



Economic Development Queensland

NOVEMBER 2025

Northshore Hamilton Priority Development Area

Development Scheme – Amendment

DELIVERING
FOR QUEENSLAND



Queensland
Government

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1 Introduction

Economic Development Act

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

The main purpose of the ED Act² is to facilitate economic development and development for community purposes the provision of diverse housing, and the provision of premises for commercial and industrial uses. The ED Act³ 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).

Priority Development Area

The Northshore Hamilton PDA (the PDA) was declared by regulation⁴ on 27 March 2008. The PDA is identified on Map 1a – PDA Location.

The PDA is approximately 304 hectares in area and is bound by the Brisbane River to the south, Kingsford Smith Drive to the north and the Gateway Motorway and Southern Cross Motorway to the east. Refer to Map 1b – PDA Boundary.

Application of the development scheme

The Northshore Hamilton PDA Development Scheme (the development scheme) is applicable to all development on land and water⁵ within the PDA.

The development scheme became effective on 3 July 2009 and was amended on 28 October 2022.

¹ See section 8 of the ED Act.

² See section 3 of the ED Act.

³ See section 4 of the ED Act.

Content of the development scheme

The development scheme consists of:

- i. Section 2: Land Use Plan, regulating development in the PDA,
- ii. Section 3: Infrastructure Plan, describing the infrastructure required to support achievement of the Land use plan and states applicable infrastructure charges, and
- iii. Section 4: Implementation Strategy, describing actions that complement the Land use plan and Infrastructure plan to achieve the main purpose of the ED Act.
- iv. Section 5: Schedules

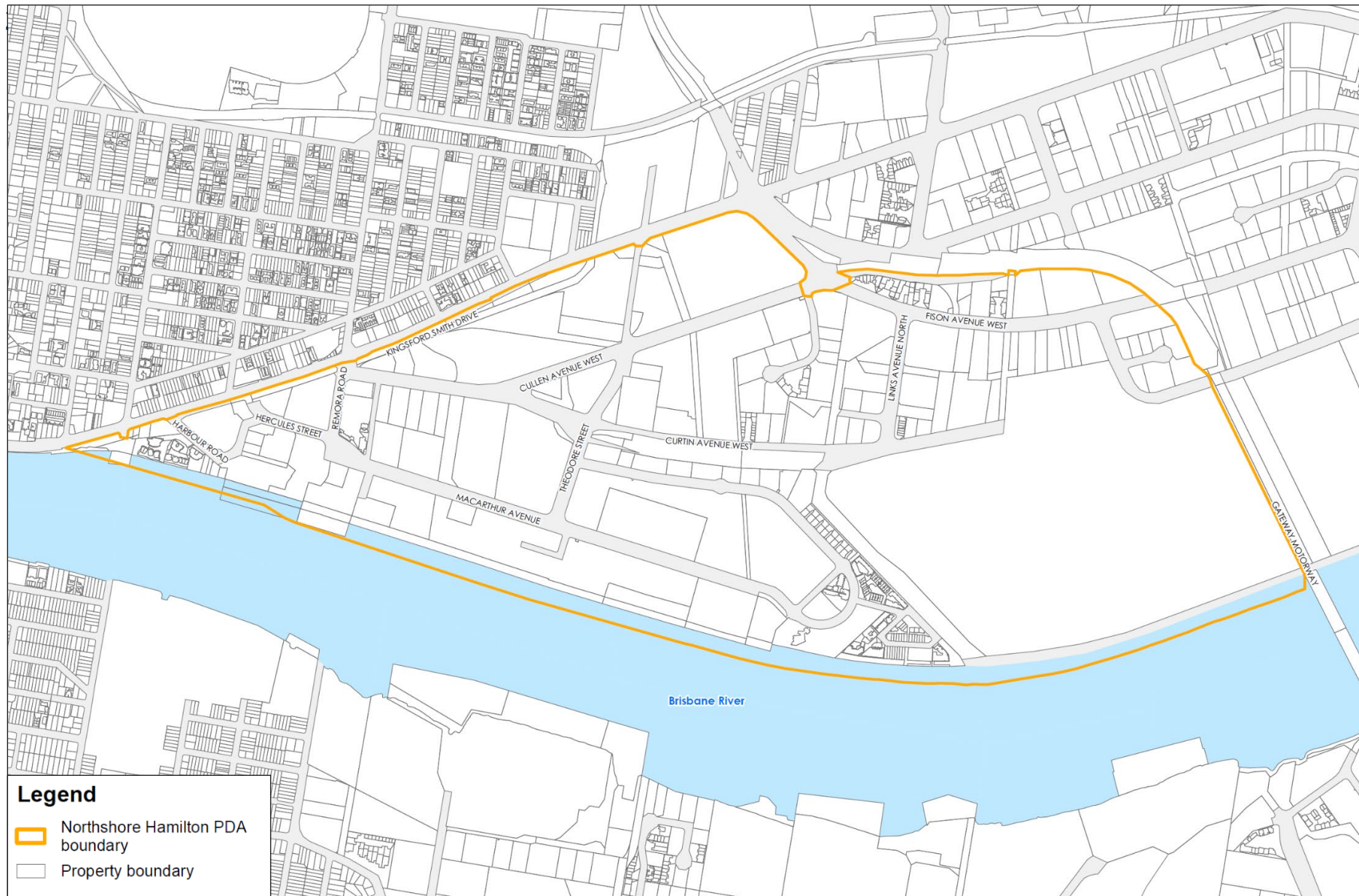
⁴ See section 37 of the ED Act.

⁵ See section 47A of the Act Interpretation Act 1954.

Map 1a: PDA location



Map 1b: PDA boundary



Land use plan

2.1 Components of the Land Use Plan

The Land Use Plan establishes a hierarchy of provisions through the:

- i. Vision for the PDA, and
- ii. the PDA development requirements, which are organised in a hierarchy where:
 - a. the structural elements and PDA-wide criteria establish outcomes and measures to achieve the vision, and
 - b. the zone provisions establish outcomes, qualitative and quantitative measures, to achieve the structural elements and PDA-wide criteria (refer to table 1).

2.1.1 Vision

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

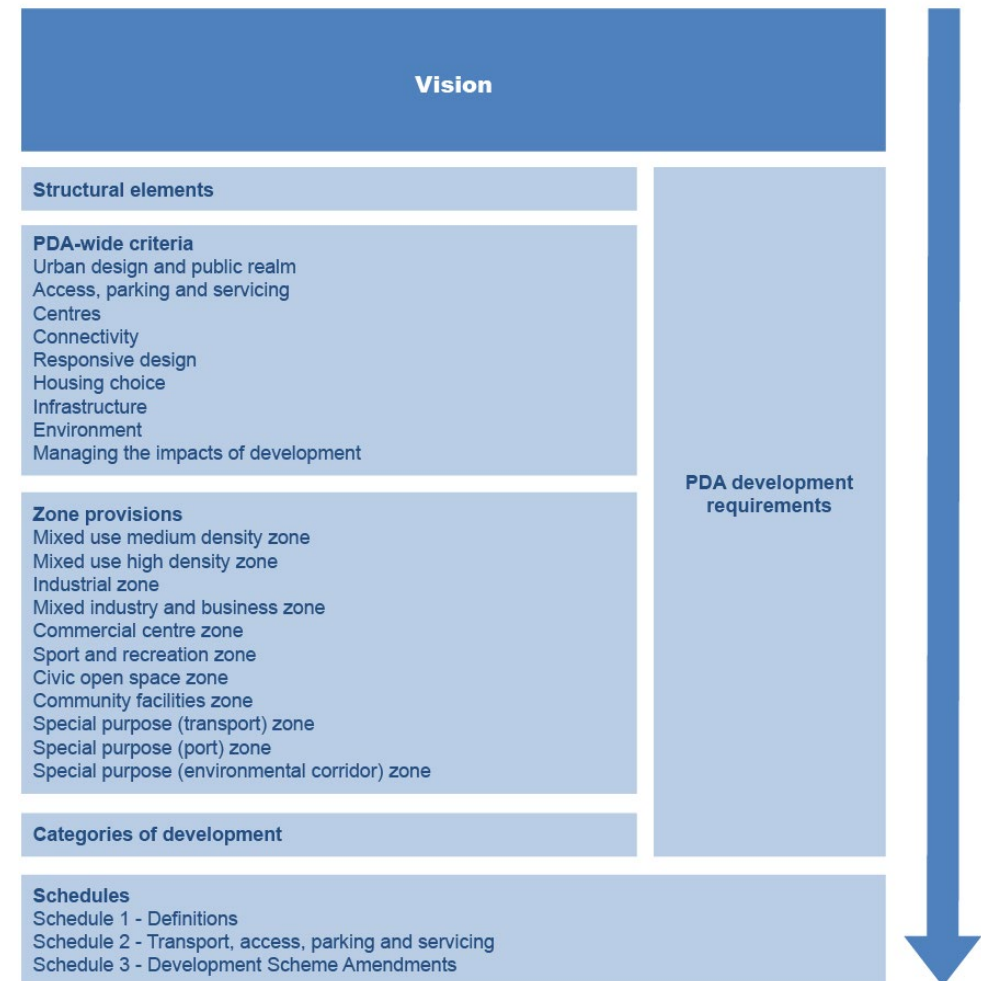
- i. seek to achieve the purpose of the ED Act for the PDA, and
- ii. provide the basis for the PDA development requirements.

