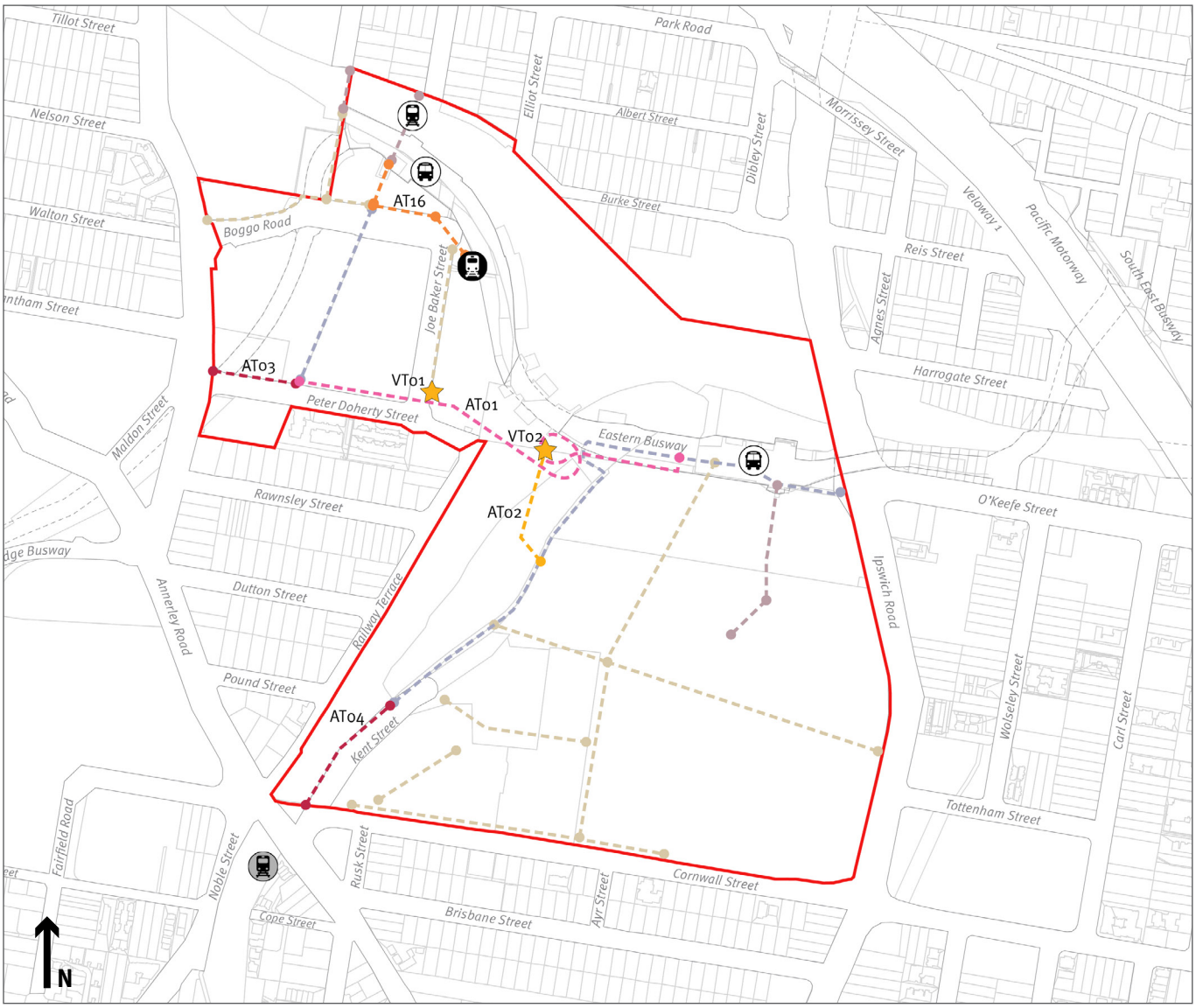
Infrastructure network	
Transport	
Pedestrian and cyclist movement	As required to service the PDA and may include enhancements to the local and principal pedestrian and cycle network. This may include: • shared central bridge delivered as part of the CRR TSD project (map reference: AT01) • at grade footpath and zebra crossing across Kent Street delivered as part of the CRR TSD project (map reference: AT02) • Peter Doherty Street separated path upgrade (Northern side) (map reference: AT03) • Kent Street separated path (BCC Land tenure) (map reference: AT04) • Kent Street active transport upgrade (Interim) (map reference: AT05a) • Kent Street active transport upgrade (ultimate) (map reference: AT05b, AT05c, AT06a (western side), AT06b (eastern side)) • Laundry Drive active transport upgrade north of Princess Alexandra Hospital potential building PAH-07 (map reference: AT06c) • elevated pedestrian connection through future CRR Precincts Delivery Partner development sites R-01 and R-02 (map reference: AT07a) • elevated bridge connection between future development site R-02 and vertical transport near TRI building (map reference: AT07b) • potential elevated passenger interchange and pedestrian connection between the Boggo Road CRR station and Elliott Street (map reference: AT08) • elevated common podium level from central bridge to centre of Princess Alexandra Hospital (map reference: AT09) • pedestrian arcade transition from central bridge to Joe Baker Street through future development site E-01 (map reference: AT10) • potential upgraded active transport link (at grade) between Boggo Road and Merton Road (map reference: AT11a) • potential upgraded active transport link (elevated) between Boggo Road and Merton Road (map reference: AT11b) • separated cycle and pedestrian paths between Ecosciences building and Boggo Road Gaol connecting Peter Doherty Street and Boggo Road (map reference: AT12) • potential upgraded pedestrian connections with the Princess Alexandra Hospital campus (map references: AT13, 14 and AT15) • upgraded pedestrian connection between new Boggo Road CRR station and existing Park Road rail station delivered as part of the CRR TSD project (map reference: AT16) • upgraded pedestrian and cycle connection on northern side of Boggo Road between Annerley Road and AT11a (AT17) • vertical transport connecting the central bridge to Joe Baker Street delivered as part of the CRR TSD project (map reference: VT01) • vertical transport connecting the central bridge to Kent Street / Laundry Drive delivered as part of the CRR TSD project (map reference: VT02) • vertical transport (lift and stairs) connecting Kent Street pedestrian footpath to TRI 2.0 building (map reference: VT03) *Note: Potential future Princess Alexandra Hospital and CRR Precinct Delivery Partner development sites/buildings are indicatively identified on Reference Scheme map in the Boggo Road CRR PDA Infrastructure Plan Background Report supporting material.* *Note: Map references refer to maps 9, 10, 11 & 12 below. For Kent Street active transport connection details refer to the Kent Street Movement Corridor Guideline.*

