



AUGUST 2025

Woolloongabba Priority Development Area

Development Scheme – Proposed Amendment



Economic Development Queensland



**Queensland
Government**

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Contents

1. Introduction	4	2.5.7 Service infrastructure	23
1.1 Economic Development Act 2012	4	2.5.8 State and major transport corridors, future transport corridors and infrastructure	24
1.2 Priority Development Area description	4	2.6 Precinct provisions	24
1.3 Application of the Development Scheme	7	2.6.1 Precinct 1: Woolloongabba core	26
1.4 Content of the Development Scheme	7	2.6.2 Precinct 2: Logan Road	29
1.5 Acknowledgements	7	2.6.3 Precinct 3: Ipswich Road	31
2. Land Use Plan	8	2.6.4 Precinct 4: Woolloongabba North	33
2.1 Components of the Land Use Plan	8	2.6.5 Precinct 5: Mater Hill	35
2.1.1 Vision	9	3. Infrastructure plan	37
2.1.2 PDA development requirements	9	3.1 Purpose	37
2.1.3 Schedules	9	3.2 Infrastructure networks	37
2.1.4 Guidance material	9	3.3 Infrastructure categories	37
2.2 Development assessment	9	3.3.1 Trunk infrastructure	37
2.2.1 Interpretation	9	3.3.2 Non-trunk infrastructure	38
2.2.2 PDA development applications	9	3.3.3 Other infrastructure	38
2.2.3 Categories of development	9	3.4 Infrastructure charges, funding and conditions	38
2.2.4 Development consistent with the Land Use Plan	10	4. Implementation Strategy	39
2.2.5 Development inconsistent with the Land Use Plan	10	4.1 Purpose	40
2.2.6 Notice of applications	10	4.2 Implementation objectives and actions	40
2.2.7 State interests	10	4.2.1 Public realm	40
2.2.8 Relationship with other legislation	10	4.2.2 Community Hub/Principal Library within Precinct 1	40
2.2.9 Relationship with the Brisbane City Plan 2014	10	5. Schedules	41
2.2.10 Interim use	11	Schedule 1: PDA Accepted Development	42
2.2.11 PDA-associated development	11	Schedule 2: Definitions	43
2.2.12 Requirements for Sub-precinct Plan	11	Schedule 3: Car parking rates	46
2.3 Vision	12	Schedule 4: PDA-associated development	47
2.4 Structural elements	12	Schedule 5: Guideline for preparing a Sub-precinct plan	48
2.5 PDA-wide criteria	16	Schedule 6: Woolloongabba PDA Public Realm and Planting Guideline	49
2.5.1 Connections and movement	16	Schedule 7: Amendments register	52
2.5.2 Built form	17		
2.5.3 Public Realm	21		
2.5.4 Heritage and character	22		
2.5.5 Impacts and amenity	22		
2.5.6 Responsive Design	23		





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 powers and functions of the ED Act.

The main purpose of the ED Act is to facilitate economic development, development for community purposes, the provision of diverse housing, and the provision of premises for commercial or industrial uses. The ED Act seeks to achieve this by establishing the MEDQ and providing for a streamlined planning and development framework for particular parts of the State, declared as priority development areas (PDAs).

1.2 Priority Development Area description

The Woolloongabba Priority Development Area (PDA) was declared on 22 September 2023. It comprises an area of approximately 106 hectares and is identified on Map 1.

The PDA is located approximately 1.5km south-east of Brisbane's Central Business District (CBD) and is identified on Figure 1. The PDA is part of Brisbane's knowledge corridor, containing major health and research institutions, including the Mater Hospitals (public and private), Queensland Children's Hospital, and a corridor of allied health services along Annerley Road.

The PDA is also connected to other key destinations such as the University of Queensland, Queensland University of Technology and Griffith University's South Brisbane campus. The nearby Kangaroo Point Cliffs, the Cliffs Boardwalk and Southbank Parklands are unique attractors to visitors, workers, and residents.

The PDA includes significant transport infrastructure including the Woolloongabba Cross River Rail (CRR) Station and the Woolloongabba Busway Station.

Parts of the PDA are already shifting to higher intensity mixed-use neighbourhoods. These neighbourhoods are characterised by high-rise apartments and street level retail spaces, balanced with an array of existing State and Local

heritage and commercial character buildings. The PDA also supports a mixture of homes.

The Government has recently announced plans for a new Gabba entertainment precinct which will deliver a broad offering of sporting, hospitality, retail, and entertainment activities.

¹ Section 8



Map 1: Woolloongabba PDA Boundary

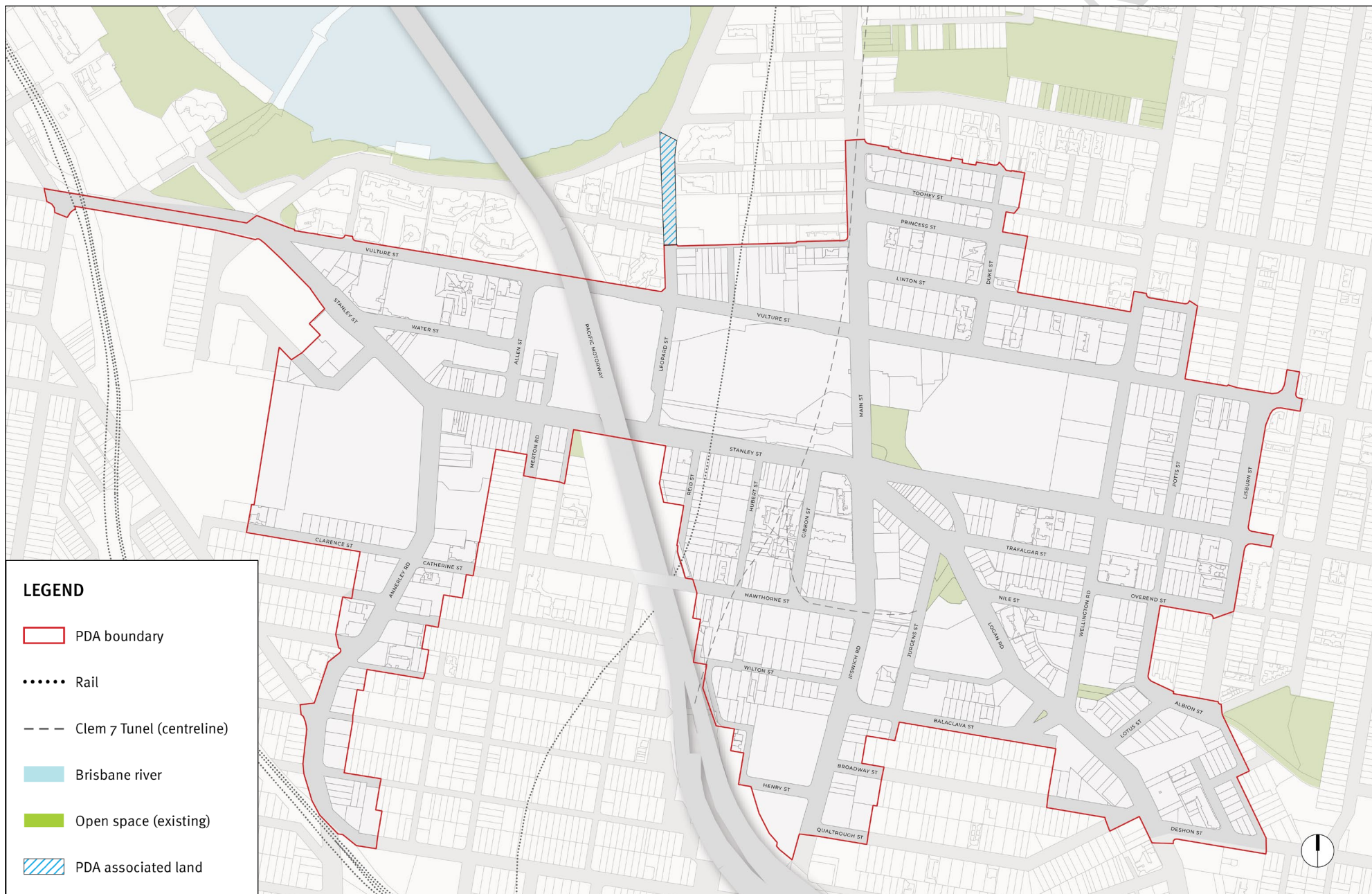
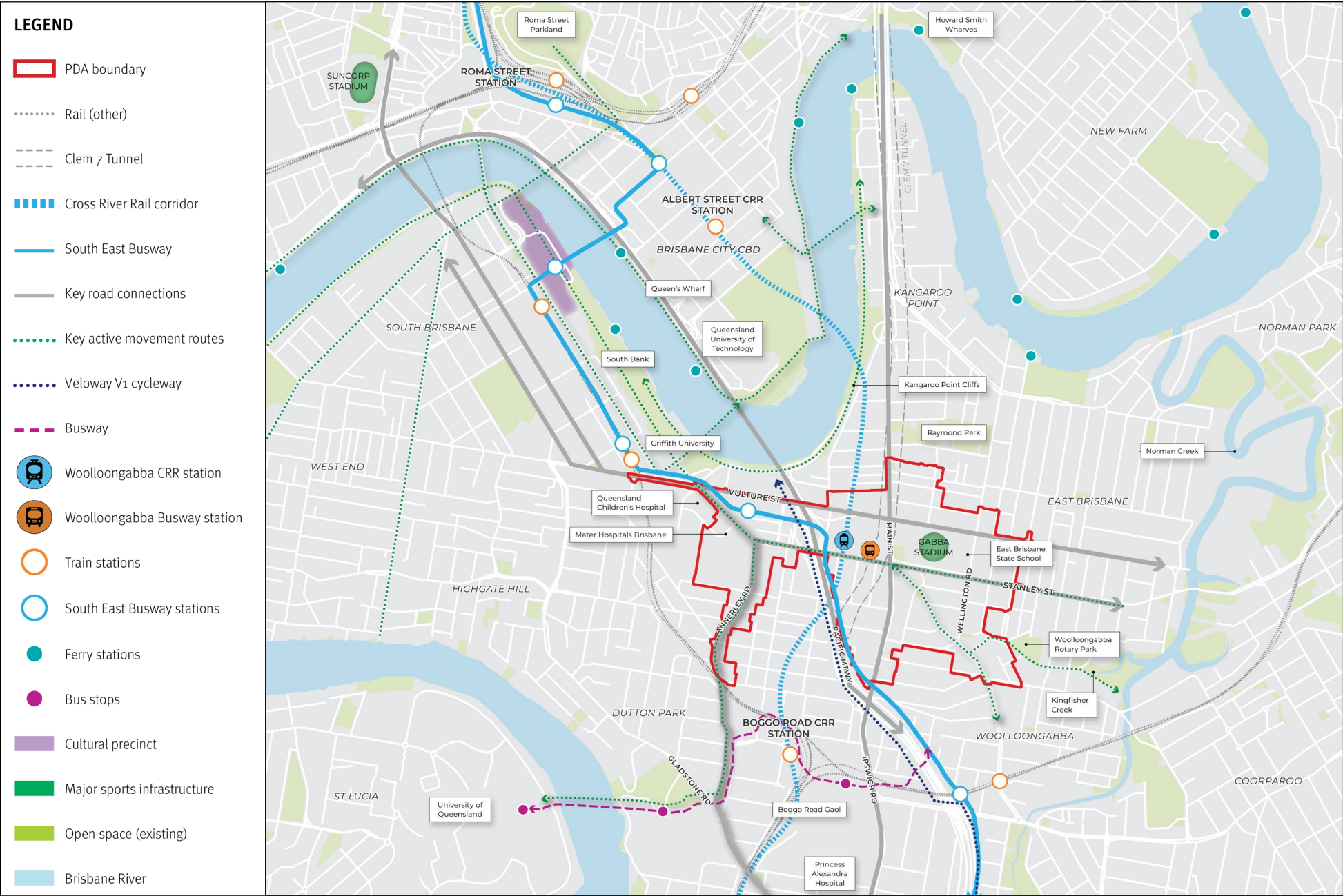


Figure 1: Surrounding context



1.3 Application of the Development Scheme

The Woolloongabba PDA Development Scheme (the Development Scheme) applies to development on land within the boundaries of the Woolloongabba PDA (refer to Map 1).

1.4 Content of the Development Scheme

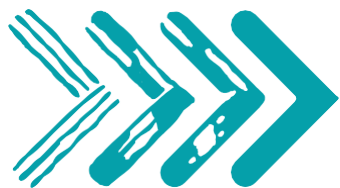
The development scheme consists of:

1. **Section 1:** an introduction section that explains the context of the PDA
2. **Section 2:** the Land Use Plan that regulates development in the PDA
3. **Section 3:** the Infrastructure Plan that describes required infrastructure to support the achievement of the Land Use Plan and states the applicable infrastructure charges
4. **Section 4:** the 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
5. **Section 5:** Schedules, and
6. **Guidance material:** as referenced throughout the Development Scheme.

1.5 Acknowledgements

The Development Scheme was prepared by Economic Development Queensland (EDQ) in consultation with state agencies and other key stakeholders, including Brisbane City Council (BCC).