2.1.2 PDA development requirements

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

- i. Section 2.4: Structural Elements,
- ii. Section 2.5: PDA-wide criteria, and
- iii. Section 2.6: Zone Provisions.

Table 1: Land use plan components and relationships



2.1.3 Schedules

Schedule 1: Definitions – provides the use and administrative definitions required to interpret and apply the development scheme.

Schedule 2: Transport, access, parking and servicing – establishes the transport, access, parking and servicing requirements applicable to all development within the PDA.

Schedule 3: Amendments – summarises the amendments that have occurred to the development scheme since it came into effect.

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 Economic Development Queensland (EDQ) guidelines⁶ and any other documents or guidelines referenced in the development scheme.

Where relevant, an applicant may be requested to demonstrate how the guidance material has been considered in the preparation of a PDA development application.

2.2 Development assessment

2.2.1 Interpretation

The interpretation of terms and definitions relies on:

- i. the ED Act, including section 33 of the ED Act which defines ‘development’,

⁶ Refer to the PDA guidelines and practice notes available on the department’s website. Guidelines should be read in conjunction with the Land use plan, Infrastructure plan and Implementation strategy and any other document or guideline called up by the development scheme, as amended or replaced from time to time.

⁷ Table 2.1 lists development that is PDA accepted development in accordance with table 2 column 1. Table 2.2 lists uses that, where in accordance with the requirements for a

- ii. Schedule 1 of this development scheme which provides the definitions required to interpret and apply the development scheme with reference to the ED Act and the Brisbane City Council Planning Scheme (Brisbane City Plan), and
- iii. the Acts Interpretation Act 1954.

A reference in the development scheme to any act includes any regulation or statutory instrument made under that act, as amended or replaced.

A reference to a specific guideline, document or standard means the latest version of that guideline, document or standard, unless otherwise specified in the development scheme.

2.2.2 Categories of development

All development within the PDA is included within a category of development:

- i. Table 2 Column 1 identifies PDA accepted development⁷
- ii. Table 2 Column 2 identifies PDA assessable development⁸:
 - a. Column 2A identifies PDA assessable development that is permissible development, and
 - b. Column 2B identifies PDA assessable development that is prohibited development.

material change of use under table 2.1 and table 2 column 1 may be carried out as PDA accepted development.

⁸ Under section 73 of the ED Act, PDA assessable development cannot be carried out without a PDA development permit.

2.2.3 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 requirements⁹.

The planning provisions included in Section 2.6 represent performance based acceptable outcomes. EDQ will consider alternative approaches to achieve these criteria.

However, 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 vision, and:

- i. the development is an interim use, or
- ii. there are sufficient grounds to justify the approval of the development despite any inconsistency with 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:

- i. superior design outcomes¹⁰, or
- ii. overwhelming community need.

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

2.2.4 Development inconsistent with the Land Use Plan

Development that is inconsistent with the development scheme cannot be granted a PDA development approval¹¹. PDA assessable development identified in column 2B of Table 2 as prohibited development is inconsistent with the development scheme.

⁹ Refer to the hierarchy of provisions described under section 2.1 of the scheme for further guidance.

¹⁰ Third party advice and technical expertise, such as but not limited to design review panels, may be consulted to provide guidance and assistance to EDQ on the assessment

2.2.5 Land not included in a zone

This section applies to land which is not identified on Map 8 – Zones as being included in a zone (unallocated land), such as a closed road, waterway or reclaimed land.

Where unallocated land is the result of a road closure identified on Map 3 – Connectivity, the land is zoned as identified on Map 8 – Zones.

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

Where the unallocated land is adjoined by land included in different zones, the unallocated land is deemed to be included in those zones with the centreline of the unallocated land being the boundary between zones.

2.2.6 Road opening and closure

It is intended that new roads be opened and some existing roads be either partially or fully closed within the PDA in order to deliver coordinated, connected and fit-for-purpose movement network that promotes connectivity and a strong, clear, relationship between public spaces and the private realm¹².

The road network for the PDA, including new roads and road closures, is shown on Map 3 – Connectivity.

of proposed superior design outcomes. Refer to section 4.2.2(ii) in the Implementation strategy.

¹¹ See section 86 of the ED Act.

¹² See section 124 and 125 of the ED Act to reference the powers and functions of the MEDQ to temporarily or permanently close roads.

2.2.7 Notice of applications

A PDA development application will require public notification if, in the opinion of the MEDQ, the development:

- i. may have adverse impacts on the amenity or development potential of adjoining land under separate ownership, or
- ii. is for a use, or is of a size or nature, which warrants public notification.

2.2.8 State interests

Relevant matters of state interest have been considered in the preparation of this development scheme. State interests will be considered further as part of the assessment of a PDA development application¹³.

2.2.9 Relationship with other legislation

In addition to assessment against the development scheme, development may require assessment against other State and Commonwealth legislation including, but not limited to, the *Airports Act 1996*, *Building Act 1975*, *City of Brisbane Act 2010*¹⁴, *Environmental Protection Act 1994*, *Nature Conservation Act 1992*, *Planning Act 2016* and the *Plumbing and Drainage Act 2002*¹⁵.

The inclusion of land in a PDA, or identification of development as PDA-associated development, does not alter the obligation for development to meet all relevant provisions and requirements under the *Planning Act*

2016. In addition to a PDA development approval, a development approval under the *Planning Act 2016* may be required for certain development made assessable by the *Planning Regulation 2017*.

The *Planning Regulation 2017* also prohibits certain development. The carrying out of development prohibited by the *Planning Regulation 2017* is an offence under the *Planning Act 2016*, irrespective of the category of development identified in a PDA development scheme.

2.2.10 Local laws and by-laws

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 Act¹⁶.

2.2.11 Relationship with local government planning scheme

Schedule 6 of the *Planning Regulation 2017* prohibits Brisbane City Plan from making PDA-related development assessable under the *Planning Act 2016*.

Schedule 1: Definitions adopt the Use definitions (including Defined activity groups and Industry thresholds) as well as the Administrative terms and definitions from Brisbane City Plan, unless otherwise specified in Schedule 1. This development scheme also references various parts of the Brisbane City Plan within the development requirements and as guidance material.

If there is a conflict between the development scheme and a planning instrument or assessment benchmarks prescribed by regulation under

¹³ Section 87 of the ED Act states that any relevant state interest must be considered in deciding a development application. For the purposes of addressing state interests in development assessment, the State Planning Policy (SPP) and State Development Assessment Provisions (SDAP), provide guidance in identifying if a state interest is relevant to the assessment of a PDA development application. For further advice on the consideration of state interests refer to the EDQ Practice note 14: State interests in development assessment in priority development areas, available on the department's website. Note: SPP July 2017 and SDAP Version 2.6 were referenced in the preparation of this development scheme.

¹⁴ See section 53 of the ED Act.

¹⁵ For further advice on what other Queensland legislation may apply refer to Appendices 1 and 2 of the EDQ Practice note 14: State interests in development assessment in priority development areas, available on the department's website.

¹⁶ See section 54 of the ED Act. For example, 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.

another Act, the development scheme prevails to the extent of any inconsistency¹⁷.