Infrastructure network	
Transport	
Public passenger transport	As required to service the PDA and surrounding city centre activities, including: • new Boggo Road CRR station and tunnel delivered as part of the CRR TSD project • new Boggo Road Metro station • enhanced Dutton Park station and Princess Alexandra Hospital campus access improvements delivered as part of the CRR RIS project • potential bus storage / waiting bay on western side of Joe Baker Street • taxi and ride share drop-off areas Protection of the functions of the following infrastructure: • Park Road Rail station • Dutton Park Rail station • Boggo Road busway station • Princess Alexandra Hospital busway station • Busway tunnel corridor • Busway infrastructure • CRR tunnel corridor, and • Rail transport infrastructure.
Parks, public realm and community facilities	
Parks, plazas and public realm[67]	Provide public realm infrastructure consistent with the vision of the PDA, including: • Boggo Road CRR station plaza delivered as part of the CRR TSD project • streetscape improvements delivered on Peter Doherty Street, Joe Baker Street and Boggo Road as part of the CRR TSD project • public realm enhancements associated with central bridge entrance adjoining Kent Street delivered as part of the CRR TSD project • permanent establishment of Outlook Park (approximately 2,100m² in area) • enhancements to existing Boggo Road Gaol Park embellishments • potential new publicly accessible plaza opportunity area delivered as part of future Princess Alexandra Hospital master planning (approximately 800m²) • publicly accessible public realm spaces within Princess Alexandra Hospital building redevelopments as part of future Princess Alexandra Hospital master planning • convenient, safe, and accessible pedestrian accessways throughout the CRR PDA • landscaping and streetscape works • deep street tree and public realm mature shade tree planting • street furniture and built/natural shade structures • signage and wayfinding • public art and monuments • services, security, and lifts / escalator in locations with steep gradients or where there are connection opportunities, and • key gateway entry improvements such as signage, lighting, and public art.
Community use	Provide opportunities for community, recreation, and entertainment activity in the PDA, including: • potential utilisation of the Boggo Road Gaol as a community use.

67 For guidance, refer to the Brisbane City Plan 2014 Infrastructure design planning scheme policy (Chapter 10 Parks) for the criteria for applicable park type and the minimum level of embellishment for the permanent establishment of Outlook Park (Local Recreation Park), Boggo Road Gaol Park (Local Recreation Park) and Princess Alexandra Hospital plaza opportunity area (Urban Common).

Infrastructure network	
Infrastructure and PDA-associated development	
Gas mains and infrastructure	Protection of: • existing gas infrastructure
Electricity	
Electrical network	Protection of: • existing electricity infrastructure
Telecommunications	
Fibre optic cable	As required to service the PDA and other telecommunications infrastructure where relevant e.g. 5G, Satellite, Cybernode.
PDA-associated development	
All infrastructure networks	Land, works, investigations, enhancements external to the PDA boundary: • water supply and wastewater connections

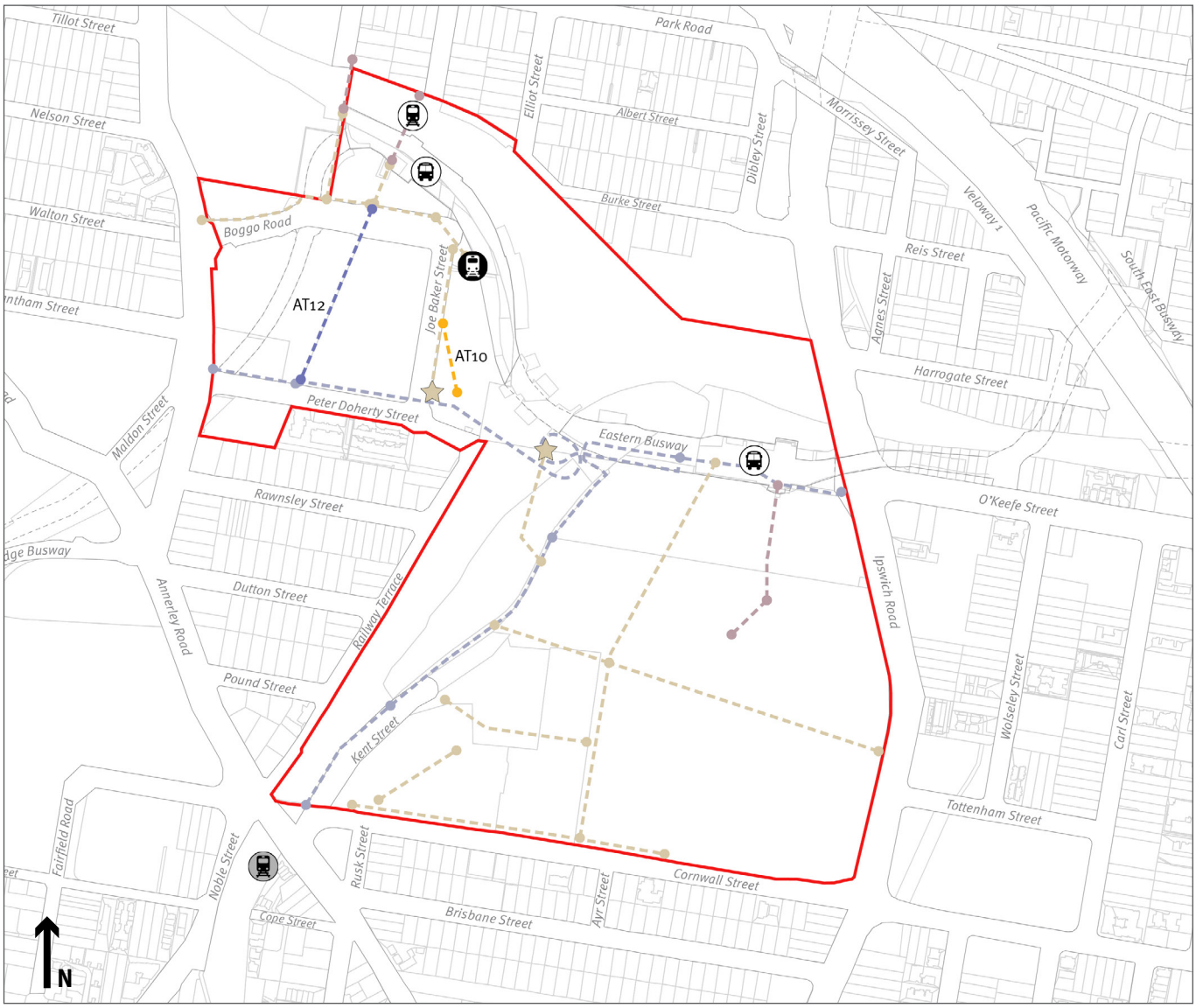
Map 9: CRR Station Opening 2025 Pedestrian and Cycle Connections



- Priority development area boundary
- Existing railway station
- Future Brisbane Metro station and existing busway station
- Boggo Road CRR station
- CRR enhanced Dutton Park station
- New pedestrian connection
- New pedestrian and cycle connection
- Upgraded pedestrian connection
- Upgraded pedestrian and cycle connection
- Existing pedestrian and cycle connection
- Existing pedestrian connection
- Existing elevated pedestrian connection
- New vertical transport