2. Land Use Plan

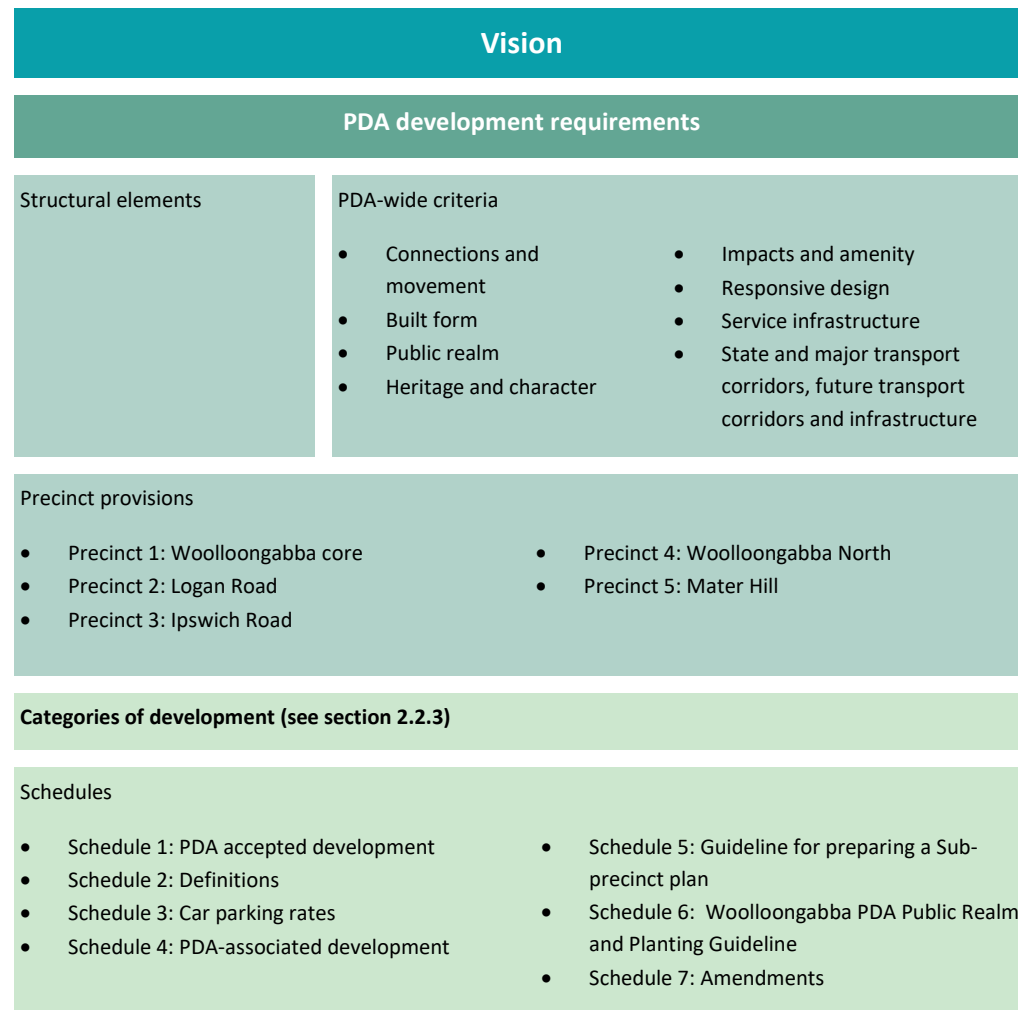
2.1 Components of the Land Use Plan

The Land Use Plan establishes a hierarchy of provisions, being the:

1. PDA Vision (section 2.3), and
2. PDA development requirements, comprising:
 - structural elements (section 2.4),
 - PDA-wide criteria (section 2.5) and
 - precinct provisions (section 2.6).

The development requirements establish the outcomes sought to achieve the Vision.

Figure 2: Components of the Land Use Plan – hierarchy of provisions



2.1.1 Vision

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

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

2.1.2 PDA development requirements

The PDA development requirements apply to all PDA assessable development and 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

The development scheme contains the following schedules:

Schedule 1: PDA Accepted development - identifies PDA accepted development

Schedule 2: Definitions - defines terms used in the development scheme not defined elsewhere (see section 2.2.1)

Schedule 3: Car parking rates - provides guidance for the maximum car parking rates and bicycle parking rates for the Woolloongabba PDA

Schedule 4: PDA-associated development - identifies PDA-associated development

Schedule 5: Guideline for preparing a Sub-precinct plan - provides guidance on preparing a Sub-precinct plan.

Schedule 6: Woolloongabba PDA Public Realm and Planting Guideline - provides guidance on urban greening and public realm design outcomes.

Schedule 7: Amendments – lists the changes to the development scheme.

2.1.4 Guidance material

The PDA development scheme is supported by guidance material that assists in interpreting the PDA development requirements.

Guidance material includes relevant schedules, PDA guidelines, practice notes and any other parameters applied as guidance throughout the development scheme, as amended from time to time.

2.2 Development assessment

2.2.1 Interpretation

The interpretation of terms and definitions in the Development Scheme relies on:

1. Section 33 of the ED Act which defines development, and
2. terms used in the Development Scheme have the meaning given in the ED Act and the Brisbane City Council Planning Scheme (City Plan 2014) unless otherwise defined in Schedule 2.

2.2.2 PDA development applications

To the extent the Land Use Plan (section 2), Infrastructure Plan (section 3), Implementation Strategy (section 4), Schedules (section 5) and the guidance material are relevant, they are to be considered in the preparation and assessment of a PDA development application.

2.2.3 Categories of development

Table 1 below identifies development that is either:

- PDA Accepted development, or
- PDA Assessable development².

Column 1 in Table 1 identifies PDA assessable development that is PDA accepted development.

Column 2 in Table 1 identifies development that is PDA assessable development.

Table 1: Categories of development

Column 1	Column 2
PDA Accepted development	PDA Assessable development
All development specified in Schedule 1	All development including PDA-associated development (specified in Schedule 4) and Interim Uses, other than development mentioned in Column 1

² Under section 73 of the ED Act, PDA assessable development cannot be carried out without a PDA development permit.



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 relevant PDA development requirements.³

The specified design parameters in Table 2 (pg. 18) represent performance based acceptable outcomes. EDQ will consider alternative approaches to achieving these criteria.

Development that is inconsistent with any of the relevant PDA development requirements may be consistent with the Land Use Plan if the development is consistent with the PDA Vision (section 2.3) and:

1. the development is an interim use⁴, 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, or
2. overwhelming community need.

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

³ For guidance, refer to the hierarchy of provisions described under section 2.1.

⁴ Refer to section 2.2.10.

2.2.5 Development inconsistent with the Land Use Plan

Development that is inconsistent with the Land Use Plan cannot be granted a PDA development approval⁵.

2.2.6 Notice of applications

A PDA development application will require public notification if:

1. in the opinion of the MEDQ, the development:
 - a. may have 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, or
2. a Sub-Precinct Plan is required (refer to section 2.2.12).

Under section 84 of the ED Act, public notice may also be required for a PDA development application for PDA-associated development.

2.2.7 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 PDA development applications⁶.

⁵ See section 86 of the ED Act.

⁶ Section 87 of the ED Act requires relevant State interest to be considered in deciding a PDA development application.

2.2.8 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 *Transport Infrastructure Act 1994*, *Queensland Heritage Act 1992*, *Environmental Protection Act 1994*, *Plumbing and Drainage Act 2018*, *Building Act 1975* and the *Planning Act 2016*, 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 Act⁷.

The State Development Assessment Provisions (SDAP) and Development Assessment Mapping System (DAMS) provide guidance on State interests. Further guidance is in EDQ's Practice Note 14.

2.2.9 Relationship with the Brisbane City Plan 2014

Schedule 6 of the *Planning Regulation 2017* (Planning Regulation) prohibits the *Brisbane City Plan 2014* from making PDA-related development assessable under the Planning Act. However, Schedule 2 adopts definitions from the *Brisbane City Plan 2014* and the Development Scheme refers to parts of the *Brisbane City Plan 2014* for 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.

⁷ For example, the *Economic Development (Vegetation Management) By-law 2023* replaces Council's *Natural Assets Local Law 2003*.



2.2.10 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 PDA Vision.

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.

2.2.11 PDA-associated development

Schedule 4 identifies development external to the PDA that is PDA-associated development. The development specified in Schedule 4 as PDA-associated development is PDA assessable development under Table 11 (p.48).

2.2.12 Requirements for Sub-precinct Plan

PDA assessable development in Sub-precinct 1a requires an endorsed Sub-precinct Plan or Plan of Development (PoD), unless the MEDQ confirms otherwise in writing.

The plan must be submitted and approved with the initial application for material change of use or reconfiguring a lot. It should demonstrate consistency with the Vision for the PDA and explain how relevant outcomes and Precinct provisions will be achieved.

Approval may be granted for a Plan for part of the Sub-precinct, if the outcomes for the whole of the site can be achieved.



Image source: Queensland Government





2.3 Vision

Woolloongabba is a destination for Brisbane's inner south as a place to live, work, play, learn, and stay. Residents and visitors are provided an array of day and night experiences, including a new Gabba Entertainment Precinct.

Within the PDA, the role of the health and knowledge cluster anchored by the Mater and Children's Hospitals is strengthened and supported by tertiary education and research facilities, and more homes in proximity to major employment, education and transport services.

The PDA focuses on providing increased housing supply that will deliver a choice of homes. Housing within the PDA is supported by retail, dining, entertainment and community uses that address the needs of local communities.

Existing community spaces and places of value are celebrated and renewed, enhancing Woolloongabba's identity and sense of place. New open space areas and public realm improvements will add greenery and improve connectivity within the PDA and to areas outside the PDA. In combination with retail, dining and community uses these spaces will provide opportunities for community enjoyment, civic engagement and urban amenity, supporting urban living.

Development in the PDA:

1. is transit oriented and well-integrated with existing and future public transport infrastructure, including infrastructure associated with CRR, and the bus network,
2. delivers a mix of uses, supporting:
 - a. a range of homes to meet the life-cycle needs of a diverse population,

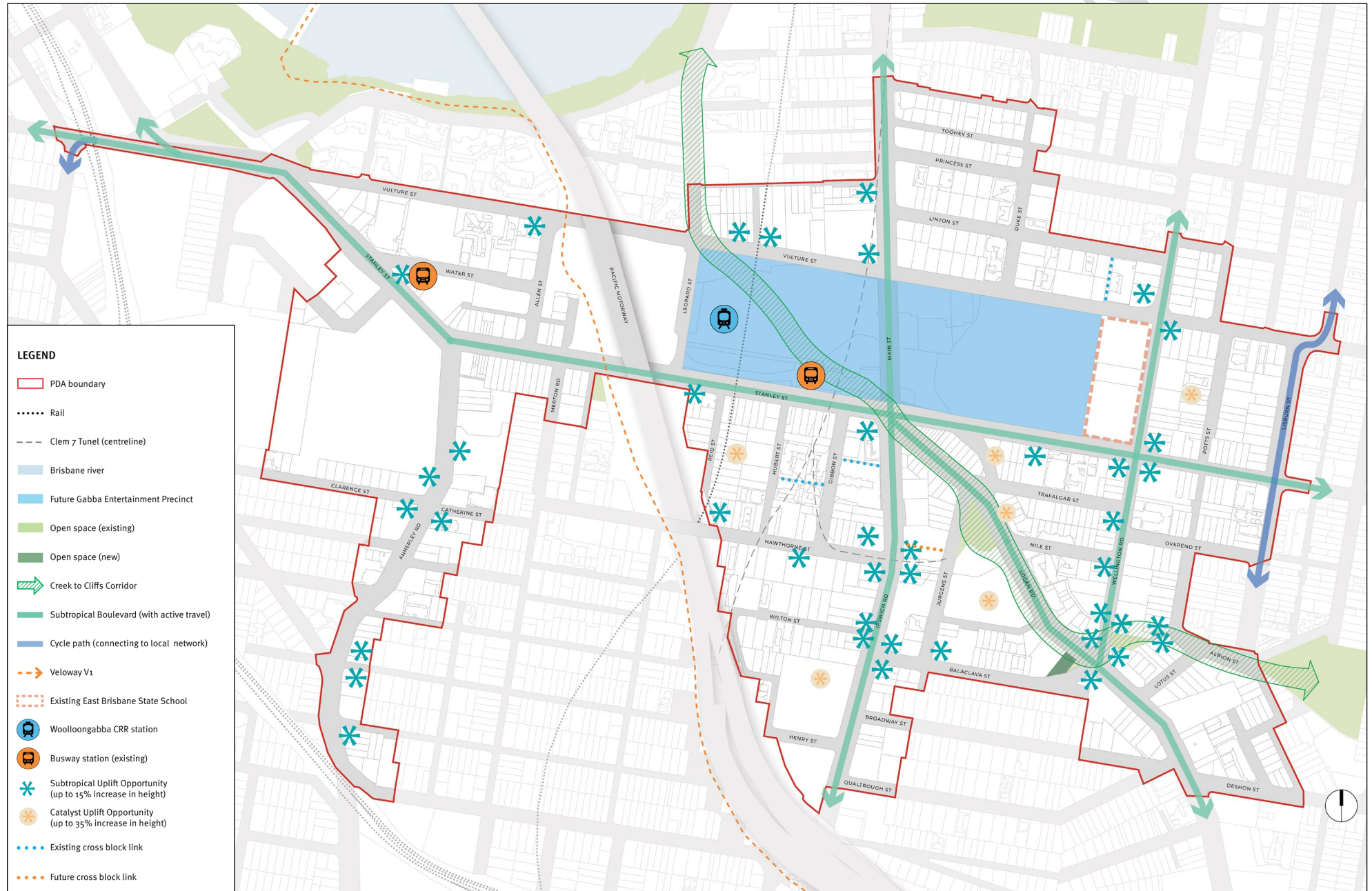
2.4 Structural elements

The key Woolloongabba PDA Structural elements are identified in Map 2. To the extent relevant, these are to be considered in the preparation and assessment of PDA development applications.