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

- i. a long-term use, or uses, identified as permissible development in section 2.8: categories of development,
- ii. the envisaged nature or intensity of development, and
- iii. infrastructure delivery, including timing.

Relevant PDA development requirements also apply to all interim uses that are assessable development. The MEDQ may impose PDA development conditions limiting the operation, management or duration of an interim use, or the provision of infrastructure for an interim use.

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

- i. a suitability assessment,
- ii. a infrastructure demand assessment, and
- iii. plans showing how the development could transition from the proposed interim use to an appropriate longer-term use.

¹⁷ See section 71 of the ED Act.

2.3 Vision

2.3.1 The opportunity

Northshore Hamilton is one of Brisbane's most significant waterfront development opportunities with remarkable locational advantages, including direct access to almost 4km of Brisbane River foreshore and outstanding views of Brisbane's central business district. The PDA presents a city shaping opportunity to deliver a master planned district that is:

- i. one of Brisbane's most desirable waterfront living precincts,
- ii. a unique, renowned destination, and
- iii. a major driver of economic, innovation, enterprise and employment activity.

The PDA is a vibrant area, co-locating a diverse range of urban activities and uses which are strategically positioned to capitalise on the characteristics of the area and ensure the community has access to a range of housing, enterprise, employment, retailing, recreation and service offerings.

2.3.2 Land use

2.3.2.1 Open space, sport and recreation

A series of **connected, high quality civic open spaces**:

- i. are designed to promote river access and establish the PDA as a world class lifestyle destination,
- ii. provide for formal and informal recreation, encouraging healthy active lifestyles, and
- iii. are supported with appropriately scaled retail, cultural uses and events enabling the PDA to evolve its character and attractions.

The **Royal Queensland Golf Club** operates as a regionally significant sport and recreation facility and provides sporting opportunities, visual amenity and biodiversity for the PDA.

2.3.2.2 Mixed-use areas

A combination of medium-density and high-density mixed-use areas will support a range of employment and housing opportunities in an integrated urban context. Mixed-use offer highly urbanised living and working opportunities and amenity outcomes that are consistent with this context.

Mixed-use medium-density areas provide for a range of mid-rise building forms as well as a diversity of development scale and density with a direct relationship with adjoining active and attractive streetscapes. These mid-rise mixed-use areas support residential, commercial and convenience retail uses and are sympathetic to the interface with nearby non-residential areas.

The greatest intensity of development is located in the **mixed-use high-density areas** along Macarthur Avenue, which capitalise on new civic open spaces that frame the Brisbane River and the location of activity centres, particularly the main activity centre. These areas of higher density provide a mix of residential, retail, entertainment, cultural, commercial and employment uses which support urban living, energise the local economy and activate the area day and night.

Centres

Three distinct centres provide the focus of activity in the PDA, each with their own distinct purpose, scale and focus.

The **main activity centre** is located centrally within the PDA, forms the heart of the mixed-use area adjoining Macarthur Avenue and is the primary node of activity in the PDA. This location offers the highest level of accessibility for residents, workers, and visitors. Prominent levels of visual amenity and leisure-based activity are provided in conjunction with the adjacent civic urban open space and Brisbane River foreshore. This main activity centre:

- i. provides a range of retail, cultural, commercial, community and entertainment uses, with the opportunity for residential uses, in a high density, mixed-use setting,
- ii. addresses and activates streets and civic open spaces,
- iii. ensures ground level activation to streets, pedestrian pathways and cross block links,
- iv. delivers strong connections, through the public and private realm, from the river foreshore and civic open space area to surrounding areas in the PDA, particularly the education and community facilities to the north,
- v. features high quality landscape design and built form, and
- vi. is supported with access to pedestrian, cyclist, public transport and car parking facilities.

The **western activity centre** is located at the existing Portside Wharf precinct and is the secondary node of activity in the PDA. This western activity centre will continue to offer a range of retail, commercial and entertainment opportunities focussed on an activated central spine, providing a strong connection from Hercules Park through to the Brisbane River front.

The **eastern activity centre** is located at the corner of Macarthur Avenue and Angora Road opposite Northshore Riverside Park and is the primary node of activity in the PDA. This small-scale node provides convenience-based retail along with food and drink opportunities, activating nearby open space edges and movement corridors. Opportunity for small scale, tourism related commercial uses compatible with the surrounding area also exist.

Social infrastructure

Social infrastructure in the form of a **community facilities hub** is located centrally within the PDA. The hub contains education and community uses with co-located and integrated facilities and provides a

range of academic, education, sport, recreation and learning spaces and opportunities. This includes high levels of coordinated and shared access for community use.

Should a school be required before the relocation of the nearby fuel facility, an alternative school site (P-6) is identified to the south east of the of the community facilities hub, at the intersection of Theodore St and MacArthur Avenue North. In determining the appropriate site for a school, consideration should be given to both the Department of Education's New School Site Selection Guidelines 2023 and the Department of Main Roads' Planning for Safe Transport Infrastructure at Schools – Technical Guideline.

2.3.2.3 Enterprise

An **enterprise area** is located between Kingsford Smith Drive and Cullen Avenue West and capitalises on the high exposure and connectivity provided by this location. This area attracts investment and generates new clean, high technology and research-based services and employment, maximising opportunities for innovation. A range of enterprise and employment opportunities are also accommodated, including commercial and large format retail uses.

Redevelopment of the enterprise area recognises and carefully manages the ongoing transition of the area and its surrounds having regard to development constraints. Redevelopment of this area ensures the safety and amenity of new residents, workers and visitors with consideration for emissions and hazardous activities.

2.3.2.4 Industry

An established and strategically significant **industrial area** is located between Southern Cross Way and Curtin Avenue West. This area accommodates a variety of industrial and commercial uses ranging in scale from local service industries through to global corporate organisations.

This area capitalises on the PDA's access to the national highway network and Kingsford Smith Drive as well as the domestic and

international markets accessible via its location in the Australia Trade Coast and proximity to Brisbane Airport and the Port of Brisbane.

Over time, existing intensive industrial land uses will transition away from heavy and high impact industry to clean, low impact industry. New heavy or high impact industry is not envisaged in the PDA and expansion or redevelopment of existing industries of this nature will be strictly controlled.

Existing, lawful, industrial land uses are protected from encroachment through the industrial interface area. New non-industrial land uses in and adjoining industrial areas will need to demonstrate their ability to function safely and effectively without compromising existing industrial uses.

2.3.2.6 Industrial interface

The **mixed industry and business area** accommodates a mix of knowledge, technology and research-based enterprises, large scale commercial and corporate operations and complementary retail services. Built form presents as commercial, activating streets and addressing the adjoining vegetated drainage corridor.

This **industrial interface** establishes a buffer to non-industrial uses, especially sensitive uses. This area provides a transition in land uses and built form between established industrial development and emerging mixed-use areas. The scale, nature and activity level of land uses complement existing developments in the area and do not adversely impact or impede the delivery of mixed-use, residential, commercial, retail or community uses in non-industrial areas to the south and west.

2.3.3 Transport and connectivity

The PDA is integrated with citywide transport networks and is well connected to a full range of pedestrian, cyclist, public transport and private vehicle opportunities.

Active transport

A network of **active transport** links including pathways through civic open spaces, cross block links, road reserves and designated on street cycle lanes support the movement of people throughout the PDA.

Pedestrian and cyclist connectivity is provided in a predominantly grid structure complementary to the street network, as well as in the civic open spaces adjoining the Brisbane River. Opportunities for foreshore pedestrian and cycle connections to land east of the PDA are maintained and protected.

Streetscaping along key pedestrian and cycling linkages:

- i. contributes to the visual appeal of the public realm,
- ii. reduces urban heat island effect,
- iii. contributes to the safety of pedestrians and cyclists,
- iv. reinforces pedestrian and cycle connections between key destinations in the PDA including activity centres, community facilities, employment clusters and the civic open spaces along the river, and
- v. reinforces connections to public transport and the surrounding walking and cycling network such as existing active transport

Public transport

Public transport in the PDA is **highly accessible** and offers regular bus and ferry services. Public transport stops and their access points are well defined, activated spaces that are clearly identifiable. Macarthur Avenue, Theodore Street and Brett Street provide the main **bus transport** routes within the PDA. The existing Bretts Wharf and Northshore Hamilton **ferry terminals** are maintained. Potential for a new ferry terminal in the vicinity of the urban civic space and nearby main activity centre is preserved to allow for enhanced connectivity to the PDA long term.