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

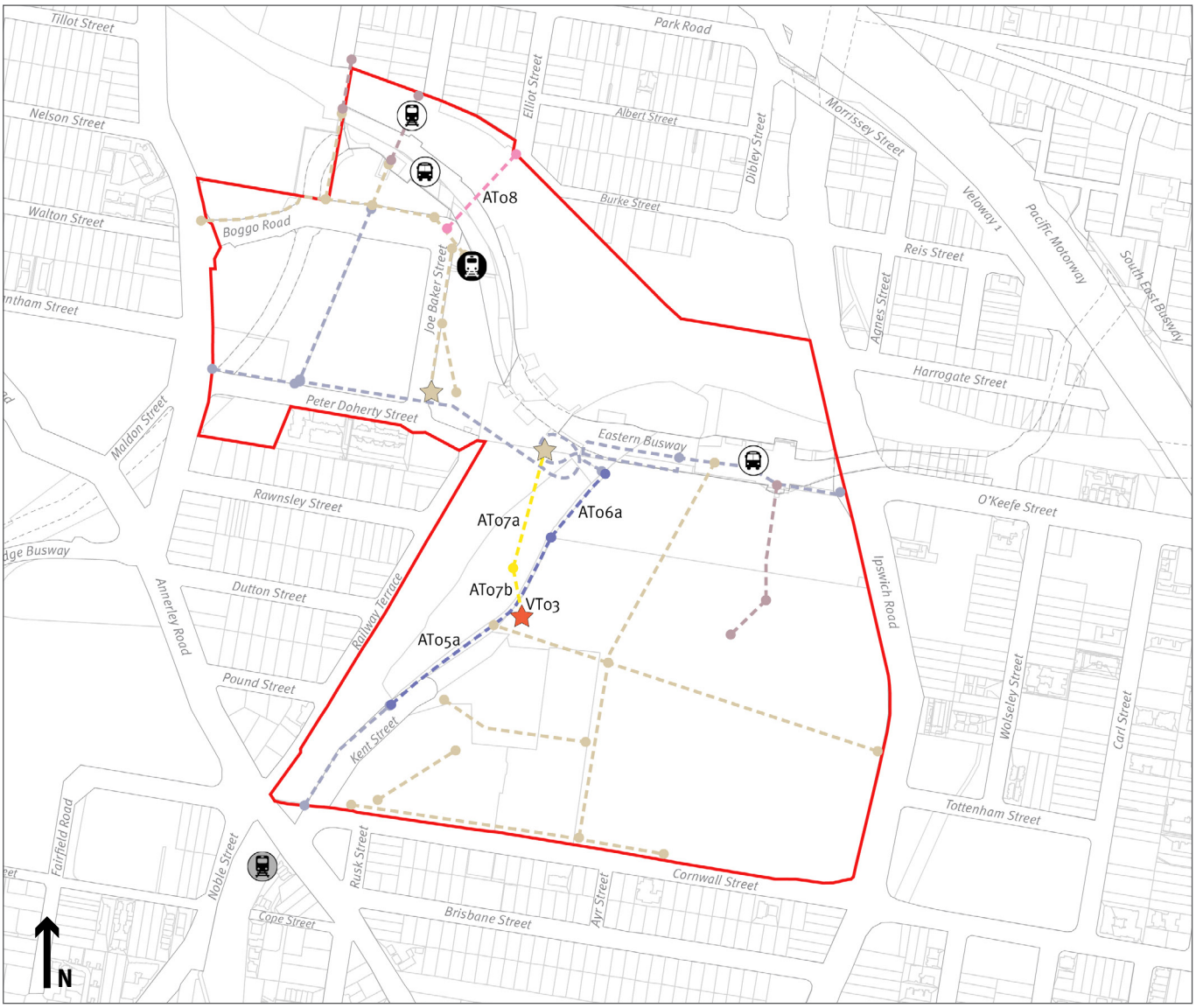
Map 10: Interim 2026 Pedestrian and Cycle Connections



- Priority development area boundary
- Existing railway station
- Future Brisbane Metro station and existing busway station
- Boggo Road CRR station
- CRR enhanced Dutton Park station
- New pedestrian connection
- Upgraded pedestrian and cycle connection
- Existing pedestrian and cycle connection
- Existing pedestrian connection
- Existing elevated pedestrian connection
- Existing vertical transport

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

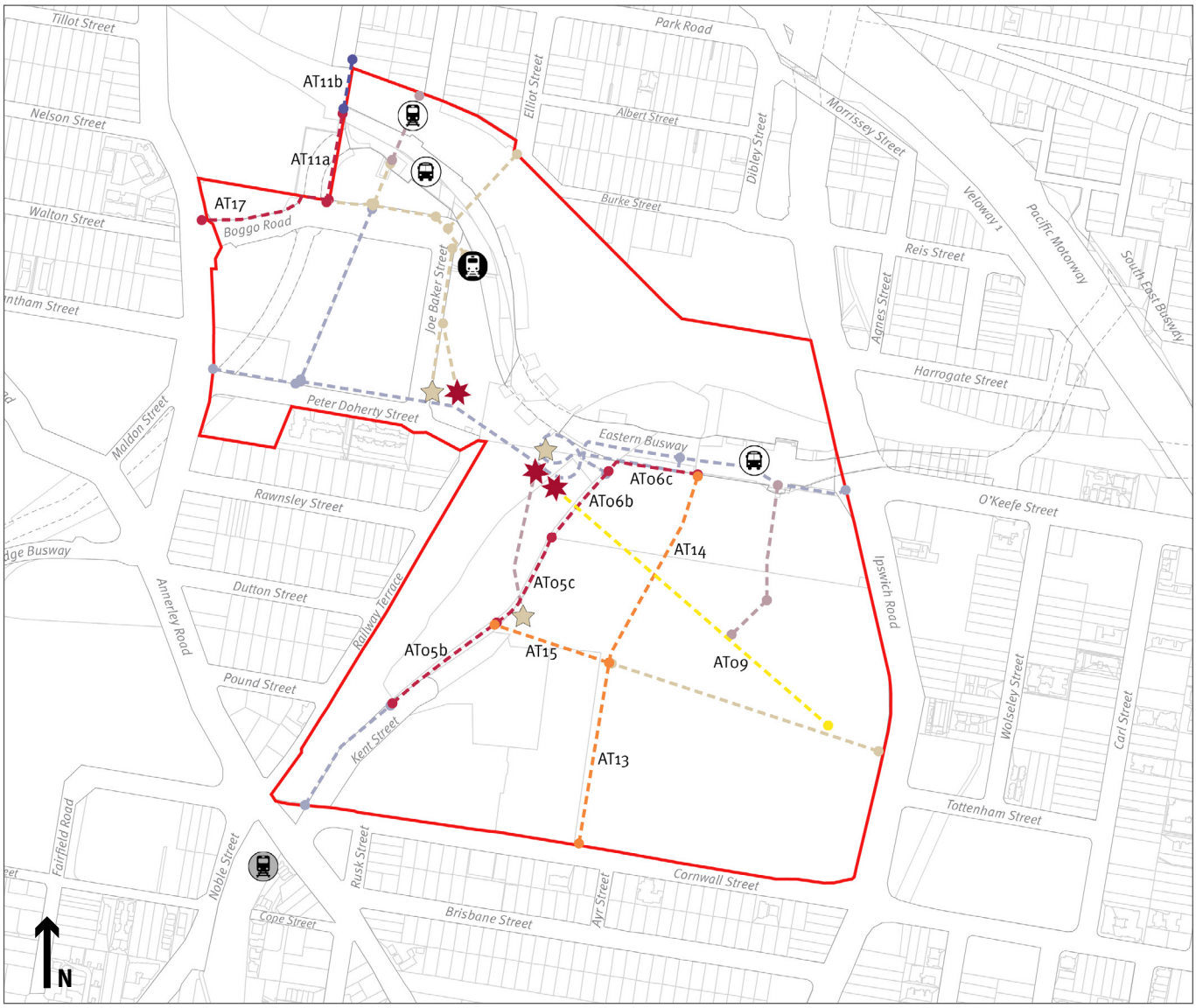
Map 11: Interim 2031 Pedestrian and Cycle Connections