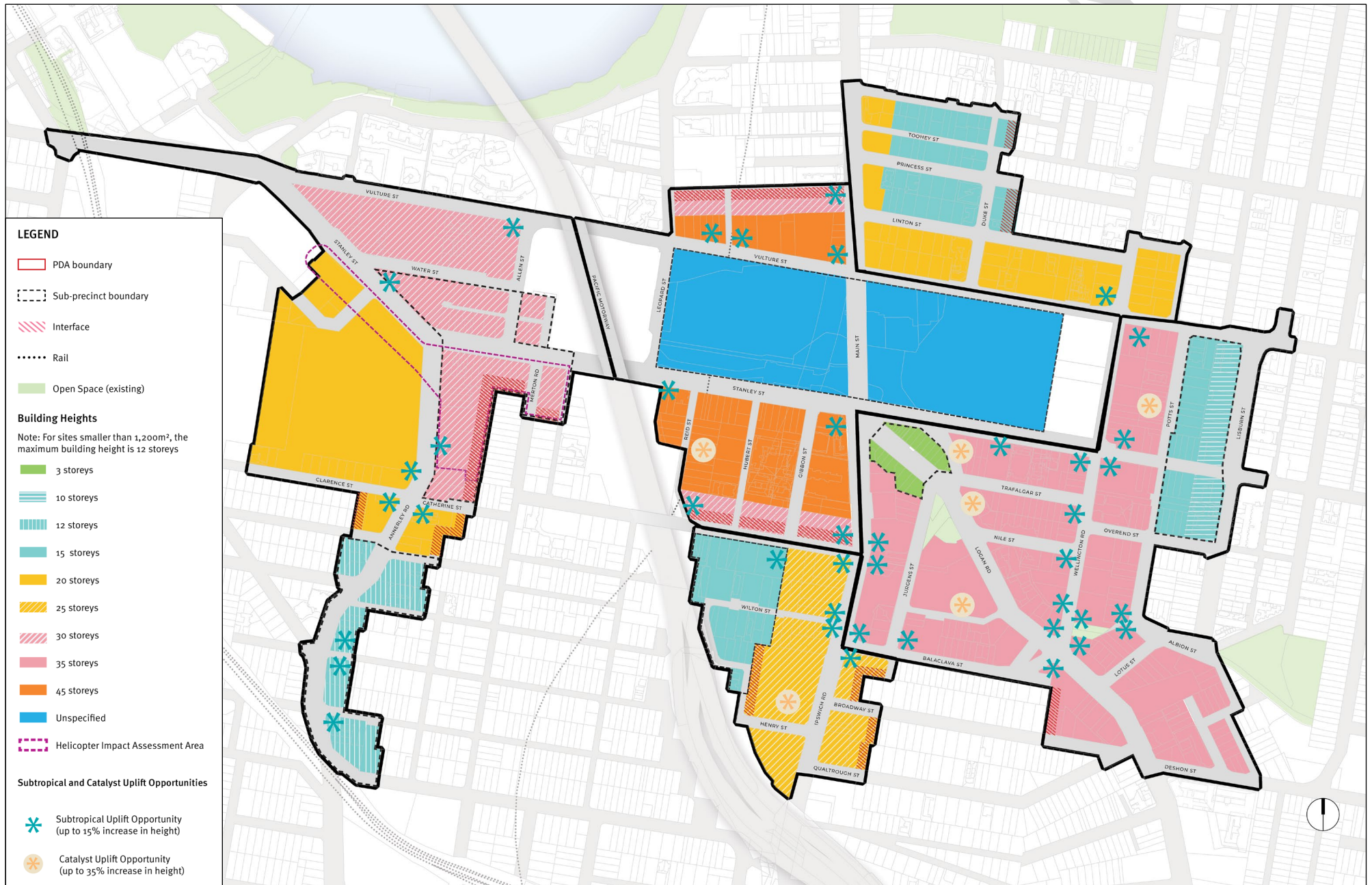
- b. employment and entertainment, including health and innovation,
 - c. social infrastructure, including community and educational facilities,
3. enhances and protects the efficient operation, function and expansion of health and knowledge uses at Mater Hill, and nearby health and education facilities, including the Queensland Children's Hospital,
4. supports the current operation of the Gabba Stadium and enables the future Gabba Entertainment Precinct,
5. enables a connected and safe movement network within the PDA and to surrounding areas, integrating wayfinding and active transport and access to public transport infrastructure,
6. supports and protects the functional requirements of major transport infrastructure and corridors, including State and local government controlled roads and tunnels,
7. is designed to respond to Brisbane's climate and identity through subtropical design a quality public realm with landscaping that contributes to mitigating urban heat,
8. is responsive and resilient to physical constraints, and
9. provides for the conservation and successful integration of heritage places, including through adaptive re-use.



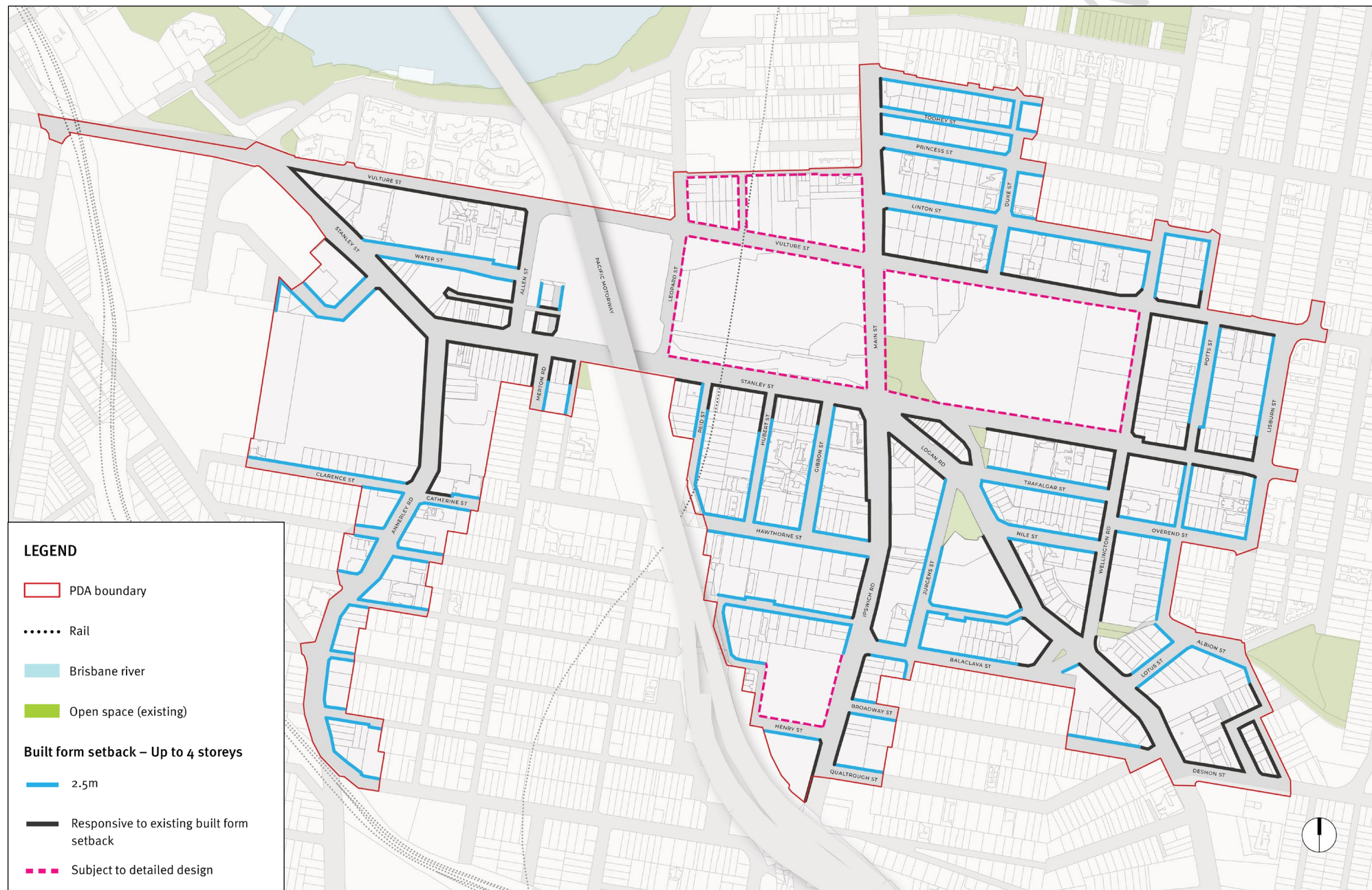
Map 2: Woolloongabba PDA Structural Elements Plan



Map 3: Building Height



Map 4: Road frontage setback plan



2.5 PDA-wide criteria

The following outcomes apply to all PDA assessable development in the PDA. To the extent relevant, they are to be considered in the preparation and assessment of PDA development applications.

The PDA-wide outcomes support the delivery of the PDA Vision and should be read in conjunction with this and the relevant Precinct Provisions.

2.5.1 Connections and movement ⁸

Development:

1. contributes to active transport opportunities and amenity along subtropical boulevards, including Stanley Street,
2. facilitates a movement network that improves connectivity:
 - a. to key destinations within the PDA and the surrounding area, and
 - b. between existing and future public transport infrastructure, including CRR, and the bus network,
3. provides for streetscapes and minimum verge widths that support urban greening,
4. provides streetscape and public realm treatments along key routes that offer weather protection for pedestrians.



Image source: Queensland Government

⁸For guidance, refer to Schedule 6.



2.5.2 Built form^{9 10}

Development:

1. responds to the site characteristics and context,
2. sensitively interfaces with heritage, character, streetscapes and the public realm,
3. mitigates the visual bulk and scale of buildings and maintains key views to heritage places and major destinations,
4. provides visual privacy for both occupants and neighbours,
5. integrates building services into the design, ensuring these features do not visually detract from the building or negatively impact amenity,
6. minimises the number and scale of access points for vehicles (private and servicing),
7. mitigates the impact of building mass by ensuring:
 - a. lower levels are designed to respond to human scale,¹¹
 - b. visual interest and articulation,
 - c. fine-grained design and architectural detailing at lower levels contributing to the character of the streetscape,
 - d. car parking is not visually dominant,
 - e. vehicle impacts on adjacent properties, are minimised,
 - f. visual impact of servicing areas are minimised.
8. responds to Brisbane's subtropical climate and improves urban amenity by:
 - a. adopting design strategies that leverage subtropical climate conditions to reduce the need for mechanical heating, cooling and lighting,
 - b. maximising access to natural light and air flow,
 - c. incorporating generous outdoor spaces and landscaping, on ground levels, podiums, roofs, balconies, terraces, and/or edges of buildings,
 - d. enabling light penetration to the public realm,
 - e. defining and addressing the street and public realm, creating active frontages that provide a visual connection between public and private spaces,
 - f. establishing landscaping, shade and shelter along building edges,
 - g. providing awnings along key streetscapes.
9. mitigates potential adverse amenity impacts between areas of differing scale and form¹²,
10. ensures towers feature distinctive architectural form covering no more than 75% of the area of the podium,
11. providing frontages overlooking streetscapes and public realm,
12. provides private open space for residential uses that:
 - a. is directly accessible from primary living areas,
 - b. accommodates furniture and encourage use, and
 - c. maximises-privacy,
13. provides universally accessible communal open space that:
 - a. is a combination of ground level, vertically distributed and/or roof top settings,
 - b. includes generous landscaping, including tree planting, and
 - c. has good access to natural light and ventilation to support landscaping growth
14. incorporates CPTED principles, including passive surveillance of streets and publicly accessible spaces,
15. where involving lot reconfiguration:
 - a. ensures site dimensions and areas of all lots are suitable for future development in accordance with PDA development requirements, or
 - b. is limited to boundary re-alignment that does not create any adverse impacts.

⁹ For guidance, refer to Table 2.

¹⁰ For guidance, refer to:

- a. Schedule 6
- b. Brisbane City Council's New World City Design

Guide: Buildings that Breathe

- c. QDesign Manual
- d. Crime Prevention Through Environmental Design Guidelines (Queensland Government)

and the Crime prevention through environmental design planning scheme policy in *Brisbane City Plan 2014*

- e. *Brisbane City Plan 2014* - Park planning and design code and Infrastructure design policy.

¹¹ For example, towers may be setback from lower levels of buildings to avoid the perception of visual bulk.

¹² Particularly in locations mapped as 'interface areas' in the precinct plans in section 2.6.



Table 2: Acceptable Outcomes¹³

Acceptable Outcome																
Building height	<ul style="list-style-type: none">On a site with an area less than 1,200m²: 12 storeys.Otherwise, as per Map 3															
Podium height	<ul style="list-style-type: none">On or adjoining a heritage place - consistent with and complements the height of heritage façades, including the predominant form and scale within the streetscape.Otherwise - up to 4 storeys <p><i>Note: podium height not applicable to building typologies that do not rely on the use of a podium and tower.</i></p>															
Street frontage setbacks	Up to 4 storeys – refer to Map 4 Above 4 storeys – 6m															
Side and/or rear setbacks	<p>Up to 4 storeys:</p> <ul style="list-style-type: none">0m for built to boundaryminimum 6m to habitable rooms,minimum 3m to balconies; orminimum 3m to non-habitable rooms. <p><i>Note:</i></p> <ul style="list-style-type: none">Greater side and rear setbacks may be required for the 'Interface Areas' shown on Map 3 or identified in Sub-precinct 1a.Building separation requirements may necessitate greater setbacks <p>Towers:</p> <ul style="list-style-type: none">minimum 6m, orminimum 9m – if the windows of habitable rooms are located along that boundary.															
Tower floor plates	<ul style="list-style-type: none">For residential development or mixed use development involving residential uses – up to 1,200m², orFor non-residential development – up to 2,000m².															
Building separation	<table><tr><th>Storey</th><th>Habitable rooms to habitable rooms</th><th>Habitable rooms to non-habitable rooms</th><th>Non-habitable rooms to non-habitable rooms</th></tr><tr><td>Up to level 4</td><td>12m</td><td>6m</td><td>6m</td></tr><tr><td>Level 5 and above</td><td>18m</td><td>12m</td><td>10m</td></tr></table>				Storey	Habitable rooms to habitable rooms	Habitable rooms to non-habitable rooms	Non-habitable rooms to non-habitable rooms	Up to level 4	12m	6m	6m	Level 5 and above	18m	12m	10m
Storey	Habitable rooms to habitable rooms	Habitable rooms to non-habitable rooms	Non-habitable rooms to non-habitable rooms													
Up to level 4	12m	6m	6m													
Level 5 and above	18m	12m	10m													
Helicopter Impact Assessment Area	<ul style="list-style-type: none">Where located within the Helicopter Impact Assessment Area:<ul style="list-style-type: none">buildings and structures do not exceed 60m AHD; orwhere buildings and/or structure exceed 60m AHD the MEDQ will engage with Retrieval Services Queensland and the Chief Pilot as part of the assessment of an application within the Helicopter Trigger Area to confirm the suitability of the building height.Buildings are designed to address impacts from helicopter flight paths, providing appropriate internal conditions, and mitigated acoustic conditions for outdoor recreation areas as per the recommendations of a suitably qualified acoustic expert.															