Street network

Roads, including new road connections, are designed to cater for anticipated **vehicle, cyclist and pedestrian movements**, as well as **streetscaping and car parking** requirements. Intersections are designed to facilitate safe movement of pedestrians, cyclists and vehicles, providing multiple connections to Kingsford Smith Drive. Accessibility to the adjoining Gateway Motorway is maintained. Streets are designed to be **places for people**, providing safe and convenient pedestrian and cycle access, while maintaining essential vehicle movement functions.

Brisbane Cruise Terminal

The Brisbane International Cruise Terminal at Pinkenba was completed in 2020 and commenced operation in 2022. Consequently, the facilities at Portside Wharf in the PDA are no longer being used.

It is recognised that the facilities in the PDA may evolve and adapt to provide for alternative modes of water-based transport for both tourism and recreation purposes.

2.3.4 Urban design, public realm and response design

The relationship between public spaces, streets and buildings in the PDA creates an urban environment that is human-scaled, attractive, safe and activated.

Public realm

Open spaces, streetscapes and other public realm areas cater for **universal access** and deliver high quality **sub-tropical landscaping and features**. These public spaces provide safe and secure access throughout the PDA and connect individual developments to each other.

A **quality civic open space network** focussed along the Brisbane River is the foundation of the PDA's identity and is designed to function as a unique public destination. The **interface** between this civic open space and surrounding development is designed to mix indoor and outdoor

spaces and the associated public and private realms, delivering subtropical place making.

Built form

Buildings and their surrounds address street frontages and public spaces, creating **activated and integrated interfaces**.

Buildings in the PDA are designed and developed in consideration of the principles of **sub-tropical urban design** to ensure that neighbouring properties, open spaces and the public realm receive optimal levels of solar access and air circulation.

Development provides **high quality living and working environments**. Buildings, especially homes and their associated private open spaces, are designed for natural light, thermal comfort, privacy, amenity and cross ventilation.

Communal open spaces meet the needs of residents and occupants by complementing the range of spaces and activities provided in the civic open space network.

Responsive design

Integration of **vegetation in built form**, such as green walls, roofs and open space areas is envisaged to reduce the urban heat island effect, improve occupant amenity and enhance built form appearance. Networks of green spaces in the public realm improve the environmental performance of the PDA.

Occupant **amenity** is maximised and development is located, oriented and designed to reduce and manage impacts associated with uses and activities that may generate noise, odour or air emissions.

Physical constraints such as flooding, storm tide inundation, soil contamination and acid sulfate soils are identified, mitigated and managed.

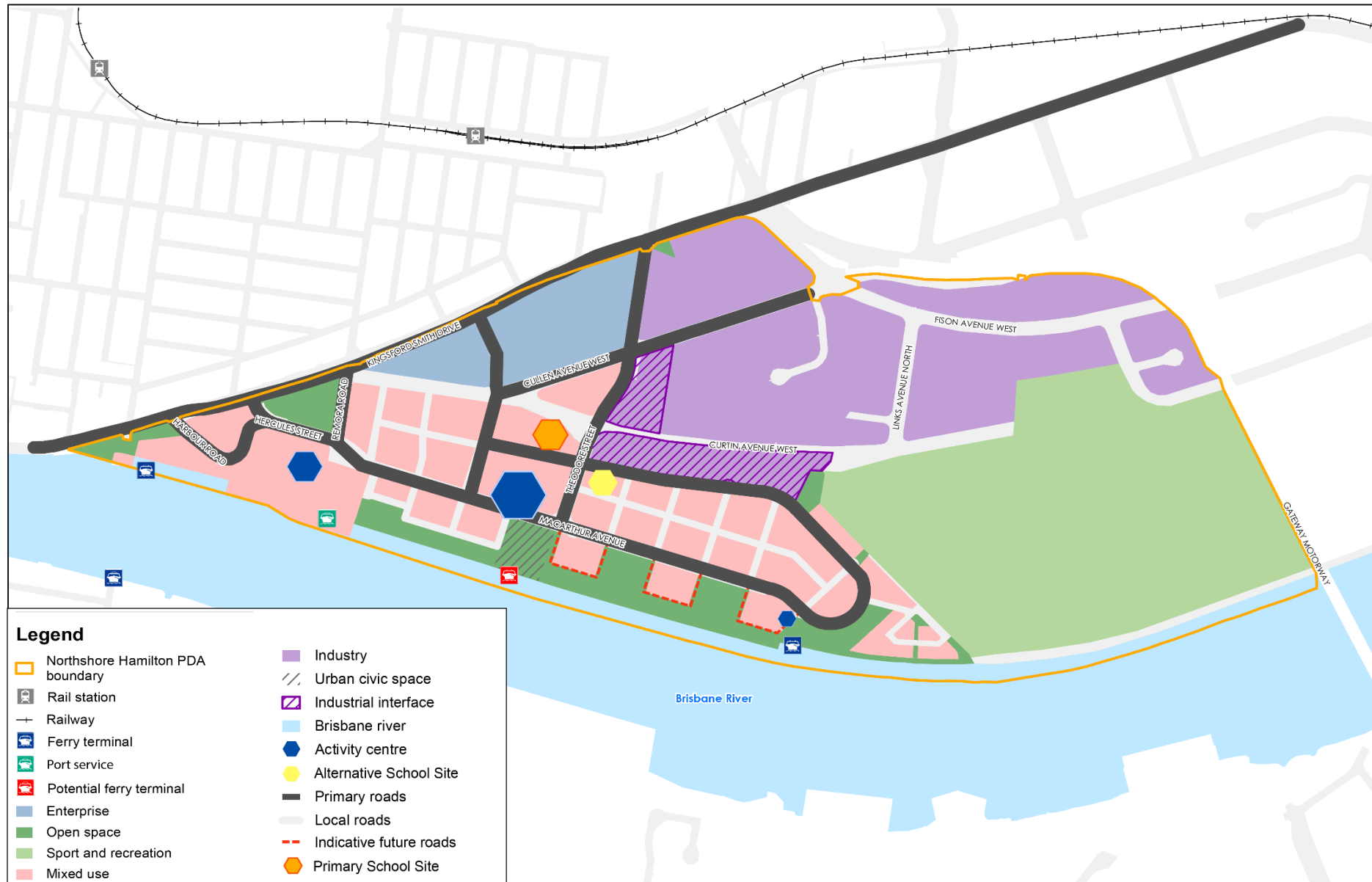
2.4 Structural elements

The structural elements identified in Map 2 – Structure plan are a **spatial representation of the highest order physical elements described in the vision**.

The **structural elements support the delivery of the vision and PDA-wide criteria** and should be read in conjunction with these sections.

To the extent the structural elements are relevant, they are to be considered in the preparation of PDA development applications and the assessment of those applications.

Map 2: Structure plan



2.5 PDA-wide criteria

2.5.1 Urban design and public realm

2.5.1.1 Urban design

The form, type and arrangement of buildings, streets and the public realm are designed to contribute to a liveable, accessible, safe and healthy community by:

- i. catering for the diverse needs of all community members, including children, elderly and people with mobility limitations, by applying principles of universal, adaptable and inclusive design,
- ii. creating an attractive and functional relationship between buildings, private spaces and the public realm, in particular at street and podium levels, and across frontages to the Brisbane River,
- iii. providing a ground plane that is connected, legible and safe,
- iv. applying Crime Prevention through Environmental Design (CPTED) principles¹⁸,
- v. creating a positive relationship between public and private realms,
- vi. allowing for innovative and temporary use of the public realm,
- vii. promoting identity and distinctive character, by working with the landscape, historic and cultural features of the area to create places with a strong relationship to their context, and
- viii. emphasising gateway locations through urban design treatments that improve wayfinding in the PDA.

¹⁸ Refer to Crime Prevention through Environmental Design, Guidelines (Queensland Government, 2021).

2.5.1.2 Sub-tropical design¹⁹

The form, type and arrangement of buildings, streets and the public realm are designed to positively respond to the local climate by:

- i. applying design strategies that maximise natural light and air flow in the public realm and private spaces,
- ii. reducing energy demand, artificial lighting and mechanical temperature control,
- iii. applying design strategies to reduce the extremes of temperature and direct solar heating in buildings, streets and public spaces,
- iv. orientating buildings to optimise seasonal solar gains and loss, and
- v. using sub-tropical landscaping, vegetation and large trees to provide shade and shelter for pedestrians and cyclists and improve the urban amenity of the Northshore Hamilton PDA.