- Priority development area boundary
- Existing railway station
- Future Brisbane Metro station and existing busway station
- Boggo Road CRR station
- CRR enhanced Dutton Park station
- New elevated pedestrian connection
- Upgraded pedestrian and cycle connection
- Potential elevated pedestrian connection
- Existing pedestrian and cycle connection
- Existing pedestrian connection
- Existing elevated pedestrian connection
- Existing vertical transport
- Potential vertical transport

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

Map 12: Ultimate 2041 Pedestrian and Cycle Connections



- Priority development area boundary
- Existing railway station
- Future Brisbane Metro station and existing busway station
- Boggo Road CRR station
- CRR enhanced Dutton Park station
- New elevated pedestrian connection
- Upgraded pedestrian connection
- Upgraded pedestrian and cycle connection
- Potential upgraded elevated pedestrian and cycle connection
- Existing pedestrian and cycle connection
- Existing pedestrian connection
- Existing elevated pedestrian connection
- Existing vertical transport
- Built form integration point

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

3.4 Infrastructure charges, funding and condition

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

1. a Development Charges and Offset Plan (DCOP) is approved for the PDA, or
2. an infrastructure agreement is entered into between the applicant and the MEDQ[68].

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

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

The infrastructure identified in Table 5 will be funded from a combination of development charges (for trunk infrastructure identified in the DCOP), developers and other revenue sources. State expenditure on infrastructure will be subject to consideration through normal state budgetary processes and will be part of an approved state agency capital works program. The provision of infrastructure by state and other providers is not determined by the PDA declaration and follows separate planning processes governed by other legislation.

The infrastructure identified in Table 5 reflects current understanding of infrastructure needs at the time of making the development scheme. However, further detailed infrastructure investigations will occur as development progresses. Infrastructure requirements and delivery responsibilities will be reviewed and may be amended over time to reflect the outcomes of these investigations and changing circumstances.

Infrastructure requirements established in the conditions of a PDA development approval must be delivered at the time of development occurring unless otherwise agreed with MEDQ[69].

3.5 Infrastructure agreements

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

3.6 Infrastructure standards

Infrastructure will be delivered in accordance with the standards of MEDQ, BCC, Urban Utilities, State Government or relevant infrastructure providers at the time a PDA development application or an IMP[70] is approved.

68 The MEDQ may delegate certain functions and powers under section 169 of the ED Act, Development assessment powers have been delegated by the MEDQ to the Cross River Rail Delivery Authority.
69 The MEDQ may delegate certain functions and powers under section 169 of the ED Act, Development assessment powers have been delegated by the MEDQ to the Cross River Rail Delivery Authority.
70 An IMP identifies existing and future trunk infrastructure required to service ultimate development of a single development approval within a PDA.

4 Implementation strategy

4.1 Purpose

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

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

The PDA supports the delivery of a new underground railway station and associated development, together with new development opportunities both above and around the new station, capitalising on the transformative infrastructure by catalysing economic development and community outcomes.

4.2 Implementation objectives and actions

4.2.1 Delivering a world class knowledge and innovation precinct

Objective

Support the delivery of the PDA with a well-defined governance framework to:

1. guide investment and investigate renewal opportunities
2. promote better integration of existing and future facilities
3. enable collaboration and stronger connections between the western (Boggo Road knowledge and innovation precinct) and eastern (Princess Alexandra Hospital precinct) sides of the PDA.

The governance framework will be developed by the Boggo Road Collaboration Group (Collaboration Group). The Collaboration Group is made up of the following key stakeholders:

- The CRRDA
- Princess Alexandra Hospital – Metro South Health (MSH)
- The University of Queensland
- Department of Education
- Commonwealth Scientific and Industrial Research Organisation (CSIRO)
- Department of Environment and Science (DES)
- Department of Energy and Public Works (DEPW)
- Brisbane City Council (BCC)
- Trade and Investment Queensland
- Department of Tourism, Innovation and Sport (DTIS)
- Department of Transport and Main Road (DTMR)
- Translational Research Institute (TRI)
- Department of Agriculture and Fisheries (DAF),
- Queensland University of Technology (QUT), and
- Brisbane South State Secondary College.

The Collaboration Group and governance framework will provide a structure to understand individual and collective objectives and coordinated implementation actions to elevate the PDA's global significance and essential role in driving prosperity, expanding knowledge-intensive activities, stimulating growth in innovation and jobs in health, science, and education services.

Actions

1. Collaboration Group to develop a governance framework, including a Terms of Reference[71], to support the delivery of the PDA and relevant Implementation strategy actions.
2. Collaboration Group to investigate how a central collaboration building could be delivered, incorporating shared spaces and facilities for knowledge and technology uses within the PDA.
3. Collaboration Group to be responsible for precinct activation and curation, and co-operatively plan for state-of-the-art multi-user spaces within the collaboration building (e.g. a bio-foundry or incubator), including a space that fosters community awareness of the knowledge and technology focus of the PDA with opportunities to engage with research work.
4. Collaboration Group to promote co-location of business specialists with research and health institutions to identify strategies for capitalising on the PDA's knowledge capabilities.
5. Collaboration Group to engage with any potential City Deal, integrating future Commonwealth, State and Council funding and investment priorities.
6. Collaboration Group to leverage world-class facilities and partnerships (e.g. seek funding and commercial partnerships, determine growth requirements with staged facility expansions, and identify and deliver new digital infrastructure).
7. Collaboration Group to establish a Boggo Road Gaol advisory group to investigate opportunities to adaptively re-use the Gaol in the short and long term to help activate the PDA and contribute to its identity, vibrancy and sense of place. The Boggo Road Gaol advisory group will investigate and promote activation and curation opportunities for the Gaol, which may include, but are not limited to, temporary uses, events, heritage trails and activation strategies.