¹³ Acceptable Outcomes are only one way of demonstrating that development is consistent with the relevant PDA-wide Criteria. Alternate outcomes will be considered. MEDQ will consider alternative performance based approaches for developments to achieve the PDA Vision.



Table 2: Acceptable Outcomes (Continued)¹⁴

Acceptable Outcomes	
Building form and details	
Horizontal dimension of building	Up to 50m
Wall length between articulation elements	Up to 10m
Glare and heat transmission	Where development incorporates reflective glass material: <ul style="list-style-type: none"> • light reflectivity is not greater than 20%, and • heat transmission is not less than 20%.
Privacy for ground floor dwellings	<ul style="list-style-type: none"> • Dwellings are located on ground floors - floor levels 1 to 1.5m above the street level, and • Include terraces / balconies or ground floor open space that assists in providing a visual buffer / transition from the public realm.
Fencing	<ul style="list-style-type: none"> • For non-residential development – no front fences • For residential development with fences – <ul style="list-style-type: none"> - For front fences – visual permeability of 60% and up to 1.2m high, and - For rear and side fences – up to 1.8m high.
Urban grain and visual permeability	
Ground level(s)	<ul style="list-style-type: none"> • For residential uses – windows and doors that provide for visual connection and surveillance of streets and public spaces • For non-residential uses – advertising or other window treatments on no more than 50% of the glazing.
Levels 1 to 4 storeys	Windows and balconies that provide for visual connection and surveillance of streets and public spaces

¹⁴ Acceptable Outcomes are only one way of demonstrating that development is consistent with the relevant PDA-wide Criteria. Alternate outcomes will be considered. MEDQ will consider alternative performance based approaches for developments to achieve the PDA Vision.



Table 2: Acceptable Outcomes (Continued)¹⁵

Item	Acceptable Outcome
Communal and private open space	
Communal open space	<p>Residential development:</p> <ul style="list-style-type: none"> the lesser of – 80% of the site area or 15% of the GFA, and designed to provide at least one communal space area which has an area of at least 40m², and a minimum dimension of 4m. <p>Non-residential development:</p> <ul style="list-style-type: none"> for buildings up to 25 storeys – 10% of GFA, or for buildings of more than 25 storeys – 7% of GFA.
Private open space	<p>Residential development minimum:</p> <ul style="list-style-type: none"> 9m² for a one-bedroom dwelling, or 12m² for a two or more bedroom dwelling, and a minimum dimension of 3m. <p>For social housing: as per <i>Queensland Government Social Housing Design Guideline Technical Summary Sheets</i>.</p>
Planting	
Subtropical planting	<ul style="list-style-type: none"> 10% of the site area a minimum dimension of 4m in any direction include at least one large tree and associated smaller scale planting to the entire area sufficient clearance is provided to allow the full growth of the tree and access to adequate sunlight for the species a minimum soil depth of 1.5m to allow growth to full extent at maturity (refer to Schedule 6 for guidance on planting on or over structures) tree growth does not compromise underground infrastructure soil / media, and irrigation and maintenance supports the establishment and ongoing health of the planting.
Planting in communal open space	25% of external communal open space area.

¹⁵ Acceptable Outcomes are only one way of demonstrating that development is consistent with the relevant PDA-wide Criteria. Alternate outcomes will be considered. MEDQ will consider alternative performance based approaches for developments to achieve the PDA Vision.



2.5.3 Public Realm¹⁶

Development:

1. creates a public realm that:
 - a. is connected and safe,
 - b. is universally accessible,
 - c. is a landscaped, attractive subtropical environment,
 - d. retains existing shade trees along road frontages as far as practicable,
 - e. ensures any trees removed during development are replaced with advanced stock of suitable tree species,
 - f. supports a wide range of passive and active recreational and community activities,
 - g. includes placemaking elements,
 - h. ensures servicing elements are located and designed to avoid or minimise impacts.

2.5.3.1 Opportunities for development uplift

Development:

1. may deliver privately owned, publicly accessible open space on the ground plane, as indicatively shown on Map 3 as a Catalyst Uplift Opportunity (CUP), consistent with the requirements in Schedule 6,
2. may deliver shaded intersections, as indicatively shown on Map 3 as a Subtropical Uplift Opportunity (SUP), and consistent with the requirements in Schedule 6, and
3. delivering a CUP or a SUP is entitled to a development bonus of additional building height and the associated gross floor area.

A CUP provides a bonus of up to 35% increase in building height, and the associated gross floor area, in a single building on the development site.

A SUP provides a bonus of up to 15% increase in building height, and the associated gross floor area, in a single building on the development site.

Note: Other locations may also be considered appropriate for privately owned, publicly accessible open space, and associated development bonus is subject to detailed design

¹⁶ Refer to Table 2: Acceptable Outcomes, Schedule 6 – Woolloongabba PDA Public Realm and Planting Guideline, and QDesign Manual for guidance.



Image source: Queensland Government



2.5.4 Heritage and character¹⁷

2.5.4.1 Heritage Places

Development on or adjoining a heritage place:

1. provides for the conservation and adaptive re-use of heritage places within the PDA in a way which:
 - a. is compatible with their cultural heritage significance¹⁸ and does not detract from their interpretation and appreciation, while enabling new uses,
 - b. maintains or enhances the historic built form, character, place features, and setting of the heritage place,
 - c. does not compromise the building fabric or structural integrity, including during construction,
2. successfully integrates with elements of heritage significance through:
 - a. enabling the heritage place to be a prominent feature,
 - b. contemporary design and avoiding imitation design elements.

2.5.4.2 Pre 1911 and commercial character buildings

Development on land containing a pre-1911¹⁹ building:

1. adaptively re-uses the building, ensuring any changes are sensitively designed and do not compromise the structural and visual integrity of the building, or
2. retains, integrates and protects the original character of the building and integral components, or
3. ensures the pre-1911 building is only demolished if the building is structurally unsound²⁰ and is not reasonably capable of being made structurally sound, or if it significantly compromises the ability of development to achieve the PDA Vision, and
4. ensures when a pre-1911 building is relocated that:
 - a. it can be safely relocated to a site within the Brisbane City Local Government Area and mapped as being within the Traditional Building Character Overlay,

- b. its structural integrity is not compromised, and
- c. architectural elements that are not capable of relocation are reinstated where practicable

Development on land identified as having a Commercial character building²¹:

1. preserves or enhances the character of identified buildings in a way which:
 - a. responds to the prevailing scale, built form, setting and streetscape of the immediate area surrounding Commercial character buildings,
 - b. adaptively reuses the existing building for a use which is consistent with character and intent of the area, and
 - c. retains integral components of the Commercial character building which contribute to traditional architectural style and character,

2. ensures demolition or removal is limited to circumstances involving one or more of the following:
 - a. the demolition is limited to components of the building that are structurally unsound,²² or
 - b. building elements regarded as contributing to its character significance have been removed, significantly altered, or damaged, and are not reasonably capable of being restored, or
 - c. it is demonstrated that the building does not feature characteristics of Commercial character.

2.5.5 Impacts and amenity²³

Development:

1. minimises adverse lighting, noise, odour, air-quality and/or other impacts²⁴ on adjoining sites and public realm,
2. mitigates the impacts of ground-level wind acceleration to ensure safe and amenable environment for pedestrians and building occupants,²⁵

¹⁷ Heritage places are identified in the Queensland Heritage Register, DAMS and the Heritage Overlay of the Brisbane City Plan 2014. For guidance, refer to the State Development Assessment Provisions (SDAP) State Code 14: Queensland Heritage, DAMS, and the Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013 and the associated Practice Notes.

¹⁸ Cultural heritage significance has the meaning given to it under the Schedule Dictionary of the *Queensland Heritage*

Act 1992.

¹⁹ Pre-1911 buildings are identified on the Pre-1911 building overlay map of the *Brisbane City Plan 2014*.

²⁰ A Registered Professional Engineer of Queensland (RPEQ) must undertake an assessment and reporting to demonstrate the structural stability of a building.

²¹ Commercial character buildings are identified on the Commercial character building overlay of the *Brisbane City Plan 2014*.

²² A Registered Professional Engineer of Queensland (RPEQ) must undertake an assessment and reporting to demonstrate the structural stability of a building.

²³ For guidance, see *Brisbane City Plan 2014*:

- a. Flood overlay code and Flood planning scheme policy
- b. Coastal hazards overlay code
- c. Infrastructure design code
- d. Landscape works code
- e. Operational work code

- f. Outdoor lighting code
- g. Potential and actual acid sulfate soils overlay code
- h. Stormwater code
- i. Transport air quality corridor overlay code
- j. Transport noise corridor overlay code, and
- k. Infrastructure design planning scheme policy.

²⁴ For guidance, see *Brisbane City Plan 2014*, Schedule 6.

²⁵ The MEDQ may require a wind analysis report.



3. mitigates the impacts of glare,
4. manages and minimises adverse lighting, noise, vibration, odour and air- quality impacts from nearby transport corridors, helicopters associated with the hospitals, the future Gabba entertainment precinct and other existing or approved development within or near to the PDA,²⁶
5. mitigates the impacts of building services,
6. does not create a permanent or temporary obstruction or hazard to operational airspace of the Procedures for Air Navigation Services – Aircraft Operational Surfaces (PANS-OPS) for the Brisbane Airport,²⁷
7. does not create a permanent or temporary obstruction or hazard to operational airspace for helicopters,
8. avoids environmental harm from disturbance of acid sulfate soils or contaminated land, and potential for erosion and sedimentation
9. has regard for the archaeological potential of the site,²⁸

10. does not unreasonably prejudice the development potential of adjoining or proximate sites,²⁹
11. ensures uses within 100m of the Clem 7 southern ventilation outlet (SVO) - are designed and constructed in accordance with relevant air quality (planning) criteria,^{30 31} and
12. for industrial uses responds to the noise (planning) and air quality (planning) criteria,^{32 33}
13. provides for the continued operation of the Gabba Stadium³⁴ having regard to:
 - a. access, movement of capacity crowds, servicing and parking, and public transport arrangements,
 - b. the operation and efficiency of event management, administration, and
 - c. maintenance and other support facilities.

2.5.6 Responsive Design³⁵

Development addresses:

1. natural hazards³⁶,

2. appropriately responds to flooding³⁷ constraints,
3. implements water sensitive urban design in stormwater and drainage systems, by:
 - a. maximising infiltration and opportunities for capture and reuse to minimise roof water and general stormwater run-off and peak flows,
 - b. using natural drainage paths and integrate with landscaping where possible,
 - c. ensuring sufficient capacity to safely convey runoff,
 - d. maintaining or improving water quality leaving the development site,
 - e. accounting for downstream network capacities and not worsening drainage conditions outside the development site³⁸,
4. minimising whole of life-cycle costs of infrastructure and provides for safe and efficient maintenance

2.5.7 Service infrastructure³⁹

Development:

1. ensures vehicular access, on-site servicing and parking prioritises pedestrian movements,

2. maximises opportunities for co-location of servicing and parking openings within single buildings or with adjoining developments,⁴⁰
3. does not adversely impact on the efficiency or safety of surrounding transport networks and existing major electricity and telecommunications infrastructure,⁴¹
4. provides adequate car parking for the proposed development having regard to proximity to active and public transport (Refer to Schedule 3),
5. for non-residential uses - provides end-of-trip facilities (including bicycle parking) for cyclists and pedestrians, designed and located to promote active travel,
6. provides water, wastewater and other services and utilities to meet the needs of the development in a timely, orderly and integrated manner,⁴²
7. integrates with existing and planned infrastructure in and external to the PDA, and
8. does not adversely impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure^{43 44}.

²⁶ Residents close to the Gabba Stadium can expect higher levels of noise and light spill (including from the light towers). Buildings should be designed and constructed to reduce sound pressure level between the exterior of the building and bedroom and living room, (of LLeq,T 20dB at 63Hz).

²⁷ For guidance, refer to *Brisbane City Plan 2014* Airport environs overlay code. The MEDQ may also seek advice from the Civil Aviation Safety Authority (CASA).

²⁸ Archaeological artefact discoveries are required to be reported in accordance with the *Queensland Heritage Act 1992*.

²⁹ Development potential means what can reasonable be achieved under this Development Scheme or existing development approvals.

³⁰ Refer to the Air quality (planning) criteria of the *Brisbane City Plan 2014* Transport air quality corridor overlay code.

³¹ Refer to the Air Quality policy in *Brisbane City Plan 2014*.
³² Refer to Tables 8.2.13.3.B.,C and D of the Industrial amenity overlay code in *Brisbane City Plan 2014*.

³³ Refer to the Air Quality planning scheme policy as per *Brisbane City Plan 2014*.

³⁴ The existing Brisbane Cricket Ground infrastructure designation under the Planning Act continues under s.47 of the ED Act.

³⁵ Refer to *Brisbane City Plan 2014* Flood Overlay Map.

³⁶ The MEDQ may request a site-based flood risk assessment.

³⁷ For guidance, refer to the requirements set out in

Brisbane City Plan 2014 Stormwater code.

³⁸ For guidance, refer to the requirements set out in *Brisbane City Plan 2014* Stormwater code and the Flood Overlay Code and Flood Planning Scheme Policy

³⁹ For guidance, see *Brisbane City Plan 2014*:

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

⁴⁰ The unique transport needs of the Mater Hospitals, such as high patronage of ambulances, delivery vehicles, taxis,

and private vehicles, are also recognised and protected, where relevant.