2.5.1.3 Building form

Development delivers high-quality built form outcomes by:

- i. ensuring new development responds to the surrounding context, including existing, proposed and envisaged future built form, as well as site features, impacts on development and development constraints,
- ii. using setbacks, design features and landscape to integrate with, complement and articulate streetscapes,
- iii. considering building height²⁰ patterns and using building heights to:
 - a. define activity centres,

¹⁹ Refer to the guidance provided in Brisbane City Council's New World City Design Guide: Buildings that Breathe.

²⁰ As identified on Map 7.

- b. differentiate between different land uses and zones,
 - c. transition between areas of low, medium and high development intensity,
 - d. mitigate the individual and cumulative effects of taller buildings, such as overshadowing, wind movement, access to sunlight and air circulation, and
 - e. ensure amenity, privacy and functionality for building occupants, adjoining built form and the public realm, noting
- iv. considering overshadowing and promoting winter sunlight to adjoining development, the public realm on the river edge and to the streets,
 - v. considering prevailing winds and incorporating design elements that mitigate the potential for wind tunnels and downdrafts that may negatively impact public realm users or building occupants²¹,
 - vi. sharing views between existing and proposed buildings and views to open space areas and the Brisbane River,
 - vii. providing tower separations to deliver access to light, promote air circulation, minimise overshadowing and maximise amenity and privacy for both occupants and neighbours,
 - viii. ensuring the internal design of buildings feature layouts, dimensions and floor to floor heights that prioritise access to natural light and ventilation,
 - ix. delivering a variety of communal open spaces for the benefit of building occupants by catering for different demographics and a wide range of activities and uses, such as active and passive

- recreation, internal and external spaces, formal and informal gathering, as well as quiet respite for work and recreation,
- x. using the ground floor of buildings to define the adjacent street or space, deliver a sense of safety, community ownership and promote activation,
- xi. delivering high quality outcomes that use materials, design details and articulation to achieve distinctive, attractive and highly functional buildings,
- xii. providing integrated landscaping in the built form, such as on the podium and roof levels, and
- xiii. ensuring car parking does not compromise built form outcomes.

2.5.1.4 Streets and public realm

Development delivers high-quality streets and public realm spaces that are:

- i. attractive spaces embellished with landscape and street furniture,
- ii. universally designed and provide safe movement for all members of the community,
- iii. reasonably accessible to the public,
- iv. activated along the river front, with opportunities for commercial uses, public events, recreation, improved pedestrian and cycle connections,
- v. designed to activate and integrate existing and future public transport stops and active transport routes,
- vi. designed to increase opportunities for use of the river by visitors as well as tourist, recreational and non-motorised vessels,

²¹ A wind impact assessment report may be required and is to be prepared by a suitably qualified professional. When preparing the report consideration should be given to the

airflow circulation principles identified in Element 1 – avoiding the ‘street canyon’ effect, contained in Brisbane City Plan Transport air quality corridor planning scheme policy.

- vii. diverse and provide large and small gathering spaces that are flexible for a range of uses, including large scale events,
- viii. functional and include structures and landscaping which provide shade and shelter,
- ix. durable with high quality hard and soft streetscape, using sub-tropical design, local sub-tropical species²² and water sensitive urban design principles,
- x. durable and flood resilient, where subject to flood risk, and
- xi. designed to provide pathways that are of an appropriate width to accommodate anticipated pedestrian volumes.

Active frontages

Streetscape treatments support active street frontages with high quality design features including awnings over wide footpaths, landscaped verges, street furniture and pavement treatments.

Retail and commercial tenancies have a visible presence and interact with the street to encourage pedestrian activity.

Significant corner locations

The design of significant corner locations:

- i. deliver a mix of retail, commercial and community uses is provided on ground level that incorporate public spaces for social interaction,
- ii. ensure uses at podium level are active uses that support casual surveillance,

- iii. provide building and landscape design features that integrate pedestrian activity and include high-quality visual appeal, such as feature building entries,
- iv. ensure buildings address both street frontages, and
- v. truncates built form, where necessary, to enable the delivery of sub-tropical shade trees and other plantings and reinforce the priority of pedestrian and street based social activity.

Plazas

The design of plazas and similar outdoor space areas:

- i. support flexible multi-use outcomes, including a range of temporary events and uses,
- ii. feature designs elements that:
 - a. contribute to a sense of arrival at activity centres,
 - b. connect stand-alone built forms and adjoining development,
 - c. provide a unified and cohesive framework that integrates landscaping, pavement treatments, lighting, street furniture, signage and other substantial landscaping elements,
 - d. include visual anchors within the urban landscape that identify key areas of activity,
 - e. ensure permeability for pedestrian, active transport and vehicle movement with priority provided to pedestrian and cycle movements over private vehicles, and
 - f. preserve sight lines between the activity centres and ferry terminals, and

²² Sub-tropical tree species to be consistent with the Brisbane City Plan Planting species planning scheme policy and for the street trees identified in Brisbane City Plan Infrastructure design planning scheme policy.

- iii. plan for vehicle and active transport movements, including service vehicle access.

Civic open spaces

Development of the PDA delivers a new linear foreshore promenade connecting a series of high quality civic open spaces adjoining the Brisbane River, as identified on Map 2 – Structure plan.

The civic open spaces between Macarthur Avenue and the Brisbane River will each have a unique character, with distinct but complementary functions. The size and dimensions of the spaces will be significant and meet the public open space needs of the surrounding residents. The location of landscaping and the citing of built form structures ensure breezes are directed and where necessary managed to support year-round enjoyment of the spaces, particularly urban cooling in summer.

An urban civic space is located between the main activity centre and the riverfront delivers a multi-purpose, flexible space for urban recreation. The interface between the civic open spaces and surrounding development is designed to mix indoor and outdoor spaces, exemplifying subtropical place making. The opportunity to retain and re-purpose existing warehouse structures, which reflect the history of this area, is supported.

2.5.2 Access, parking and servicing

Development provides car parking, access and servicing facilities to meet the functional requirements of development, as detailed in Schedule 2: Transport, access, parking and servicing.

2.5.3 Centres

Development provides and reinforces three activity centres of varying scale within the PDA as shown on Map 2 – Structure plan. The intent for these centres involves:

Main activity centre

The main activity centre forms the civic heart for the PDA and is sited along Macarthur Avenue as a main street boulevard, between Theodore Street and Road 1 (Brett Street). This primary activity centre is comprised of a vibrant and active mix of retail, food and drink outlets, entertainment, commercial and community uses focused on the ground floor and podium levels. The centre is comprised of up to 15,000m² of traditional retail floor space. This centre includes:

- i. a full-line supermarket up to 3,500m²,
- ii. shops such as mini-majors, specialty retail / brand attractors and craft and hobby spaces with a tenancy size generally up to 500m², that generate activity throughout the day on the north side of Macarthur Avenue,
- iii. small-scale food and drink outlets that capitalise on the Macarthur Avenue outlook adjacent civic open space and the Brisbane River,
- iv. other entertainment and cultural uses compatible with an activity centre, such as but not limited to, bar, function facility, theatre, hotel and tourist attraction,
- v. small and medium sized commercial offices that provide patronage to local retail uses and extend the hours of activation in and around the activity centre,
- vi. strong visual and pedestrian connection between the urban civic space to the south and the social infrastructure hub to the north to encourage activity and movement through the precinct,

This may take the form of a multi-purpose plaza extending north-south through the centre between Macarthur Avenue and Macarthur Avenue North, providing landscaped active transport connectivity and restricted vehicular access,

- vii. streetscape treatments such as pavement treatments, shade trees and other substantial landscaping of Macarthur Avenue to

- encourage conservative vehicle speed and contribute to a sense of arrival to the centre, and
- viii. green links on the eastern and western edges of the centre, incorporated into generous streetscapes and road verges to:
 - a. enhance the subtropical function of the precinct,
 - b. provide a well shaded footpath,
 - c. provide other complimentary uses and activities to encourage movement through the area, and
 - d. support locations of rest and respite.