4.2.2 Public realm guideline

Objective

Prepare a public realm guideline for delivery of public realm works within the PDA to create a network of quality streets and public places, consistent with the PDA's function as a world class knowledge and innovation precinct. The PDA will be South East Queensland's second busiest transport interchange, and will cater for thousands of commuters, residents, and visitors. The public realm will need to balance significant pedestrian activity, cyclists, street-level uses, landscaping works, public art and pedestrian comfort and shelter.

Actions

1. The CRRDA works with BCC, Queensland Rail (QR) and any other relevant state agencies, to develop a Boggo Road CRR PDA public realm planning and design guideline. The guideline will identify preferred design outcomes, treatments and standards for public realm works, public art, streetscape improvements and key gateway intersections to support the development scheme and guide future development in the PDA. Within the public realm, it should also contemplate defining a hierarchy of opportunity spaces for activation through events, installations, and temporary commercial activities (i.e. markets).
2. The guideline will promote and support the delivery of high-quality public realm throughout the PDA, providing safe and functional public and active transport connections which consider urban design, landscaping, placemaking, services and transport outcomes.
3. The CRRDA, DTMR (inc. Translink), QR and BCC work together to investigate active transport and public passenger transport service integration opportunities (within the public realm and surrounding the new underground station) and ensure new development appropriately respond to the existing and evolving transport environment.
4. The CRRDA, BCC, MSH, DEPW, Department of Resources, DTMR and QR work together to determine the optimal tenure arrangements for public realm into account access and place management requirements.

71 Where Terms of Reference exist but do not support PDA delivery or relevant Implementation strategy actions, the Collaboration Group may update their existing Terms of Reference.

4.2.3 Signage and wayfinding strategy

Objective

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

Actions

1. The CRRDA, BCC, DTMR, QR, DEPW and MSH to prepare and implement a signage and wayfinding strategy that aids with the seamless navigation and movement for pedestrians, cyclists and vehicles throughout the PDA. The strategy will incorporate information and guidance with consideration of the user groups, modes, their navigational needs and requirements, the topography, landscape, existing built form, requirements of the *Disability Discrimination Act 1992* (DDA) and cultural heritage of the PDA.
2. The strategy will promote and support improving pedestrian permeability and navigation across the Princess Alexandra Hospital.
3. The strategy will consider and integrate with the public realm guideline by providing guidance and information on how public spaces and built form can integrate intuitive wayfinding strategies through building location, design, materiality, and signage.

4.2.4 Urban design

Objective

Ensure that the station and PDA development integrate seamlessly with the surrounding environment in a way that is accessible, rich in activity, and demonstrates high-quality sub-tropical design.

Actions

1. The CRRDA will utilise an urban design review panel[72] to undertake detailed design review of significant development applications in the PDA, and those that require consideration of superior design outcomes, to ensure high-quality urban design and promotion of design excellence.
2. The CRRDA will operate, manage, and update the DNA digital model, including detailed representations of existing and approved built form. In consultation with applicants, the assessment manager may request the provision of a 3D model in a specified compatible format, to assist in the assessment and communication of development in the PDA.

4.2.5 Sustainability and innovation

Objective

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

Actions

1. The CRRDA to consult with utility providers, MSH, developers, and industry to optimise wastewater and water management in the PDA, including investigating and implementing recycled water reuse options.
2. The CRRDA to consult with BCC, MSH, and developers to investigate and implement stormwater harvesting and water balancing opportunities within the PDA.
3. The CRRDA, in collaboration with DTMR and BCC investigate the funding and delivery of network design and infrastructure improvements that encourage greater use of emerging transport technologies (including e-bike e-scooters, vehicle share and electric vehicles) within the PDA.

72 An urban design review panel will provide guidance to the CRRDA on design aspects of major development proposals and acceptance of superior design outcomes.

4. The CRRDA will consult with utility providers, MSH, developers, and industry to consider emerging technologies for renewable energy provision within the PDA.
5. The CRRDA, in collaboration with BCC, MSH, developers, and industry to investigate opportunities for new green enterprises involving waste recovery or conversion within the PDA.

4.2.6 Central active transport connection bridge

Objective

Ensure that the PDA maximises the benefit of the delivered central bridge, by improving key connections to the bridge and leveraging off the improved access to major institutions, community and cultural facilities, retail, and residential precincts.

Actions

1. The CRRDA to work collaboratively with BCC to investigate opportunities for the Brisbane Metro station to be orientated to the central bridge, and to provide direct and convenient connections that maximise ease of access to and from the stations.
2. The CRRDA, in collaboration with BCC and DTMR to investigate improved pedestrian crossings on Ipswich Road and Annerley Road to provide continuous connections from the central bridge.
3. The CRRDA to collaborate with MSH and other state departments to identify direct connections, design elements, interface and passive surveillance requirements for future redevelopment of sites within the PDA that have an interface with the central bridge.

4.2.7 Key active transport connections

Objective

Deliver a range of key active transport connections, including as indicated on Map 3: Boggo Road CRR PDA Structural elements plan, which improve pedestrian and cyclist connectivity and universal access within the PDA, that address accessibility requirements for development within the PDA and to better connect the PDA to surrounding key destinations.

Actions

1. The CRRDA to collaborate with BCC and state departments to investigate the timing, funding, ownership, and management arrangements for key active transport connections.
2. MSH shall determine the optimal design and funding arrangements for active transport connections within the PAH campus.
3. DTMR shall determine the optimal design and funding arrangements for:
   a. the potential upgraded active transport link between Boggo Road and Merton Road, and
   b. the potential elevated passenger interchange and pedestrian connection between the Boggo Road CRR station and Elliot Street.
4. The CRRDA to collaborate with BCC, relevant asset owners and landowners, including MSH, to determine elements such as structural design, landing arrangements, design treatments and interfaces including integration with existing key active transport connections.
5. The CRRDA work collaboratively with BCC, DTMR, MSH and developers to develop accessibility, wayfinding, and design treatment strategies for each key active transport connection. The strategies will deliver visually appealing and integrated connections, including on-street cycle access where appropriate, both within the PDA and connecting to surrounding networks.
6. The CRRDA to work with MSH and developers to provide an elevated pedestrian connection from the central bridge to the TRI building at the common podium level of RL 27.
7. The CRRDA to work with MSH, DTMR, and BCC to establish asset ownership and tenure, and finalise design treatment for Kent Street to allow personal and service vehicle access, while protecting and improving its role and function as a primary cycle route[73].

73 For guidance, refer to the Kent Street Movement Corridor Guideline.

4.2.8 Planning a new permanent Outlook Park

Objective

Determine and secure a suitable location for a new permanent Outlook Park, while maintaining the existing function of the temporary park until the new permanent Outlook Park is established.