⁴¹ Urban Utilities Water NetServ Plan for existing and/or future trunk assets is to be considered during assessment

⁴² Ibid

⁴³ Development located proximity to sub-surface transport infrastructure is to be supported by the submission of engineering and geological analysis. MEDQ may seek advice from relevant asset owners as required.

⁴⁴ Refer to SDAP - 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.



2.5.8 State and major transport corridors, future transport corridors and infrastructure^{45 46}

Development does not:

1. create a safety hazard for users of a state transport corridor, a future state transport corridor, state transport infrastructure, or Council major (District classification and above) road, by increasing the likelihood or frequency of loss of life or serious injury,
2. compromise the integrity and function of state or major transport corridors, future state transport corridor or state transport infrastructure and associated works within a state transport corridor or Council major roads (District classification and above),⁴⁷
3. result in a worsening of the physical condition or operating performance of state and Council transport infrastructure and associated transport networks, including on-road public transport networks, or compromise the state's ability to construct, maintain or operate state transport infrastructure,
4. expose the public to significant adverse impacts resulting from environmental emissions generated by state transport infrastructure, and

⁴⁵ 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.

5. compromise the structural integrity or result in a worsening of the physical condition or efficiency of roads within the PDA.

2.6 Precinct provisions

The PDA comprises five precincts (refer to Map 5), each having its own intent, provisions and other criteria. Precinct provisions provide precinct-specific direction on development outcomes sought within the PDA.

A number of precincts also include specific areas within sub-precincts to provide additional guidance on preferred land uses, building height and other development requirements.

The Precincts and Sub-precincts shown on Map 5 are:

- Precinct 1: Woolloongabba core
 - » Sub-precinct 1a: Gabba Entertainment Precinct
- Precinct 2: Logan Road
 - » Sub-precinct 2a: Potts Street
 - » Sub-precinct 2b: Upper Logan Road
- Precinct 3: Ipswich Road
 - » Sub-precinct 3a: Wilton Street
- Precinct 4: Woolloongabba North
- Precinct 5: Mater Hill
 - » Sub-precinct 5a: Stanley Street
 - » Sub-precinct 5b: Annerley Road
 - » Sub-precinct 5c: Morrison Hotel

⁴⁶ For guidance, refer to the State Development Assessment Provisions (SDAP) and Development Assessment Mapping System (DAMS) for the purposes of addressing State interests.

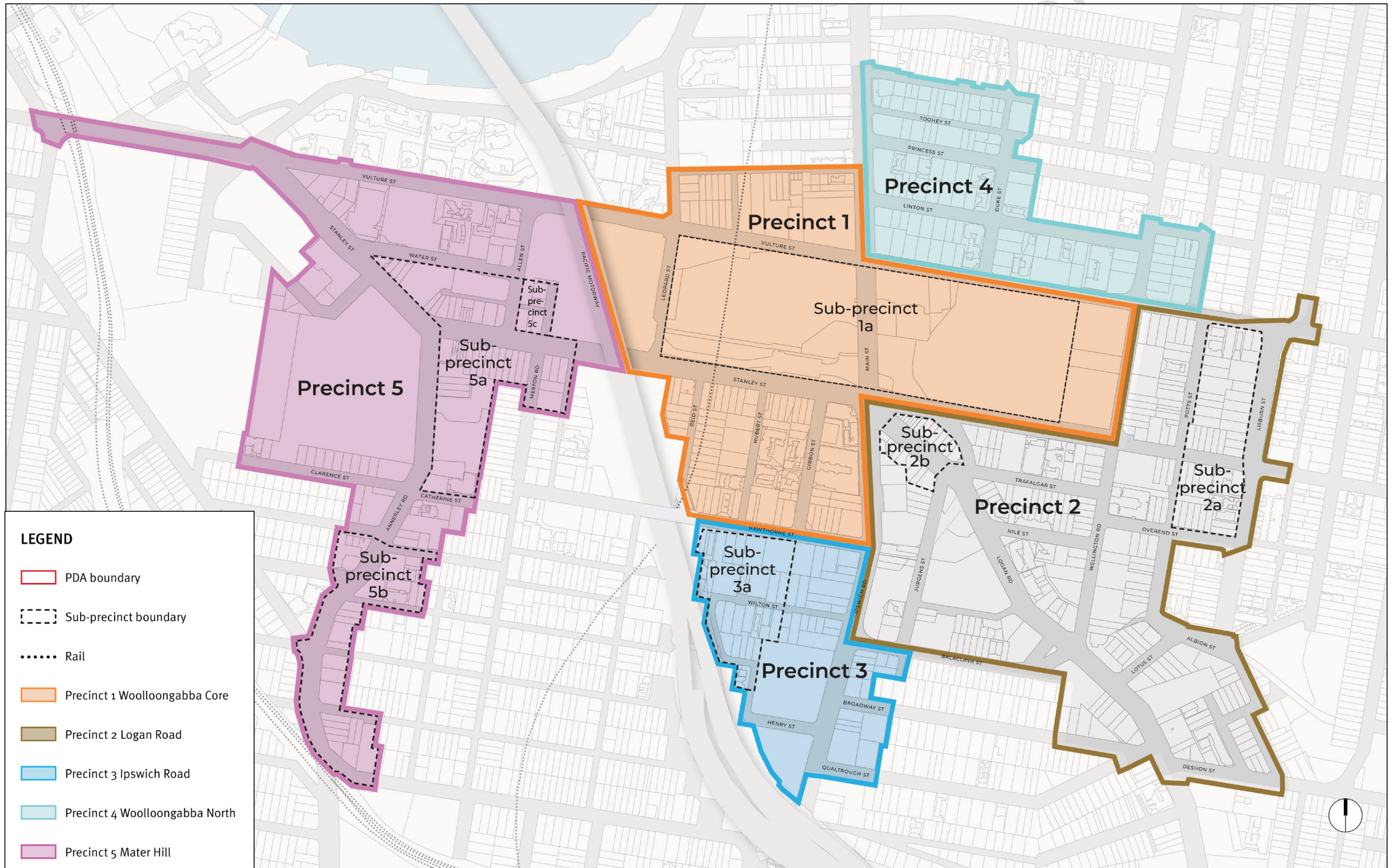
⁴⁷ For guidance, refer to *Brisbane City Plan 2014* Road Hierarchy overlay map.



Image source: Queensland Government



Map 5: Woolloongabba PDA Precinct Plan



2.6.1 Precinct 1:
Woolloongabba core

2.6.1.1 Precinct Intent

Precinct 1 is planned for redevelopment to serve as an entertainment and residential area that will accommodating cultural activities, major events, and both daytime and nighttime uses.

The precinct is well connected to high-frequency public transport, open space and active transport.

The precinct hosts Woolloongabba’s PDA’s main business, retail, dining, entertainment, education, community and cultural activities, with scope for more homes.

New open space will support a variety of experiences for community enjoyment and civic engagement.

The area near the Pacific Motorway, South-East Busway and Captain Cook Bridge off-ramp - bound by Leopard Street, the Pacific Motorway and Vulture Street - is grassed land adjacent to road reserves. The area is transport infrastructure, with no planned development.

Sub-precinct 1a – Gabba Entertainment ⁴⁸

Sub-precinct 1a will be a lively mixed-use area, suitable for a new indoor entertainment venue and the redeveloped Gabba Stadium site after 2032. It is supported by strong public and active transport links to Brisbane’s CBD, Southbank Parklands and surrounding areas.

It will feature high density housing, diverse retail and commercial offerings, open spaces, and new community facilities. Heritage buildings will be adaptatively reused for various purposes, adding vibrancy and character.

The redevelopment will realise urban renewal and protect existing uses such as East Brisbane State School. The public realm will connections to public transport infrastructure.

The Clem7 Tunnel, Cross River Rail Tunnel, and Woolloongabba Busway Station are within the sub-precinct and are key considerations in future development.

A Sub-precinct Plan or Plan of Development under Section 2.2.12, must be approved by MEDQ before assessable development is approved in the sub-precinct.

2.6.1.2 Preferred land uses

Table 3 details preferred land uses in Precinct 1.

Table 3: Preferred Land uses – Precinct 1

Preferred uses – Precinct 1 (other than Sub-precinct 1a)
<ul style="list-style-type: none">• Bar• Childcare centre• Community use• Educational establishment• Food and drink outlet• Hotel• Multiple dwelling• Office• Park• Retirement facility• Shop• Short-term accommodation
Preferred uses – Sub-precinct 1a
<ul style="list-style-type: none">• Bar• Childcare centre• Community use• Educational establishment• Food and drink outlet• Function facility• Hotel• Indoor sport and recreation• Major sport, recreation and entertainment facility• Multiple dwelling• Office• Park• Retirement facility• Shop• Short-term accommodation

⁴⁸ Refer to section 2.2.12 Sub-precinct plan requirements.



Map 6: Precinct 1 – Woolloongabba core



2.6.1.3 Connectivity, access and public realm⁴⁹

Development in Precinct 1:

1. creates a large park and open spaces for recreational, leisure and community gatherings,
2. contributes to the achievement of the Creek to Cliffs Corridor. The final alignment of the Creek to Cliffs Corridor through Sub-Precinct 1a is subject to detailed design and precinct planning,
3. provides direct, safe and legible connections to and between public transport infrastructure, as well as convenient, comfortable and safe access through the precinct to key destinations,
4. facilitates safe and equitable at-grade active transport and emergency vehicle access from adjoining streets,
5. rationalises vehicle access locations,
6. delivers streetscape improvements and landscape treatments along the key streetscape interfaces,
7. improves pedestrian access and connectivity across Main Street, and
8. provides improved pedestrian connections across Stanley Street and Vulture Street.

2.6.1.4 Built form

Development:

1. exhibits outstanding building architecture that contributes to Woolloongabba's role as the southern arrival point into Brisbane's city centre,
2. retains and responds to the form and appearance of heritage places and character buildings, including on Stanley Street,
3. in an interface area on Map 6 incorporates appropriate treatments to respond to and manage impacts on the adjoining area, and
4. where adjoining the existing East Brisbane State School - incorporates appropriate interface treatments.



Image source: Queensland Government

⁴⁹ For guidance, refer to Schedule 6.



2.6.2 Precinct 2: Logan Road

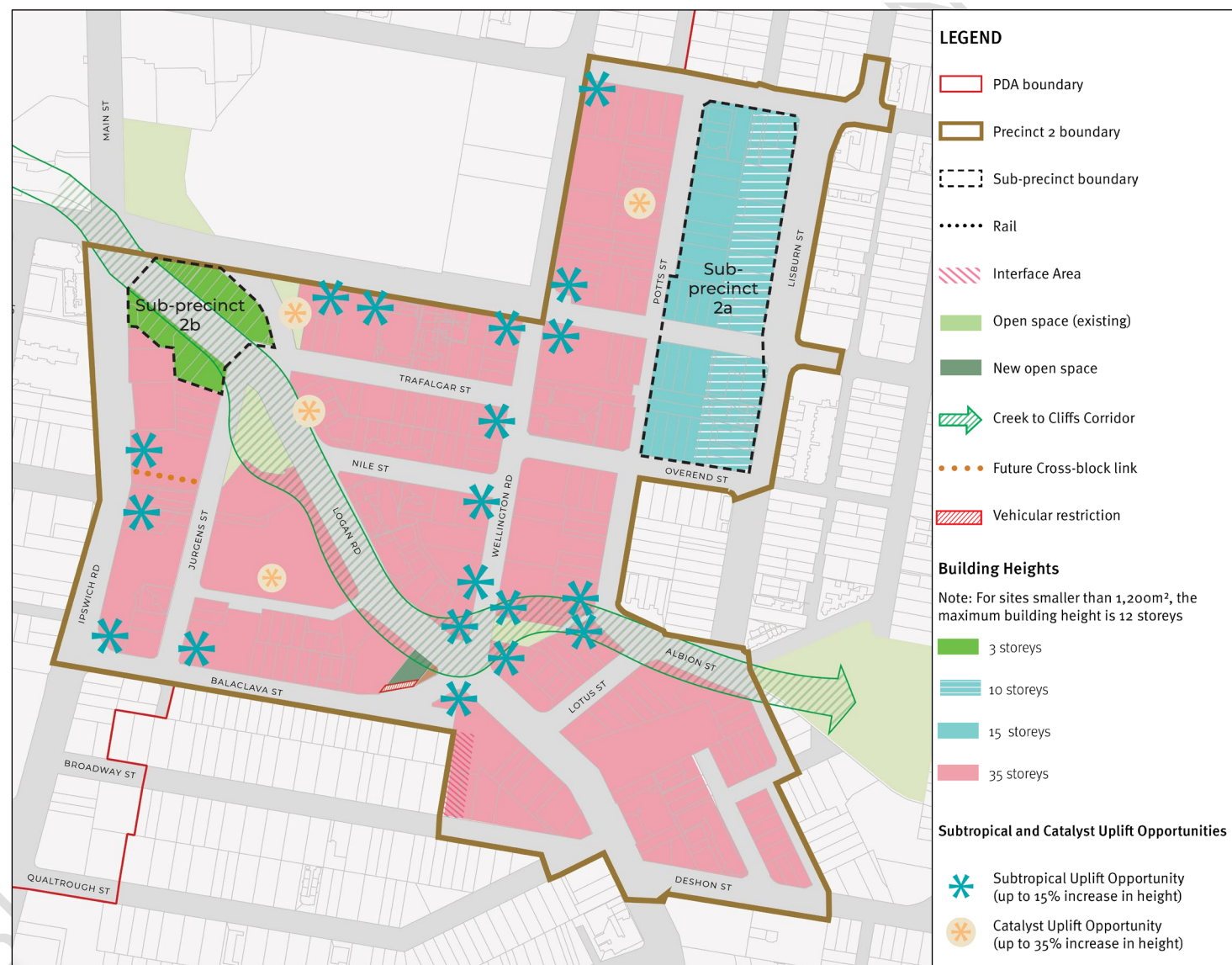
2.6.2.1 Precinct intent

Precinct 2 will experience significant urban renewal, developing into a mixed-use neighbourhood.