Portside Wharf – western activity centre

Development between Brett Street and the existing western activity centre of Portside Wharf activates Macarthur Avenue, civic open space and the linear foreshore promenade.

Permeability and way finding between the primary and secondary activity centres is promoted via pedestrian pathways and cross-block links.

A vibrant concentration of centre uses at ground level including offices, shops, entertainment uses and small-scale food and beverage outlets capture the outlook to adjacent open space and the Brisbane River, each with a tenancy size generally no greater than of 500m².

Eastern activity centre

A small-scale activity centre opposite Northshore Riverside Park and adjoining Macarthur Avenue at Angora Road provides up to 2,500m² of small tenancy size convenience retail and dining. This centre:

- i. accommodates shop and food and drink outlets uses with a maximum tenancy size of 500m²,
- ii. services the convenience needs of local residents, workforce and commuters,

- iii. leverages off its high amenity location adjacent to the Brisbane River, Northshore Riverside Park and Northshore Hamilton Ferry Terminal,
- iv. features innovative building design to provide a major arrival point to the PDA adjacent to the Northshore Hamilton Ferry Terminal,
- v. contains articulated building access points and continuous awnings over the footpath to activate the ground floor level to Macarthur Avenue and new roads, and
- vi. is oriented and designed to provide an activated interface and enhance amenity, safety and passive surveillance during day and night.

2.5.4 Connectivity

Development:

- i. delivers a high-quality street and movement network and related infrastructure which enhances connectivity for pedestrians, cyclists and vehicles as shown on Map 3 – Connectivity, Map 4 – Active transport and where consistent with the works identified in Table 3: Infrastructure catalogue,
- ii. ensures universal design principles are applied to meet the diverse needs of pedestrians, cyclists and motorists,
- iii. features landscaping that supports the collection and distribution of stormwater and offsets urban heat island impacts,
- iv. ensures the layout of streets and the public realm prioritise pedestrian and cycle movements and the use of public transport over private vehicles by:
 - a. creating attractive, direct, permeable, convenient, inclusive, legible and connected network of streets, pedestrian and cycle paths and safe crossings points,

- b. providing pedestrian connectivity, directness of route and facilities that are universally designed,
- c. providing convenient through-site connections and cross-block links for pedestrians and cyclists, offering a choice of routes throughout the PDA,
- d. connecting directly to existing footpaths, cycleways, streets, open spaces and public transport in surrounding areas,
- e. managing potential conflicts between pedestrians, cyclists and other users through safe design,
- f. delivering landscaping that gives shade and comfort for pedestrians and cyclists in public open spaces and key pedestrian and cyclist connections, and
- g. providing footpaths of appropriate unobstructed width to cater for anticipated volumes of different active transport modes, and
- v. contributes to an efficient and accessible public transport network that features:
 - a. bus stops at regular intervals along primary roads, and
 - b. an easily understood signage system that integrates all elements of the public transport network within the PDA.

2.5.5 Responsive design

2.5.5.1 Sustainable infrastructure

Development ensures:

- i. all infrastructure is appropriately designed and delivered to support the needs of development,
- ii. existing infrastructure is well used,
- iii. land that is required for future infrastructure is preserved,
- iv. opportunities for future alternate modes of transport are considered in the design of streets, civic open spaces and built form outcomes, and
- v. Digital and telecommunications assets are considered and planned.

2.5.5.2 Water management

Development provides a stormwater management system²³ designed to deliver the principles of Water Sensitive Urban Design (WSUD) and Integrated Water Cycle Management (IWCM) for buildings, streets and public spaces.

Onsite water collection and reuse opportunities to support landscaping areas within a development should be pursued where practicable.

2.5.5.3 Energy efficiency

Development promotes energy efficiency in built form and the public realm through the following approaches:

- i. site layout, building orientation and thermal design that reduces the need for mechanical cooling and heating,

²³ Stormwater management infrastructure and systems are designed in compliance with the Brisbane City Plan Infrastructure design planning scheme policy or are demonstrated to be fit-for-purpose with consideration for this policy.

- ii. use of natural light,
- iii. use of energy efficient lighting, plant and equipment, and
- iv. integration of energy efficiency measures such as:
 - a. green roofs, green walls and other sustainable landscape elements,
 - b. smart technology which passively controls the use of electricity
 - c. solar and wind energy generation technology²⁴

2.5.5.4 Waste management

Development:

- i. provides for the safe and efficient removal of waste,
- ii. provides for recycling, composting and waste reduction,
- iii. ensures that no liquid or solid wastes, other than stormwater, are discharged to neighbouring land or waters,
- iv. ensures waste access and collection points, and servicing areas for waste collection vehicles, are appropriately designed to mitigate and manage acoustic and odour impacts, and
- v. ensures waste management areas are designed to be integrated into the development, preferably within the building or enclosed areas, and to avoid disruption to movement and circulation areas.

²⁴ Where is can be safely installed and not affect the acoustic or visual amenity of building residents or occupants.

2.5.5.5 Transport efficiency

Development:

- i. provides for and integrates with public transport and active transport infrastructure, and
- ii. accommodates opportunities to provide mobility as a service, including, but not limited to, scooter and bicycle rental schemes, car rental services, taxi services and car share schemes.

2.5.6 Housing choice

Development for a multiple dwelling, including residential components of a mixed-use development, provides a variety of dwelling sizes, layouts and configurations, to meet a range of household needs.

2.5.7 Infrastructure

Development ensures:

- i. planned infrastructure networks are provided or their future provision is not compromised²⁵, and
- ii. infrastructure networks are delivered to relevant standards, in a timely and coordinated way to facilitate ongoing development in the PDA.

²⁵ Refer to section 3 Infrastructure Plan.

2.5.8 Environment

2.5.8.1 Significant vegetation

Development:

- i. avoids impacts on significant vegetation, or
- ii. minimises and mitigates impacts on significant vegetation after demonstrating avoidance is not reasonably possible²⁶, and
- iii. maintains the habitat, water quality and flood mitigation values of significant riparian vegetation.

2.5.8.2 Waterways and riparian areas

Development:

- i. ensures that land along the Brisbane River is accessible as civic open space,
- ii. is located, designed, constructed and operated to avoid, or where avoidance is not reasonably possible, minimise and mitigate adverse impacts on:
 - a. the hydraulic capacity of the waterway²⁷,
 - b. the environmental values of receiving waters²⁸,
 - c. the habitat values of significant vegetation in waterways and riparian areas, and
 - d. the ability for fish and other marine animals to move unimpeded along waterways,

- iii. protects environmental values of receiving waters by delivering appropriate solutions that achieve an equivalent or improved water quality outcome,
- iv. ensures that waterways that require maintenance have appropriate access for vehicles and personnel tasked with undertaking these activities, and
- v. protects water quality throughout the PDA, as well as achieving the water quality objectives for the Brisbane River and Moreton Bay receiving waters²⁹.

2.5.8.3 Acid sulfate soils

Development:

- i. involving filling, excavation, or any other form of development that may disturb potential or actual acid sulfate soils (ASS) is accompanied by ASS investigation reports,
- ii. ensures ASS is treated in accordance with current best practice in Queensland³⁰, and
- iii. ensures the disturbance of ASS is:
 - a. avoided to the greatest extent practical, then
 - b. managed to reduce risks posed to the natural and built environments from the release of acid and metal contaminants.

²⁶ Consideration should be given to circumstances where the removal of significant vegetation is necessary for public safety, such as maintaining the stormwater function of drainage lines or reducing areas for concealment consistent with Crime Prevention through Environmental Design (CPTED) principles.

²⁷ Refer to Brisbane City Plan Compensatory earth works planning scheme policy where development involves filling or excavation (> 100mm in depth) on land identified on the Brisbane City Plan Waterways corridor overlay map as a Local waterway corridor.

²⁸ Consideration should be given to State Planning Policy (SPP), in particular the State interest of water quality and the SPP code: Water quality and SDAP State Code 8 Coastal development and tidal works.

²⁹ Refer to the Environmental Protection (Water) Policy 2009 and the State Planning Policy.

³⁰ Refer to Queensland acid sulfate soil technical manual: Soil Management Guidelines v4.0, Department of Science, Information Technology, Innovation and the Arts, 2014

2.5.8.4 Contaminated land

Development:

- i. manages contaminated land to ensure all land and groundwater is suitable for its proposed future use³¹, and
- ii. ensures that best practice management measures prevent contamination spreading beyond its existing extent due to development activities.