Actions

1. The CRRDA in collaboration with BCC and other government stakeholders work collaboratively to establish the design and functional requirements of the new permanent Outlook Park.
2. The CRRDA, as assessment manager, ensures development within the PDA protects the function of the temporary Outlook Park until a new permanent Outlook Park is established.

4.2.9 Princess Alexandra Hospital plaza opportunity area

Objective

Deliver a new future elevated accessible pedestrian link and public plaza, generally located between the eastern end of the central bridge and the Princess Alexandra Hospital. Delivery of this plaza is dependent on the master planning outcomes of the Princess Alexandra Hospital and identified future redevelopment opportunities. The plaza should create an elevated sense of arrival to the Princess Alexandra Hospital from the central bridge and enable movement through the Princess Alexandra Hospital to Ipswich Road and Cornwall Street.

Actions

1. MSH shall determine the spatial extent of the plaza opportunity area and ensure it achieves appropriate design outcomes of the Boggo Road CRR PDA Vision and the interface with the Princess Alexandra Hospital.
2. MSH shall determine the optimal tenure and funding arrangement for the Princess Alexandra Hospital plaza opportunity area, taking into account access and place management requirements.

4.2.10 Boggo Road Gaol Conservation Management Plan

Prepare a Conservation Management Plan[74] (CMP) for the Boggo Road Gaol: No 2 Division and Remnant No 1 Division, which sets out the cultural heritage significance of the Gaol, based on an understanding of the place and its history. The CMP is to guide future conservation management of the place, including repairs and maintenance, but also the prospect of adaptive re-use that ensures its cultural heritage values are protected. The purpose of the CMP is to provide a comprehensive, public facing document that will provide the State, industry, community, and future developers with information on the heritage values of the Gaol, a schedule of features and elements of significance, and clear policy direction for future uses and works.

The CMP will include case studies and best practice examples of successful adaptive re-use projects to inspire and assist with future adaptive re-use proposals for the Gaol.

Actions

1. The CRRDA to work with DES and DEPW to develop a CMP for the Boggo Road Gaol.
2. The CMP is to be made publicly available.

74 For guidance, refer to the requirements, standards and guidance identified in the Department of Environment and Heritage Protection's Guideline: Conservation Management Plans document, as amended and replaced from time to time.

5 Schedules

Schedule 1: PDA accepted development

Table 6: PDA accepted development

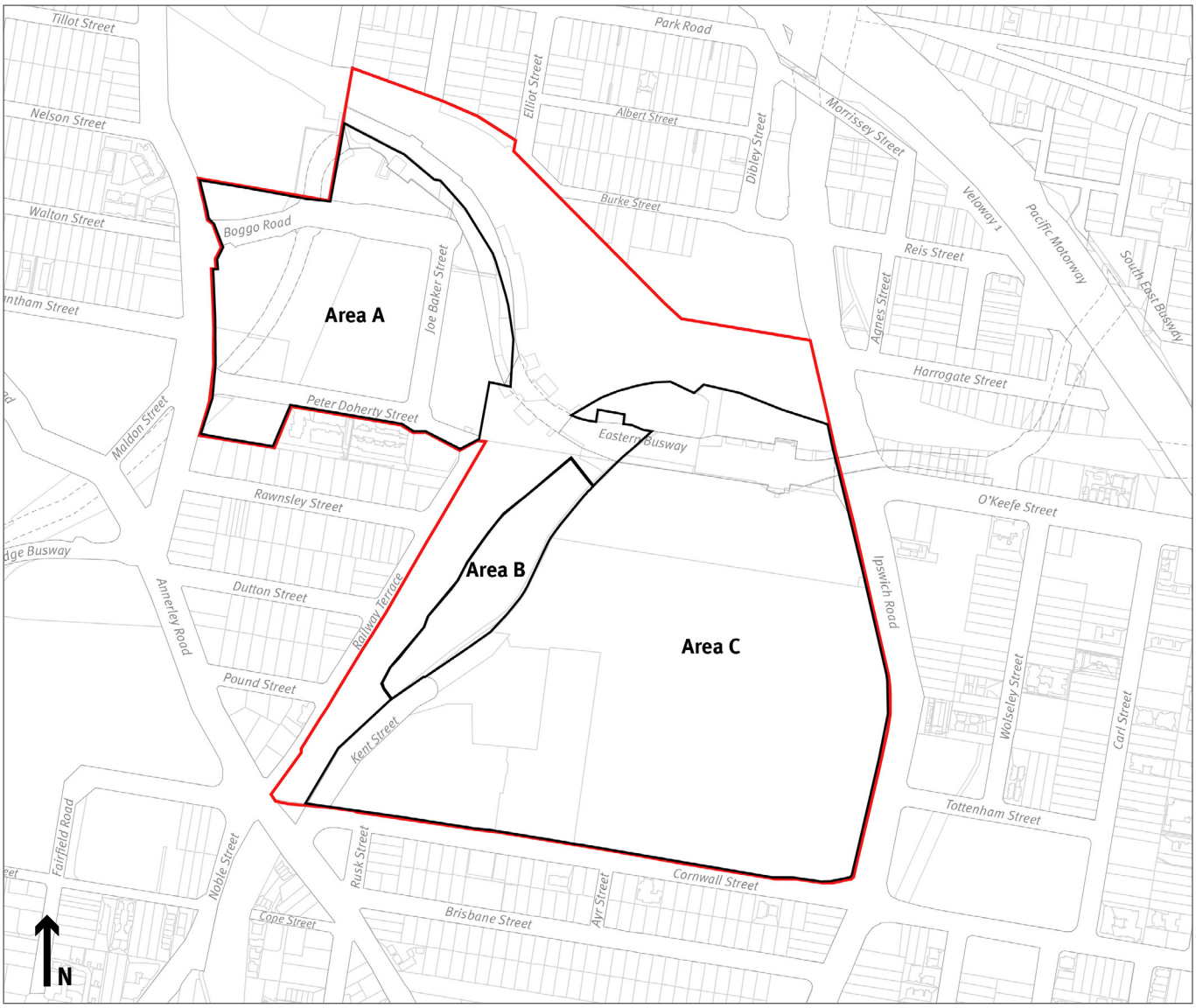
Building work
Carrying out minor building work where not on a heritage place.
Carrying out building work, where for demolition of a building or other structure where not on a heritage place or within 10 metres of a heritage place.
Carrying out building work associated with an approved material change of use where not on a heritage place.
Carrying out building work associated with a material change of use that is PDA accepted development where not on a heritage place.
Reconfiguring a lot
Reconfiguring a lot involving road widening and truncations required as a condition of development approval.
Material change of use
Making a material change of use of premises for utility installation if provided by a public sector entity.
Making a material change of use of premises for the following where in an existing building that is not on a heritage place, and involving no increase in gross floor area: a. Caretaker's accommodation b. Market, and c. Home based business.
Operational work
Carrying out operational work for filling or excavation where not on a heritage place and: a. Not resulting in a retaining wall greater than 1 vertical metre, or b. Not resulting in an increase in the depth or height of the ground level or finished design level greater than 1 vertical metre.
Carrying out operational work in accordance with the conditions of a PDA development approval.
Carrying out operational work that is clearing of vegetation other than significant vegetation, unless the clearing of significant vegetation is carried out by or on behalf of a public sector entity, where the works being undertaken are authorised under a state law.
Carrying out operational work for advertising devices not on a heritage place. Note: The *Brisbane City Council Advertisements Local Law 2013* and *Advertisements Subordinate Local Law 2005*, as amended or replaced from time to time, apply in the PDA.
Plumbing work or drainage work
Carrying out plumbing work or drainage work.
All aspects of development
Development consistent with an approved plan of development.
Development prescribed in Schedule 6 of the *Planning Regulation 2017*, other than Part 5 Section 28.
Development prescribed in Schedule 7 of the *Planning Regulation 2017*.
Development for the Cross River Rail project.
Development on a heritage place if an exemption certificate has been given under the *Queensland Heritage Act 1992* for the work.