Precinct 2 has a predominant focus on new homes, capitalising on the precinct's improved urban amenity and proximity to public transport. At street-level, frontages of buildings along Logan Road, Ipswich Road, Stanley Street and Wellington Road are activated with non-residential land uses and conveniences.

The Creek to Cliffs Corridor⁵⁰ provides opportunities for outdoor dining and other street-based activities.

Map 7: Precinct 2 – Logan Rd



⁵⁰ Refer to Schedule 6.



Sub-precinct 2a – Potts Street

Sub-precinct 2a provides a transition to the existing low-medium density development east of Lisburn Street. Development in this Sub-precinct comprises predominantly new homes and enhances elements of existing traditional commercial building character along the northern side of Stanley Street. An active and fine-grain frontage is provided to Stanley Street, through compatible non-residential uses.

Development in Sub-precinct 2a incorporates activated podiums capped at a maximum height of 2 storeys on Lisburn Street.

Sub-precinct 2b – Upper Logan Road

Sub-precinct 2b retains a strong sense of place and character, providing dining and entertainment experiences. The scale and established character of the Sub-precinct is retained and enhanced through sensitive development that achieves consistency with existing land uses and built form.

Development in Sub-precinct 2b –

1. supports the existing role and function of the area as a retail, dining and entertainment precinct, with street activation; and
2. maintains and enhances the existing commercial character and scale of the heritage buildings.

2.6.2.1 Preferred land uses

Table 4 details preferred land uses in Precinct 2.

2.6.2.2 Connectivity, access and public realm⁵¹

Development in Precinct 2:

1. contributes to the delivery of the Creek to Cliffs Corridor through building form, land uses and investment in the streetscape, and
2. improves pedestrian and cyclist movement along Logan Road, Stanley Street, Ipswich Road and Wellington Road.

2.6.2.3 Built form and heritage

Development in Precinct 2:

1. incorporates a mixed-use character, with a focus on residential uses above ground levels,
2. activates Logan Road by delivering ground-level retail and small-scale non-residential uses, providing outdoor dining and local conveniences,
3. maintains the fine-grain character of the ground level on Logan Road.

Table 4: Preferred Land uses Precinct 2

Preferred uses – Precinct 2 (excluding Sub-precinct 2a and 2b)

- Community care centre
- Community use
- Food and drink outlet
- Health care service
- Indoor sport and recreation
- Multiple dwelling
- Residential care facility
- Retirement facility
- Rooming accommodation
- Service industry
- Shop (where no greater than 250m² GFA for any individual tenancy)
- Showroom (up to 1,500m² in GFA, where fronting Vulture Street/Stanley Street/Ipswich Road/Wellington Road and where integrated into a multistorey development)

Preferred uses – Sub-precinct 2a

- Food and drink outlet
- Multiple dwelling
- Residential care facility
- Retirement facility
- Rooming accommodation
- Shop (where no greater than 250m² GFA for any individual tenancy)

Preferred uses – Sub-precinct 2b

- Bar
- Club
- Community care centre
- Community use
- Food and drink outlet
- Hotel
- Office (where not at ground level)
- Shop (where no greater than 250m² GFA for any individual tenancy)

⁵¹ Refer to Schedule 7.



2.6.3 Precinct 3: Ipswich Road

2.6.3.1 Precinct intent

Precinct 3 supports a mix of uses, with more intense non-residential development located along Ipswich Road.

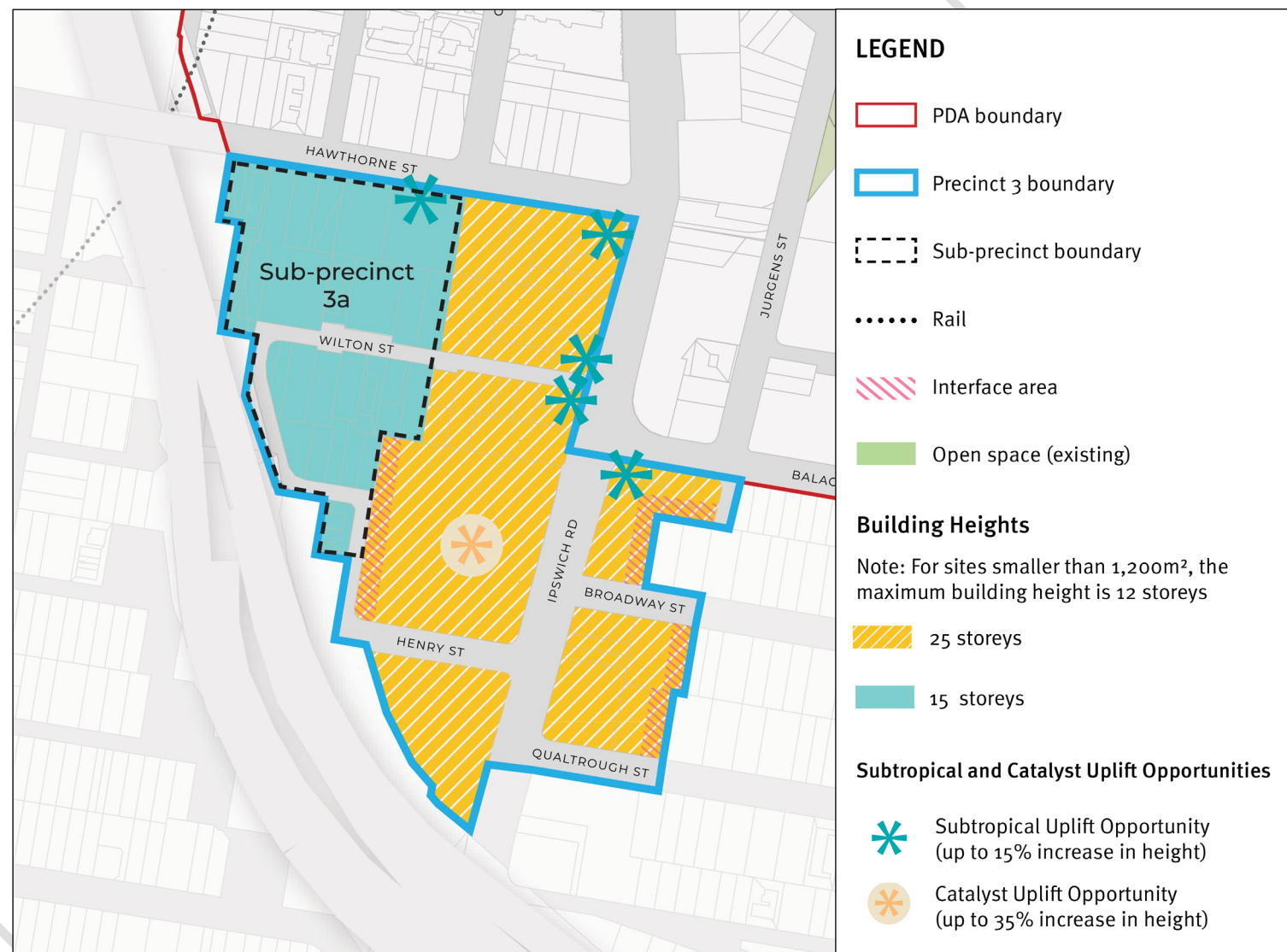
Public realm amenity will be enhanced through streetscape investment supporting a growing residential population primarily focused within Sub-precinct 3a.

Hawthorne Street will maintain a predominant residential focus on new homes, providing transition between the mixed-use character of the Woolloongabba core precinct and Ipswich Road.

Sub-precinct 3a acts a transition zone, reducing building heights from the more intense development along Ipswich Road and Precinct 1 to the adjoining residential area.

Sub-precinct 3a will support the delivery of new homes which incorporate appropriate treatments to manage impacts on the adjoining residential area in the identified interface area as shown on Map 8.

Map 8: Precinct 3: Ipswich Road



2.6.3.2 Preferred land uses

Table 5 details the preferred land uses in Precinct 3.

2.6.3.3 Built environment and heritage

Development in Precinct 3:

- 1. Incorporates a mixed use character with the greatest concentration of built form orientated towards Ipswich Road, and
- 2. provides an interface to the Nazareth Lutheran Church that responds to its scale and enhances the significance of the heritage place.

2.6.3.4 Sub-precinct 3a – Woolloongabba Hill

Development in Sub-precinct 3a:

- 1. provides a building height transition to existing lower scale residential development which responds to the residential character of the area,
- 2. is predominantly for homes, with non-residential uses limited to community facilities and small-scale retail uses, primarily focused along Hawthorne Street,
- 3. protects and enhances the significance, appearance and setting of the Nazareth Lutheran Church heritage place, and
- 4. incorporates sensitive interfaces to buildings constructed prior to 1911, including building separation, setbacks and landscaping treatments which respond to traditional building character.

Table 5: Preferred land uses Precinct 3

Preferred uses – Precinct 3 (excluding Sub-precinct 3a)
<ul style="list-style-type: none">• Childcare centre• Educational establishment• Food and drink outlet• Health care service• Multiple dwelling• Office• Research and technology industry• Retirement facility• Rooming accommodation• Shop (where no greater than 250m² GFA for any individual tenancy)• Showroom (up to 1,500m² in GFA, where fronting Ipswich Road and where integrated into a multistorey development)
Preferred uses – Sub-precinct 3a
<ul style="list-style-type: none">• Community care centre• Community residence• Community use• Health care service• Multiple dwelling• Park• Rooming accommodation• Retirement facility



Image source: Queensland Government



2.6.4 Precinct 4:
Woolloongabba North

2.6.4.1 Precinct intent

Precinct 4 has a residential focus with commercial, retail and mixed use development orientated towards Vulture Street and Main Street.

Higher density development is focused in proximity to the existing and future public transport infrastructure in the Woolloongabba Core precinct.

Development minimises amenity impacts to the adjoining traditional character areas.

Development enables improved north-south connections along Main Street, promoting active transport to the Kangaroo Point Cliffs and Kangaroo Point Green Bridge.

Building heights are managed to minimise overshadowing of the Gabba Stadium, until such time as the Gabba Stadium is redeveloped.

2.6.4.2 Preferred land uses

Table 6 details the preferred uses in Precinct 4.

2.6.4.3 Connectivity, access and public realm

Development in Precinct 4:

- 1. improves the north-south connection between the Brisbane River and Precinct 1: Woolloongabba core.

2.6.4.4 Built environment

Development in Precinct 4:

- 1. focuses density and building height along Vulture Street and Main Street transitioning down towards the northern boundary of the PDA,
- 2. protects and enhances the significance, appearance and setting of heritage buildings such as the Kangaroo Point Uniting Church,
- 3. provides sensitive interfaces to existing dwellings, and
- 4. manages building heights to avoid adverse overshadowing of the Gabba Stadium, in particular the field of play during winter months⁵² until such time as the Gabba Stadium is redeveloped.

Table 6: Preferred uses Precinct 4 Woolloongabba North

Preferred uses – Precinct 4 – Woolloongabba North
<ul style="list-style-type: none">• Childcare centre• Club• Food and drink outlet• Function facility• Hotel• Multiple dwelling• Shop (where no greater than 250m² GFA for any individual tenancy)• Short-term accommodation



Image source: Queensland Government

⁵² The MEDQ may seek advice from Stadiums Queensland.



Map 9: Precinct 4 - Woolloongabba North



2.6.5 Precinct 5: Mater Hill

2.6.5.1 Precinct intent

Precinct 5 includes major health infrastructure, including the Mater and Children's hospitals and facilitates the growth and expansion of specialised health and knowledge facilities. Development in this precinct must not diminish or adversely impact the ability of the hospitals to function and operate effectively.

Precinct 5 provides an important connection between the PDA and the major entertainment, recreation and creative destination of Southbank Parklands.

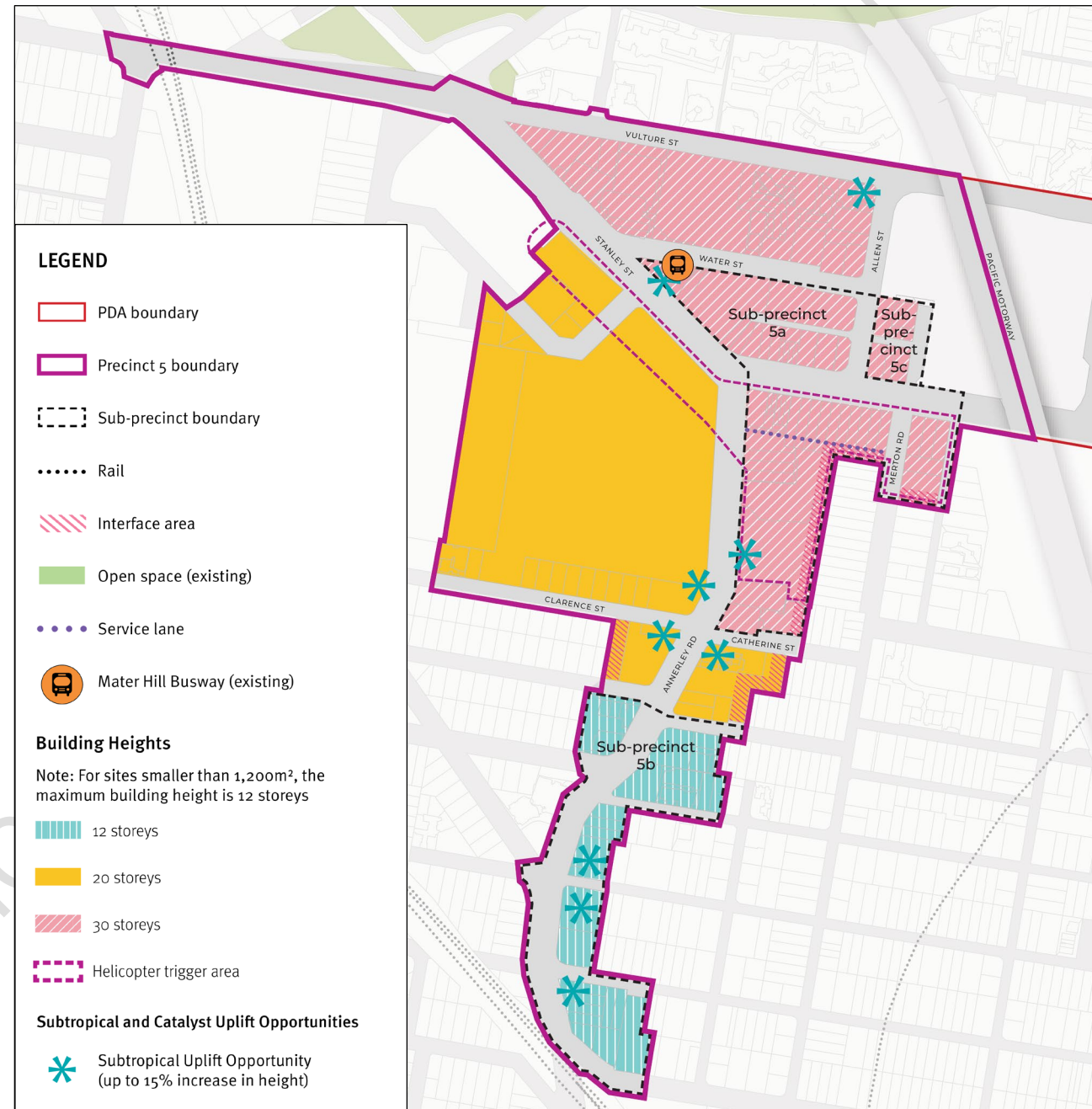
The Mater Hill busway station serves a significant transport function providing access to and from the precinct. Development within Precinct 5 facilitates opportunities to enhance accessibility to this infrastructure.