2.5.8.5 Flood

Development in the flood hazard area identified on Map 5 – Flood and Storm Tide Inundation must demonstrate how its siting, design and construction will address, mitigate, and where relevant, manage the hazards and risks posed by flood and storm tide inundation³².

Development:

- i. is designed to avoid, minimise and mitigate susceptibility to, and the potential impacts of, inundation by flood and/or storm tide waters,
- ii. does not result in a material increase in flood levels on upstream, downstream or adjacent properties,
- iii. does not result in an increased risk to people and property, with specific consideration for sensitive uses and vulnerable uses,
- iv. provides for efficient and safe evacuation during defined flood events without unduly burdening the city's counter-disaster

³¹ Remediation undertaken in accordance with State government legislation for contaminated land management.

³² The Brisbane City Plan Flood overlay code identifies performance outcomes to be addressed, and the Flood planning scheme policy provides guidance on how to prepare a flood risk assessment, a flood study and a flood emergency management plan. Flood reports and plans are to be prepared by a suitably qualified Registered Professional Engineer Queensland.

response unit, particularly for vulnerable uses and difficult to evacuate uses,

- v. ensures underground car parks are designed to prevent the intrusion of storm tide waters or flood waters by incorporating a bund or similar barrier with a minimum height 300mm above the defined flood level,
- vi. provides measures to ensure critical services³³ remain operational in an inundation event. Essential electrical services must be located above the defined flood level, and
- vii. ensures any hazardous material manufactured or stored on site is not susceptible to risk of inundation.

2.5.9 Managing the impacts of development

The Northshore Hamilton PDA is a mixed-use environment that accommodates a range of diverse land uses and highly urbanised living and working opportunities. Amenity outcomes are consistent with this diverse, vibrant, high density, mixed-use urban context³⁴.

2.5.9.1 Noise

Development manages the noise amenity expectations of different land uses, especially sensitive land uses, with consideration for the variety of noise sources that may contribute to background noise levels in the PDA,

³³ Critical electrical services include any area or room used for fire control panel, telephone PABX, sensitive substation equipment including transformers, low voltage switch gear, high voltage switch gear, battery chargers, protection control and communication equipment, low voltage cables, high voltage cables, and lift or pump controls.

³⁴ Development in the PDA may experience noise, light, vibration, air quality or odour outcomes that differ from traditional residential neighbourhoods.

such as aircraft operations, transport noise, marine activities, industrial activities and mixed-used urban environments³⁵.

Development is designed, sited and constructed to:

- i. mitigate exposure of occupants to noise impacts from:
 - a. industrial noise sources,
 - b. airport and aviation facilities,
 - c. marine facilities,
 - d. designated transport noise corridors³⁶, and
- ii. meet building standards for recommended sound levels for building interiors³⁷, and
- iii. achieve minimum acoustic environmental values for indoor and outdoor areas³⁸.

Development manages the noise amenity expectations of different land uses, especially sensitive land uses, where noise levels are demonstrated to be consistent with noise standards for those uses.

³⁵ A noise impact assessment report may be required to identify, evaluate and address potential noise impacts and mitigation measures from existing and proposed development. A noise impact assessment report prepared in accordance with the Brisbane City Plan Noise impact assessment planning scheme policy can assist in demonstrating achievement of the desirable indoor and outdoor sound levels for different land uses, particularly sensitive land uses.

³⁶ Refer to Brisbane City Plan Transport noise corridor overlay map.

³⁷ Refer to the requirements, standards and guidance identified in the SPP, as well as the Transport and Main Roads Traffic Noise Management: Code of Practice with respect to external road traffic noise levels, and the Queensland Development Code, Mandatory Part 4.4 'Buildings in a Transport Noise Corridors', each as amended or replaced from time to time.

³⁸ Refer to the Environmental Protection (Noise) Policy 2019 made under the *Environmental Protection Act 1994*.

2.5.9.2 Brisbane Airport

Development is designed, constructed, and operated to protect the safety and functioning of operational airspace, aviation facilities, airport operations and airport operators of the Brisbane Airport³⁹. This includes consideration for Australian Noise Exposure Forecast (ANEF) contours, prescribed operational airspace, emissions, lighting and wildlife hazard.

Development does not result in new buildings or structures compromising operational airspace⁴⁰.

Development for a sensitive use is appropriately designed to manage and attenuate impacts from aircraft noise to protect the health and wellbeing of occupants⁴¹.

2.5.9.3 Industrial hazard and risk

Development does not emit heat, radioactivity, biohazards, electromagnetic radiation, chemicals, noise, vibration, emissions or similar outputs at levels which may cause adverse impacts to health, safety and the environment.

There are current industrial land uses and associated infrastructure located in the PDA, including hazardous chemical facilities⁴², that due to

³⁹ In accordance with the State Planning Policy provisions for strategic airports and aviation facilities and associated guidance material.

⁴⁰ Consideration should be given to the Brisbane Airport Corporation Tall Buildings Policy where a building or structure is proposed at a height in proximity to, or intruding within, operational airspace as identified in the State Planning Policy.

⁴¹ Refer to Australian Noise Exposure Forecast (ANEF) contours as identified in the State Planning Policy and the uses requiring noise amelioration in the ANEF contours as per the Strategic airports and aviation facilities state interest Example planning scheme assessment benchmarks.

⁴² For development proposing a hazardous chemical facilities or changes to existing hazardous chemical facilities, refer to State Development Assessment Provisions State Code 21 – Hazardous chemical facilities.

the nature of their operations could present hazards and risks to existing or new development located in their vicinity, especially sensitive uses.

While a material change of use for Special Industry or High Impact industry is prohibited development, building work for the continued operation of these uses where they are existing lawful uses is generally supported where it does not result in new impacts, or an intensification of existing impacts from the use.⁴³

Development involving non-industrial land uses, such as sensitive uses, located on land within the Industrial amenity investigation area or the industrial hazard investigation area as shown on Brisbane City Plan Industrial amenity overlay mapping, must demonstrate how its location, design, construction and operation will address, manage and mitigate the hazards and risks posed by any industrial land uses and their associated infrastructure.⁴⁴

2.5.9.4 Air quality

Existing activities and their potential impact areas, which by their nature have the potential for off-site impacts on non-industrial land uses such as sensitive uses, are shown as investigation areas on Map 6 – Air quality.

Development within the investigation areas on Map 6 must be designed and constructed to be compatible with the existing uses that have the potential for off-site air emissions in a way that:

- i. limits the exposure of occupants in the development to pollutants that could have an adverse effect on human health, and
- ii. does not adversely affect the continued operation of the existing activities⁴⁵.

Development in a transport air quality corridor area, as shown on Brisbane City Plan Transport air quality corridor overlay, is designed to⁴⁶:

- i. minimise the impacts of air pollution from vehicle traffic on the health and wellbeing of occupants of sensitive uses, and
- ii. maximise wind movement around buildings and the dispersion of traffic generated air pollutants.

Development manages the air quality amenity expectations of different land uses, especially sensitive land uses, such as odour or visible air emissions, where those emissions are demonstrated not to be hazardous to human health.

2.5.9.5 Harbour, foreshore and marinas

Development⁴⁷:

- i. enhances the appearance and function of waterfront land,
- ii. provides safe, unrestricted public access along the foreshore and to maritime facilities,

⁴³ It is recommended that applicants engage with EDQ early in the planning of works to existing lawful Special or High Impact Industrial Uses to confirm whether; the proposed development would constitute assessable development for building works, and that the proposed works do not constitute a prohibited material change of use.

⁴⁴ Refer to the Brisbane City Plan Industrial amenity overlay code and Industrial hazard and risk planning scheme policy for information about performance outcomes to be addressed in development and guidance on how to prepare a hazard and risk assessment report. A hazard and risk assessment report is to be prepared by a suitably qualified professional.