Schedule 2: Car parking rates

Table 7: Car parking rates

Column 1 **Use**	Column 2 **Car parking rates – maximum number of spaces**
Uses other than multiple dwelling, parking station, rooming accommodation and short term accommodation (which are separately identified below).	Precinct 1 - Boggo Road knowledge and innovation precinct – Area A (refer Map 13): • 1 space per 100m² gross floor area.
	Precinct 3 - Princess Alexandra Hospital precinct – Area B (refer Map 13): • 1 space per 300m² gross floor area Precinct 3 - Princess Alexandra Hospital precinct – Area C (refer Map 13): • 0.5 spaces per bed plus 0.8 spaces per staff for Hospital • 1 space per 200m² gross floor area for uses other than Hospital
Multiple dwelling Note: Multiple dwellings described as affordable housing, anticipated to accommodate students, accessed through a dual key arrangement, or resulting from conversion from another use (including short term accommodation) still require parking spaces in compliance with these rates for each room that is capable of being used as a dwelling.	0.5 space per 1 bedroom dwelling 1 space per 2 bedroom dwelling 1.5 spaces per 3 bedroom dwelling 2 spaces per 4 and above bedroom dwelling 1 visitor space for every 20 dwelling units Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking
Rooming accommodation, and Short term accommodation.	0.25 spaces per room

Map 13: Car parking rates



Priority development area boundary

Area

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

Schedule 3: Definitions

Unless defined below or in the ED Act, the definitions in Schedule 1 of the Brisbane City Plan 2014 apply to all development[75].

Table 8: Definitions

Term	Definition
Active transport	Means a mode of travel that is physically active, including: • Walking, • Cycling, and • Micro-mobility devices such as scooters and skateboards (both human and electric-powered).
Brisbane City Plan 2014	Means the Brisbane City Council Planning Scheme 2014, as amended and replaced from time to time.
Building height	Means – a. the vertical distance, measured in metres, between the ground level of the building and the highest point on the roof of the building, other than a point that is part of an aerial, chimney, flagpole or loadbearing antenna; or b. the number of storeys in the building above ground level. *Note – building height includes the ground storey and all street building and tower storeys above ground level. Building height does not include a storey where that storey is dedicated as communal open space.*
Building separation	The shortest distance, measured horizontally, between the outermost projection of a building and the outermost projection of an adjoining building.
Cross River Rail project	Means the project known as the Cross River Rail project described in the Coordinator-General's report for the Environmental Impact Statement for the project, dated December 2012, under the *State Development and Public Works Organisation Act 1971* and any Coordinator- General's change report for the project under that Act.
Future state transport corridor	Is defined in Schedule 24 of the *Planning Regulation 2017*. *Note – Future state transport corridor includes a future railway corridor.*
Ground level	Ground level means – a. the level of the natural ground; or b. if the level of the natural ground has changed, the level lawfully changed.
Heritage place	Means places within the PDA which are identified in Schedule 4, and places outside the PDA which are entered in the Queensland Heritage Register or a local heritage register or list.
Interim use	Refer to section 2.2.11.
Non-trunk infrastructure	Refer to section 3.3.2.
Other infrastructure	Refer to section 3.3.3.
Other rail infrastructure	See Schedule 6 of the *Transport Infrastructure Act 1994*.

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

Term	Definition
Over station development	Development that is built above a station or within the airspace above a rail corridor.
Plan of development	Refer to section 2.2.5.
Public passenger transport	Means the carriage of passengers by a public passenger service using a public passenger vehicle.
Public passenger transport infrastructure	Is defined in Schedule 1 the *Transport Planning and Coordination Act 1994*.
Reduced level	The elevation of a point above or below the adopted datum.
Rail transport infrastructure	See Schedule 6 of the *Transport Infrastructure Act 1994*.
Shared zone	Means a pathway that provides for shared use by pedestrian, cyclists and vehicles.
Significant vegetation	Means all vegetation, except that listed as pest vegetation by state or local government, that is significant in its: a. ecological value at local, state or national levels including remnant vegetation, non juvenile koala habitat trees in bushland habitat and marine plants; or b. contribution to the preservation of natural landforms; or c. contribution to the character of the landscape' or d. cultural or historical value; or e. amenity value to the general public[76]. *Note – vegetation may be living or dead and the term includes their root stock.*
State transport corridor	Is defined in Schedule 24 of the *Planning Regulation 2017*.
State transport infrastructure	Is defined in State Code 6: Protection of state transport networks.
State-controlled transport tunnel	Is defined in Schedule 24 of the *Planning Regulation 2017*.
Street building	Comprises all levels of a building up to a height of 20m.
Transport network	Is defined in State Development Assessment Provisions.
Trunk infrastructure	Refer to section 3.3.1.