Heritage places are retained and adaptively reused in a way which respects the cultural significance of these places.

Sub-precinct 5a: Stanley Street

Sub-precinct 5a supports the revitalisation of Stanley Street and Annerley Road as an entertainment and lifestyle destination. The unique heritage and cultural attributes are what characterise this sub-precinct. The Princess Theatre is celebrated and adjoining development provides a sensitive interface.

Map 10: Precinct 5: Mater Hill



Sub-precinct 5b: Annerley Road

Sub-precinct 5b is characterised by mixed-use and residential development. This area supports new homes, short-term accommodation, commercial, retail and allied health services along an improved subtropical boulevard.

Sub-precinct 5c: Morrison Hotel

Sub-precinct 5c includes the Morrison Hotel site. Development in this sub-precinct is significantly impacted by limited transport access and network capacity. Short-term and short stay uses may be suitable if car parking is not included.

2.6.5.2 Preferred land uses

Table 7 details the preferred uses in Precinct 5 and Sub-precincts.

2.6.5.3 Connectivity, access and public realm⁵³

Development in Precinct 5:

- 1. improves the streetscape along Stanley Street, providing connectivity to active transport and public transport,
- 2. preserves emergency access to the main hospital entrances along Stanley Street, and
- 3. maintains efficient access for emergency and private vehicle access to the Mater

Hospitals and Queensland Children’s Hospital.

2.6.5.4 Built environment and heritage

Development in Precinct 5:

- 1. improves activation on Annerley Road,
- 2. retains and enhances the heritage places and features on Stanley Street,
- 3. does not diminish the operation and function of the health uses, including the Mater Hospital,
- 4. does not impede the safe movement of helicopters, particularly within the Helicopter Impact Assessment Area⁵⁴

2.6.5.5 Sub-precinct 5a – Stanley Street

Development in Sub-precinct 5a:

- 1. enhances the character and the low-scale built form along Stanley Street,
- 2. enhances the setting of the Princess Theatre,
- 3. existing driveway access locations are reviewed to ensure conflicts with active transport connections are mitigated, and
- 4. consolidates access and servicing arrangements, and

- 5. creates a vibrant pedestrian environment that enhances the character of the sub-precinct and improves connectivity and amenity.

2.6.5.6 Sub-precinct 5b – Annerley Road

Development in Sub-precinct 5b:

- 1. provides an active frontage to Annerley Road, with non-residential uses at ground level and a mix of medium to high density residential development that offer passive surveillance of the street,
- 2. delivers an active and shaded pedestrian connection along Annerley Road to encourage movement between South Bank, the Mater Hospitals and Boggo Road station, and
- 3. effectively manages the development interfaces with adjacent character residential areas.

2.6.5.7 Sub-precinct 5c – Morrison Hotel

Development in Sub-precinct 5c:

- 1. does not compromise the safety and operation of the road transport network,
- 2. does not provide on-site car parking.

Table 7: Preferred land use – Precinct 5

Precinct 5: Mater Hill (excluding Sub-precincts 5a and 5b and 5c)
<ul style="list-style-type: none">• Community care centre• Childcare centre• Educational establishment• Emergency services• Food and drink outlet• Health care service• Hospital• Shop (where no greater than 250m² GFA for any individual tenancy)• Short-term accommodation
Sub-precinct 5a: Stanley Street
<ul style="list-style-type: none">• Community care centre• Food and drink outlet• Health care service• Hospital• Multiple dwelling• Office• Shop (where no greater than 250m² GFA for any individual tenancy)• Short-term accommodation
Sub-precinct 5b: Annerley Road
<ul style="list-style-type: none">• Childcare centre• Food and drink outlet• Multiple dwelling• Rooming accommodation• Shop (where no greater than 250m² GFA for any individual tenancy)• Short-term accommodation
Sub-precinct 5c: Morrison Hotel
<ul style="list-style-type: none">• Community care centre• Food and drink outlet• Health care service• Shop (where no greater than 250m² GFA for any individual tenancy)• Short-term accommodation (where permanent car parking is not provided)

⁵³ For guidance, refer to Schedule 6.

⁵⁴ Where development sites are within the Helicopter Impact Assessment Area of Map 4, buildings and structures do not exceed 60m AHD





3 Infrastructure plan

3.1 Purpose

The Infrastructure Plan ensures the Vision for the PDA is achieved by:

1. identifying the infrastructure requirements which may be delivered to address impacts relating to a development proposal or the relevant infrastructure provider such as State Government, BCC, Urban Utilities or applicants,
2. providing a basis for requiring conditions on PDA development approvals, and
3. responding to the increased demand on infrastructure networks.

3.2 Infrastructure networks

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

- wastewater and water supply
- stormwater
- transport (pedestrian and cycle paths, public passenger transport infrastructure, intersections, roads)
- open space, public realm and community facilities
- electricity and gas
- telecommunications, and
- PDA-associated development (as described in Schedule 4).

3.3 Infrastructure categories

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

- trunk infrastructure
- non-trunk infrastructure, or
- other infrastructure.

3.3.1 Trunk infrastructure

Trunk infrastructure is higher order, shared infrastructure, that is planned to service 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 infrastructure charges and is eligible for an infrastructure charges offset.

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 PDA development approval.



3.3.2 Non-trunk infrastructure

Non-trunk infrastructure is lower order infrastructure, which generally services a single development site, is internal to a site, or connects the 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/developer, in accordance with the relevant responsible entity's requirements and as specified in a condition of a PDA development approval. Non-trunk infrastructure is not eligible for an infrastructure charges offset.

3.3.3 Other infrastructure

Other infrastructure includes BCC and 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 upgrades to the electricity, gas, telecommunications or State transport networks.

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

3.4 Infrastructure charges, funding and conditions

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 that is prepared to support a PDA development application or required by condition





4. Implementation Strategy



Image source: Queensland Government



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 fulfils this requirement by identifying 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.

4.2 Implementation objectives and actions

4.2.1 Public realm

Objective

The Woolloongabba PDA's growing population requires useable and fit for purpose open space.

Establishing an improved network of green spaces and corridors enhances liveability for people living, working and visiting the area. There may be opportunities to identify places of cultural significance. Areas of public realm balance high-volume active travel with street-level activation, landscaping, public art and pedestrian comfort.

Actions

EDQ and BCC to investigate long-term open space embellishments that maximises useable areas.

4.2.2 Community Hub/Principal Library within Precinct 1

Objective

Working with BCC to identify a suitable location for a new multi- purpose community facility that may include a library. The facility is to be delivered in an accessible location in the PDA with frontage to public realm.

Actions

EDQ to work with BCC and other state departments to determine the optimal location, design, size, ownership, funding and tenure arrangement for a community hub/library within the PDA, taking into account accessibility and operational requirements.



Image source: Queensland Government





5. Schedules



Schedule 1: PDA Accepted Development

Table 8: PDA Accepted Development

Building work
Carrying out minor building work where not on a heritage place.
Carrying out building work where for removal, demolition or demolition of part of a building or other structure, where not:
<ul style="list-style-type: none"> a. on a heritage place b. within 10 metres of a heritage place c. a pre-1911 building, or d. a Commercial character building.
Carrying out building work associated with an approved material change of use where not on a
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 a PDA development approval.
Material change of use
Making a material change of use of premises for a park, where not in Sub-precinct 1a, if provided by a public sector entity (or where within Sub-precinct 1a the park does not form part of the approved Sub-precinct plan).
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 a heritage place, involving no increase in gross floor area and where not identified within the Flood hazard overlay and/or Industrial hazard overlay of the Brisbane City Plan 2014:
<ul style="list-style-type: none"> a. Centre activities, where located at ground level and not exceeding 250m² of GFA per tenancy b. Home-based business, where complying with all acceptable outcomes in the Home-based business code of the <i>Brisbane City Plan 2014</i>, and c. Market, where located within Precinct 1.

Operational work
Carrying out operational work for filling or excavation where not on a heritage place or contaminated land, and not involving the following:
<ul style="list-style-type: none"> a. a retaining wall greater than 1 vertical metre, or b. an increase in the depth or height of the ground level or finished design level greater than 1 vertical metre, or c. the construction of an artificial stormwater channel, or d. works within land that is mapped as being within the Flood hazard overlay and/or the Coastal hazard overlay of the <i>Brisbane City Plan 2014</i>.
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:
<ul style="list-style-type: none"> a. carried out by or on behalf of Cairns Regional Council or a public-sector entity, where the works are authorised under a State law, or b. carried out in accordance with the conditions of a PDA development approval.
<i>Note: The Brisbane City Council Natural Assets Local Law 2003 does not apply in the PDA. Instead the Economic Development (Vegetation Management) By-law 2013 applies.</i>
Carrying out operational work for advertising devices where not on a heritage place.
<i>Note: The Brisbane City Council Advertisements Local Law 2013 and Advertisements Subordinate Local Law 2005, as amended or replaced from time to time, apply in the PDA. The placement of advertising devices on a heritage building may constitute building works.</i>
Plumbing work or drainage work
Carrying out plumbing work or drainage work.
All aspects of development
Development consistent with a Development Permit for an approved plan of development.
Development prescribed in Schedule 6, other than Part 5 section 28, and Schedule 7 of the <i>Planning Regulation 2017</i> .
Development for the Cross River Rail project.
Development for which a General Exemption Certificate or Exemption Certificate has been issued



Schedule 2: Definitions

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

Table 9: Definitions

Term	Definition
Active transport	A mode of travel that is physically active. It most commonly refers to walking and cycling but other modes include scooters and skateboards (including electric-powered devices).
Brisbane City Plan 2014	The Brisbane City Council Planning Scheme 2014, as amended and replaced from time to time.
Build-to-rent	Means a development that is a multiple dwelling in which all dwellings are: <ul style="list-style-type: none"> a. retained in a unified ownership structure b. managed by a single management entity for a minimum of 10 years as rental housing, and c. offered to tenants for a range of lease term choices, including a fixed-term of at least three years.
Building separation	The shortest distance, measured horizontally, between two buildings.
Catalyst uplift opportunity	An area shown as such on a Precinct map where development may seek uplift through additional building height in exchange for a significant public realm contribution in the form of relevant privately owned, publicly accessible open space (POPAOS) that meets the requirements as outlined in Schedule 6.
Commercial character building	Commercial character buildings as identified on the Commercial Character Building Overlay in <i>Brisbane City Plan 2014</i> , as amended from time to time.
Cross-block link	A pedestrian connection that is part of the pedestrian movement network and is publicly accessible.
Creek to Cliffs Green Corridor	A series of parks, open space and streetscape improvements linking the Kangaroo Point Cliffs and Kingfisher Creek, incorporating Logan Road, as shown on the Structural Elements Plan Map 3.
Cross River Rail project	As defined in section 6 of the <i>Cross River Rail Delivery Authority Act 2016</i> (which may include any transport related project made by Regulation, made by the Minister administering the Act).
Subtropical tree planting	A landscaped area that: <ul style="list-style-type: none"> • supports the retention or planting of shade trees, and • provides for the establishment, maintenance, and longevity of shade trees.
Future state transport corridor	As defined in Schedule 24 of the <i>Planning Regulation 2017</i> . Note: Future state transport corridor includes a future railway corridor.
Heritage Place <i>Note: this includes both State and Local Heritage places</i>	Places which are identified by the Queensland Heritage Register, the State's Development Assessment Mapping System (DAMS) and the Heritage Overlay of the <i>Brisbane City Plan 2014</i> , as amended from time to time.