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

Schedule 4: Heritage places

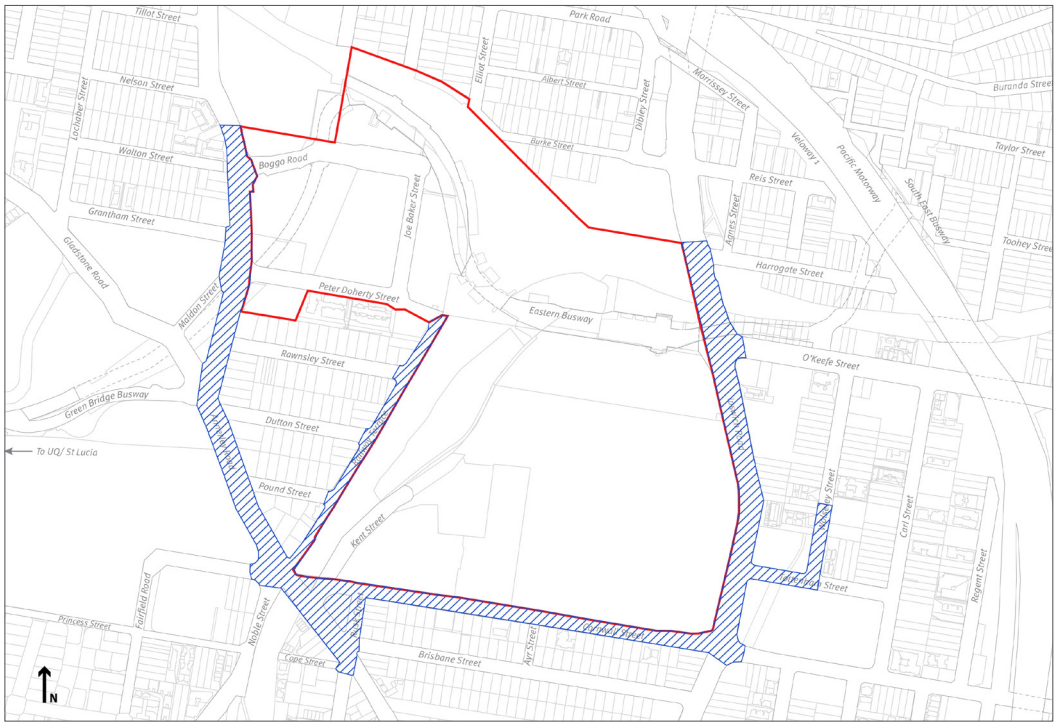
Table 9: Heritage places

Heritage place name	Address/ property description	Register[77]	
Boggo Road Gaol: No 2 Division and remnant No 1 division	150 Annerley Road, Dutton Park 4102 Lot 4 on SP217441; Lot 901 on SP217441. BHR entry also includes Lot 3 on SP217441; Lot 1 on SP217441; Lot 188 on SP198209; Lot 9 on SP217441	Queensland Heritage Register place ID no. 601033 Local Heritage Register (Brisbane City Council)	
Former Dispenser's House, Diamantina Hospital	237 Ipswich Rd Woolloongabba 4102 (place on Cornwall Street) Lot 702 on SP198203	Queensland Heritage Register place ID no. 602560 Local Heritage Register (Brisbane City Council)	
Hefferan Park Air Raid Shelter	260 Annerley Rd, Annerley (bus shelter) Lot 1 on RP806368	Queensland Heritage Register place ID no. 602472 Local Heritage Register (Brisbane City Council)	

77 Details of the places on the State Heritage Register, including boundaries and cultural heritage significance, are available on the Department of Environment and Science's website.

Schedule 5: PDA-associated development

Table 10: PDA-associated development

Active transport	All aspects of development identified in Map 14, if the works: 1. are carried out by or on behalf of the MEDQ 2. provide development infrastructure for the Boggo Road CRR PDA to address the impacts of any development within the PDA, whether or not the development infrastructure has another function or purpose 3. include one or more of the following: a. roadworks b. pedestrian / cyclist infrastructure works c. landscape works d. stormwater works e. water connection service works f. sewer connection service works g. public transport infrastructure works h. associated ancillary works
Descriptions of PDA-associated land	The road reserve as identified on Map 14, including parts of Annerley Road, Railway Terrace, Rusk Street, Cornwall Street, Ipswich Road, Tottenham Street and Wolseley Street.
PDA-associated land map	Map 14: Boggo Road CRR PDA-associated land  Priority development area boundary PDA-associated land *This map is for illustration purposes and is not to scale.*

Schedule 6: Guideline for preparing an Urban Context Report

All development applications are required to be submitted with an Urban Context Report.

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

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

The Urban Context Report is to address the items, where relevant, specified in Table 11.

Table 11: Guideline for preparing an Urban Context Report

Content	
Site characteristics	To demonstrate how the site's constraints and attributes have been considered in the design of the development.
Cityscape and built form	To demonstrate how the development: a. provides a site-responsive built form taking into account site characteristics and form of surrounding development, including the relationship with other buildings and public passenger transport infrastructure in terms of setbacks, site cover, privacy, overshadowing, acoustics (i.e. noise and vibration) wind, light and air quality b. provides a contextually responsive built form taking into account site location within the PDA (e.g. interface with rail or busway infrastructure and areas adjoining the PDA etc) c. impacts on views identified in the development scheme and broader views across the cityscape and of the city skyline, and d. represents outstanding architecture.
Streetscape	To demonstrate how the development impacts on and contributes to the streetscape and street functioning, in terms of: a. street building height, setbacks and design b. ground level activation, including proportion of glazing and openings c. awning heights, coverage and continuity, and d. footpath width, continuity and design.
Heritage, landmarks, natural assets, views and vistas	To demonstrate how the development: a. respects the streetscape and public realm context and setting of nearby heritage buildings and places, landmarks and natural assets, and b. maintains or creates views and vistas from public vantage points to heritage places, landmarks and natural assets such as the Boggo Road Gaol, and across public realm.
Public realm, connections, attractors and movement network	To demonstrate how the development: a. respects, enhances, expands and/or connects to adjoining and nearby public realm, and b. maintains and enhances pedestrian and cyclist permeability, including to major attractors such as transit stations, community destinations and the wider movement network.
Sub-tropical climate	To demonstrate how the development incorporates orientation, shading, outdoor spaces, natural ventilation, landscaping and articulation to: a. reduce heat loading b. protect from weather c. optimise access to natural light, and d. support outdoor lifestyles[78].

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

Schedule 7: Building parameter guidance

Table 12: Building parameter guidance

Building separation	Minimum building separation is 10m.
Façade articulation and treatment	Where: a. at ground storey, buildings provide an average of at least one tenancy or one pedestrian entry / exit per 20m of building façade, and b. above ground storey, buildings are designed so that the length of a uniform treatment of an elevation without substantial articulation is no more than 30m. *Note—Substantial articulation is a full break of 6m or a change in building line of 2m plus or minus for a length not less than 5m.*
Communal and private open space	Communal open space for non-residential buildings: a. Development provides universally accessible[79] communal open space that is a minimum of: i. 10% of the site area or 60m² (whichever is greater), and ii. a minimum dimension of 6m.
	Communal open space for residential buildings: a. Development provides universally accessible communal open space that is: i. a minimum of 80% of the site area or 15% of the multiple dwelling's gross floor area (whichever is the greater), and ii. each space a minimum of 60m² in area and a minimum dimension of 6m. *Note—Communal open space excludes driveways, storage or turning areas.*
	Private open space for residential buildings: a. Development provides all dwellings with private open space that: i. is a minimum area of: v. 9m² for a one-bedroom dwelling; or vi. 12m² for a two or more bedroom dwelling, and ii. has a minimum dimension of 3m.

79 Communal open space can be integrated within built form (e.g. rooftop decks).

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