Table 9: Definitions (continued)

Term	Definition
Interim use	Refer to section 2.2.10.
Non-trunk infrastructure	Refer to section 3.
Open space	Green space and public realm used for active and passive recreation, including public parks. <i>Note: The term excludes roads and buildings.</i>
Other infrastructure	Refer to section 3.
Other rail infrastructure	See Schedule 6 of the <i>Transport Infrastructure Act 1994</i> .
Pre-1911 building	Houses built before 1911, which are identified by the Pre-1911 building overlay of the <i>Brisbane City Plan 2014</i> as amended from time to time.
Privately owned, publicly accessible open space	Privately owned space at ground level that is made publicly accessible through appropriate tenure arrangements. Also referenced as POPAOS. <i>Note: Refer to the Schedule 6.</i>
Public passenger transport	The carriage of passengers by a public passenger service using a public passenger vehicle.
Public passenger transport infrastructure	As defined in Schedule 1 the <i>Transport Planning and Coordination Act 1994</i> .
Public transport hub	A place with interconnected public passenger transport.
Rail transport infrastructure	See Schedule 6 of the <i>Transport Infrastructure Act 1994</i> .
Shared zone	A connection that provides for shared use by pedestrian, cyclists and vehicles.
Significant vegetation	All vegetation, except that listed as pest vegetation by state or local government, that is significant in its: <ul style="list-style-type: none"> • ecological value at local, state or national levels including remnant vegetation, non-juvenile koala habitat trees in bushland habitat and marine plants, or • contribution to the preservation of natural landforms, or • contribution to the character of the landscape, or • cultural or historical value, or • amenity value to the general public.
State transport corridor	As defined in Schedule 24 of the <i>Planning Regulation 2017</i> .
State transport infrastructure	As defined in State Code 6: Protection of state transport networks.
State-controlled transport tunnel	As defined in Schedule 24 of the <i>Planning Regulation 2017</i> .



Table 9: Definitions (continued)

Term	Definition
Storey	<p>A space within a building between 2 floor levels, or a floor level and a ceiling or roof, other than:</p> <ol style="list-style-type: none"> 1. a space containing only a bathroom, shower room, laundry, toilet or other sanitary compartment, or 2. a floor level with more than 80% of the level dedicated to communal open space, or 3. a space containing only a lift shaft, stairway, meter room, rooftop plant and equipment, or 4. a space on top of a building that contains only communal open space, regardless of whether the communal open space is covered by roofed areas or shade structures, or 5. a space on top of a building that contains only renewable energy generation installation for solar or wind energy generation, or 6. a space containing only a combination of the things stated in items 1-5, or 7. a mezzanine containing only one or a combination of the things stated in items 1-3, or 8. a basement with a ceiling that is not more than 1m above ground level. <p>A storey includes a mezzanine, other than a mezzanine level that is limited to item 7 above.</p>
Sub-precinct plan	Refer to Schedule 5.
Subtropical boulevard	Road corridors that have been identified for subtropical planting and improved pedestrian connectivity.
Subtropical uplift opportunity	<p>A development may seek uplift through additional building height in exchange for:</p> <ul style="list-style-type: none"> • significant contributions to the public realm including the integration of subtropical tree planting and canopy shade tree clearances in private property, and • subtropical and public interface design excellence. <p>Note: Refer to Schedule 6.</p>
Tower floor plate	The area bounded by the outside of the external wall of a tower, but excluding projections.
Transport network	As defined in the State Development Assessment Provisions.
Trunk infrastructure	Refer to section 3.



Schedule 3: Car parking rates

Table 10: Car parking and bicycle parking rates

Use	Parking rate
Uses other than: <ul style="list-style-type: none"> Dwelling house Hospital Major sport, recreation and entertainment facility Multiple dwelling Rooming accommodation Short-term accommodation 	Maximum 1 space per 300m ² GFA
<ul style="list-style-type: none"> Multiple dwelling Dwelling house 	<ul style="list-style-type: none"> Maximum 0.5 space per 1 bedroom dwelling Maximum 1 space per 2 bedroom dwelling Maximum 1.5 spaces per 3 bedroom dwelling Maximum 2 spaces per 4 and above bedroom dwelling Minimum 0.15 visitor spaces per dwelling for visitor parking Parking may be provided in tandem spaces where 2 spaces are provided for 1 dwelling, and Visitor parking: <ul style="list-style-type: none"> is not provided in tandem configurations, and achieves minimum of 50% allocation within communal areas. <p>Note: Where car share spaces are provided they will not be included in the maximum car parking calculation for the use.</p>
<ul style="list-style-type: none"> Short-term accommodation Rooming accommodation 	Maximum 0.25 spaces per room or unit.
<ul style="list-style-type: none"> Hospital Major sport, recreation and entertainment facility 	Car parking rates to be determined by a car parking management plan submitted at the time of a development application.
<ul style="list-style-type: none"> All other uses 	In accordance with <i>City Plan 2014</i> Transport access parking and servicing code (as amended from time to time)
<ul style="list-style-type: none"> Cyclist and Pedestrian facilities 	In accordance with <i>City Plan 2014</i> Transport access parking and servicing code (as amended from time to time)

Note – The rates in this table represent an acceptable outcome. MEDQ will consider alternate performance based approaches for developments to achieve the PDA vision.



Schedule 4: PDA-associated development

Table 11: PDA-associated development

Public realm and streetscape improvements	<p>All aspects of development identified in Map 1, if the works:</p> <ol style="list-style-type: none"> 1. are carried out by or on behalf of the MEDQ 2. provide development infrastructure for the Woolloongabba PDA to address the impacts of any development within the PDA, whether or not the development infrastructure has another function or purpose, and 3. include one or more of the following: <ol style="list-style-type: none"> a. roadworks b. active transport and pedestrian connections c. landscape and streetscape works d. stormwater works e. water connection service works f. sewer connection service works g. public passenger transport infrastructure works h. uses or works associated with the Gabba Stadium i. associated ancillary works, and j. open space.
Description of PDA-associated land	The road reserve as identified in Map 1, including parts of Leopard Street, River Terrace, Duke Street and Baines Street, Kangaroo Point.
PDA-associated land map	Refer to Map 1: Woolloongabba PDA-associated land



Schedule 5: Guideline for preparing a Sub-precinct plan

A Sub-precinct plan or Plan of Development (PoD) is a tool to coordinate and scope development at the precinct or sub-precinct level to resolve specific matters and guide future development assessment.

A Sub-precinct plan is to demonstrate consistency with the relevant provisions of the Land Use Plan and provide the following details, to the extent relevant:

1. broad land use arrangement (including interim uses), and details of how proposed uses integrate with existing land uses (e.g. East Brisbane State School and the CRR station) and potential Brisbane 2032 requirements,
2. location, configuration and size of open space, including privately owned, publicly accessible open space proposed by the development,
3. location of the existing and proposed movement network within and connections beyond the Sub-precinct,
4. connections to, and integration with, existing and proposed public transport infrastructure, routes and stops,
5. building envelopes and building heights,
6. setbacks, including setbacks between towers on the same sites,
7. approximate development yield and proposed densities,
8. broad arrangement of urban services and other infrastructure,
9. quality subtropical design outcomes,

10. key signage and wayfinding to support access through and to key destinations;

11. development staging and infrastructure delivery timing,

12. implementation strategy; and

13. confirmation that the development proposal:

- i. does not prejudice the ability for surrounding land to be developed in an orderly and efficient manner consistent with the vision, PDA-wide outcomes, precinct intents and precinct provision,
- ii. is generally consistent with the PDA wide outcomes and Precinct Intents;
- iii. addresses any additional requirements for development in the precinct, including the development of the Gabba Entertainment Precinct,
- iv. ensures an appropriate interface and transition between any development and the East Brisbane State School;
- v. includes appropriately located and designed open space to complement the future intent for the Sub-precinct; and
- vi. addresses any other matters relevant to the future redevelopment of the Sub-precinct.

The requirement for a Sub-precinct plan is outlined in section 2.2.12.



Schedule 6: Woolloongabba PDA Public Realm and Planting Guideline

As development occurs, it is envisioned that the PDA will be progressively transformed through urban greening from both public and private investment.

Open space network

Through a mix of public and private investment, the PDA's open space network will be delivered through new parks and open space, including a new open space area located in Precinct 1: Woolloongabba Core, and a Creek to Cliffs Corridor extending in a north-western direction from Kingfisher Creek to the Kangaroo Point Cliffs via Logan Road and Leopard Street.

Catalyst Uplift Opportunity (CUPs)

Given the challenges in delivering new open space in a highly urbanised and fragmented environment, the Woolloongabba PDA includes Catalyst Uplift Opportunity (CUPs) facilitated through the delivery of privately owned, publicly accessible open space.

The indicative locations of Catalyst Uplift Opportunity (CUPs) are shown on Map 3.

The following provides guidance and specifications for open space delivered in this way. Where the following requirements are sufficiently satisfied, developments may seek uplift through additional building height for a single building on the development site (by up to 35%):

- minimum area of 10% of the development site but not less than 250m² and up to 2,500m² in response to site context and scale of the development
- function as a safe and inviting extension of the public realm
- integrate with adjoining open space, providing seamless or blended edges (where relevant)
- be landscaped subtropical environments which include significant shade trees
- provide suitable soil volume and depth, and irrigation and maintenance systems to support the establishment, vitality, and longevity of the intended plant species
- be designed, managed, and maintained to support free 24hr public access
- exclude servicing arrangements for adjoining development

Green streets – improving streetscapes

The PDA's expanded open space network is to be enhanced by revitalised streetscapes in key locations, specifically subtropical boulevards along Stanley Street, Main street, Ipswich Road, Logan Road, Wellington Road, and Leopard Street, as shown on Map 3.

Improved streetscapes are to be designed to:

- provide green corridors and connections,
- promote and prioritise safe and accessible active travel,
- improve linkages to and between existing and new open space,
- maximise shade through tree canopy cover, particularly at intersections,

Shaded intersections and Subtropical Uplift Opportunity (SUPs)

The Woolloongabba Plan facilitates the delivery of shaded intersections intended to increase canopy cover across the PDA, enabling a network of green streets. The following provides guidance and specifications for shaded intersections incentivized through Subtropical Uplift Opportunity (SUPs).

The indicative locations of SUPs are shown on Map 3. Where the following outcomes are sufficiently satisfied, developments may seek additional building height for a single building on the development site (by up to 15%):

- a minimum area of between 16m² up to 75m² in response to site context and scale of the development,
- shade trees are to achieve a canopy dimension of between 5-8m at maturity
- contributions to the public realm through the integration of subtropical tree planting and canopy shade trees.

Shaded intersections should incorporate elements such as shade structures, street furniture, and creative lighting.

Shade tree plantings (in private property) are to be designed to:

- provide a minimum 4m x 4m subtropical tree planting area
- include a medium / large crown tree, or where circumstances require an alternative (e.g. due to infrastructure), provide small crown trees to achieve sufficient canopy cover
- provide setbacks to support the relevant canopy diameter
- soil volume and depth, irrigation and maintenance supports the establishment and ongoing viability of the trees.

The placement of street trees in proximity to intersections and crossings should also consider the sight distance requirements of all road users



Alternative shade solutions

In limited instances where it is demonstrated that shade trees cannot be accommodated (e.g. due to existing buildings, underground infrastructure, or pedestrian holding requirements), the MEDQ may consider the use of shade structures.

Shade structures may be integrated with development or provided as standalone structures. Shade structures should be designed to:

- maintain sight lines to traffic signals,
- ensure vehicle clearances are achieved,
- maximise shade to hard surfaces, footpaths and pedestrian holding areas,
- improve the character of the street and intersection.

The shade structures will not in themselves be taken to provide uplift for development sites. In order to provide equivalent outcomes that would otherwise be delivered by shade trees, additional landscaping, and environmental embellishments are expected in addition to shade structures.



Figure 3: Exemplars of alternative shade solutions demonstrating shade structures integrated with building (King St, James St), and stand alone shade structures (Green Grid, City Rd)

Subtropical boulevard

Subtropical boulevards are key roads within Woolloongabba and connect to wider Brisbane, balancing public transit functions and major pedestrian and cyclist through movements. Identified locations of Subtropical boulevards are shown on Map 3 and these streets provide opportunities to reinforce Brisbane's subtropical character through shady, tree lined streetscapes.

Key functions of Subtropical boulevards are as follows:

- city-wide traffic movements,
- public transport corridor with bus stops,
- direct pedestrian connections to public transport and neighbourhood destinations,
- subtropical shade tree plantings,
- amenity and activation.

Streetscapes within the PDA, including the subtropical boulevard typology adopt *Brisbane City Plan 2014* standards, with consideration for existing corridor widths. Refer to *Schedule 6 of City Plan 2014, Infrastructure design planning scheme policy*, for further information.



Figure 4: Logan Rd - Subtropical boulevard



Figure 5: Indicative character – Subtropical boulevards

Schedule 7: Amendments register

Amendment 1: August 2025	
Section / page reference	Amendment description
All	General redrafting for cohesion and comprehension
Section 2	Strategic context section deleted
Section 3	Amendments to sections about public notification and sub-precinct plan requirements
Section 4 - Vision	Amendments to vision to remove references to Woolloongabba Metro Station and updates to the Gabba Stadium and indoor entertainment venue. Amendments to wording relating to affordable housing
Section 4 – Structural Elements	Map 3 – Structural Elements amended
Section 4 – PDA-wide Criteria	New consolidated building heights Map New text clarifying performance based planning assessment approach Amendments to Catalyst Uplift Projects and Sustainable Uplift Projects Amendments to cross-block links Amendments to car parking for considerations of proximity to public transport and cycle parking to align with <i>Brisbane City Plan 2014</i> Deleted affordable housing requirements Deleted Green-star 5 star certification requirements Deleted maximum wall length and length between articulation elements
Section 4 – Precincts	Amendments to sub-precinct boundaries and inclusion of new sub-precincts Amendments to precinct 1a for future precinct planning to occur Amendments to preferred uses table Amendments to maps to consolidate shaded intersections and SUPs Amendments to maps to refine number and location of POPAOS and CUPs
Section 5 – Implementation Strategy	Deleted sections relating to Woolloongabba Metro and other time-damage content
Schedule 1 – Accepted Development	New PDA Accepted Development – Other Development included for exemption certificates for state heritage places
Schedule 2 – Definitions	New definition for commercial character building
Schedule 5 – Guidance and specifications for planting on built form	Deleted and integrated with new Schedule 6
Schedule 7 – Guideline for preparing an Urban context report	Deleted
New Schedule 6	Deleted Woolloongabba PDA Public Realm guideline and included as new Schedule 6 in Development Scheme
New Schedule 7	New Schedule added to reflect amendments made to scheme on August 2025





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