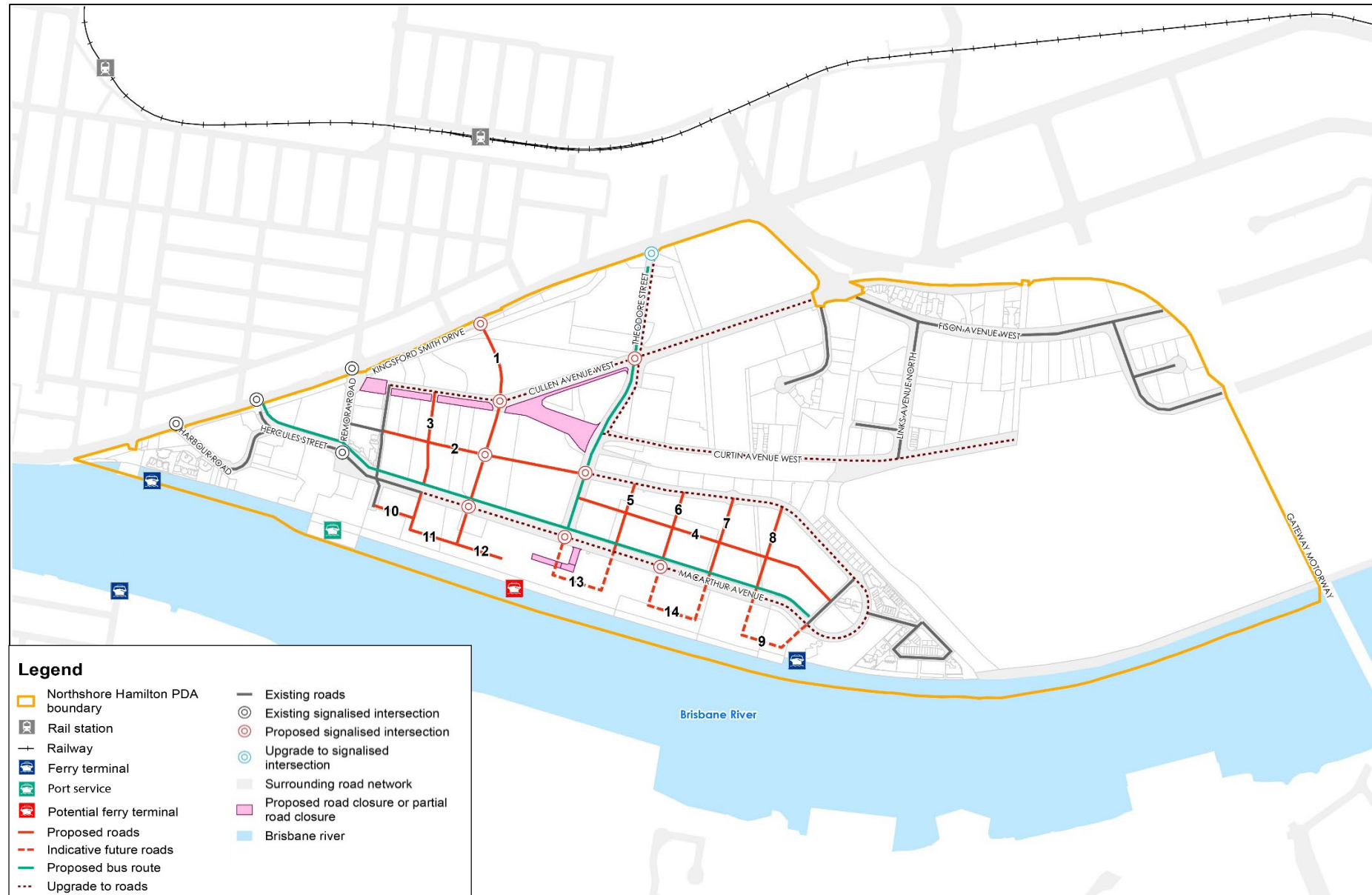
⁴⁵ Refer to Brisbane City Council Plan Industrial amenity overlay code, Air quality planning scheme policy and the Queensland EPA Guidelines on Odour Impact Assessment from Developments for information about performance outcomes to be addressed in development and guidance on how to prepare an air quality impact report.

⁴⁶ Refer to Brisbane City Plan Transport air quality corridor overlay code, Air quality planning scheme policy and Transport air quality corridor planning scheme policy for performance outcomes to be addressed and how to prepare and air quality assessment report.

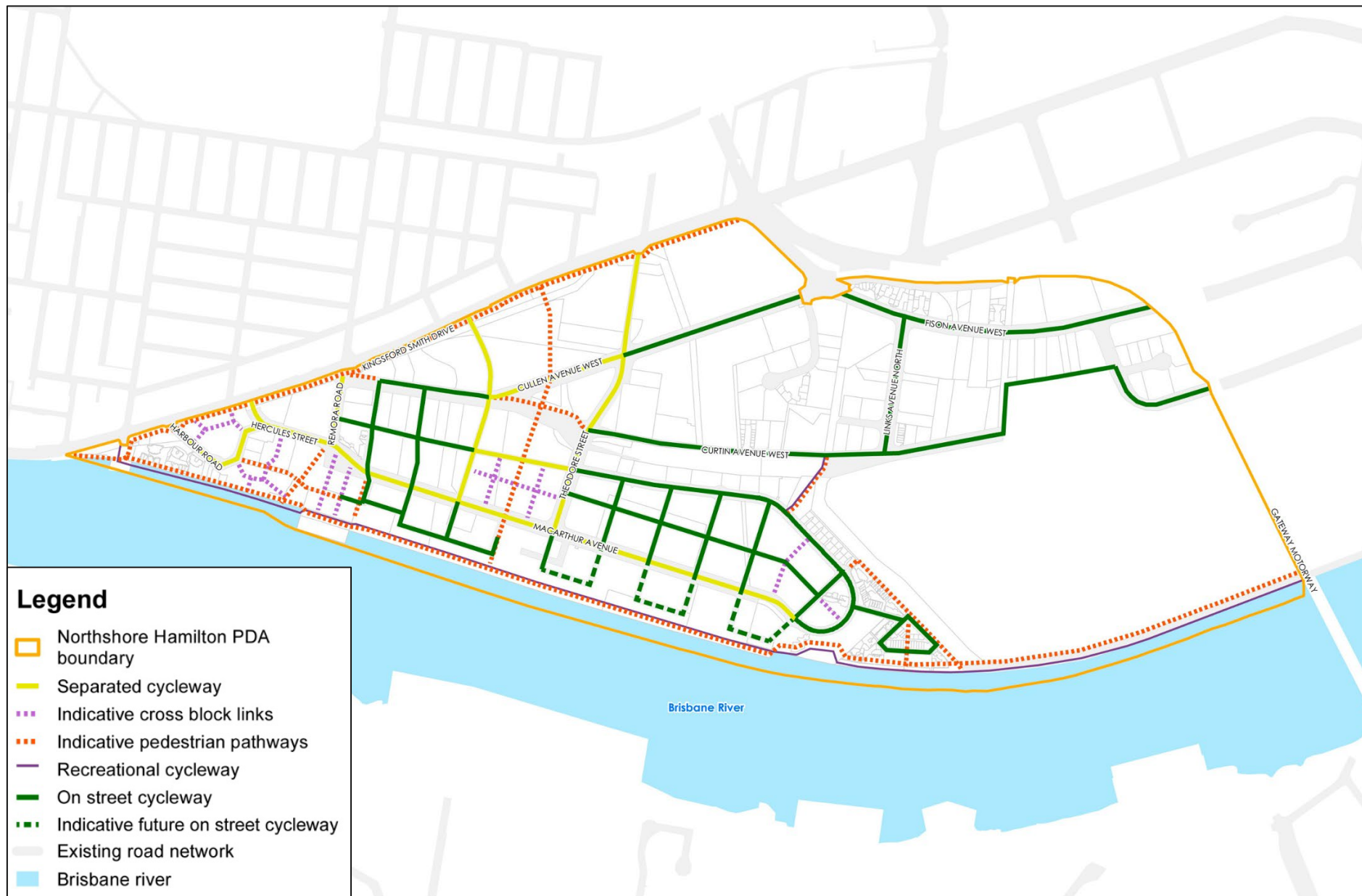
⁴⁷ Refer to State Development Assessment Provisions State Code 7 Maritime Safety and State Code 8 Coastal development and tidal works.

- iii. is designed, constructed and operated to avoid, minimise and mitigate adverse impacts on coastal processes and coastal environmental values, and
- iv. does not impact on the marine transport network within the Brisbane River.

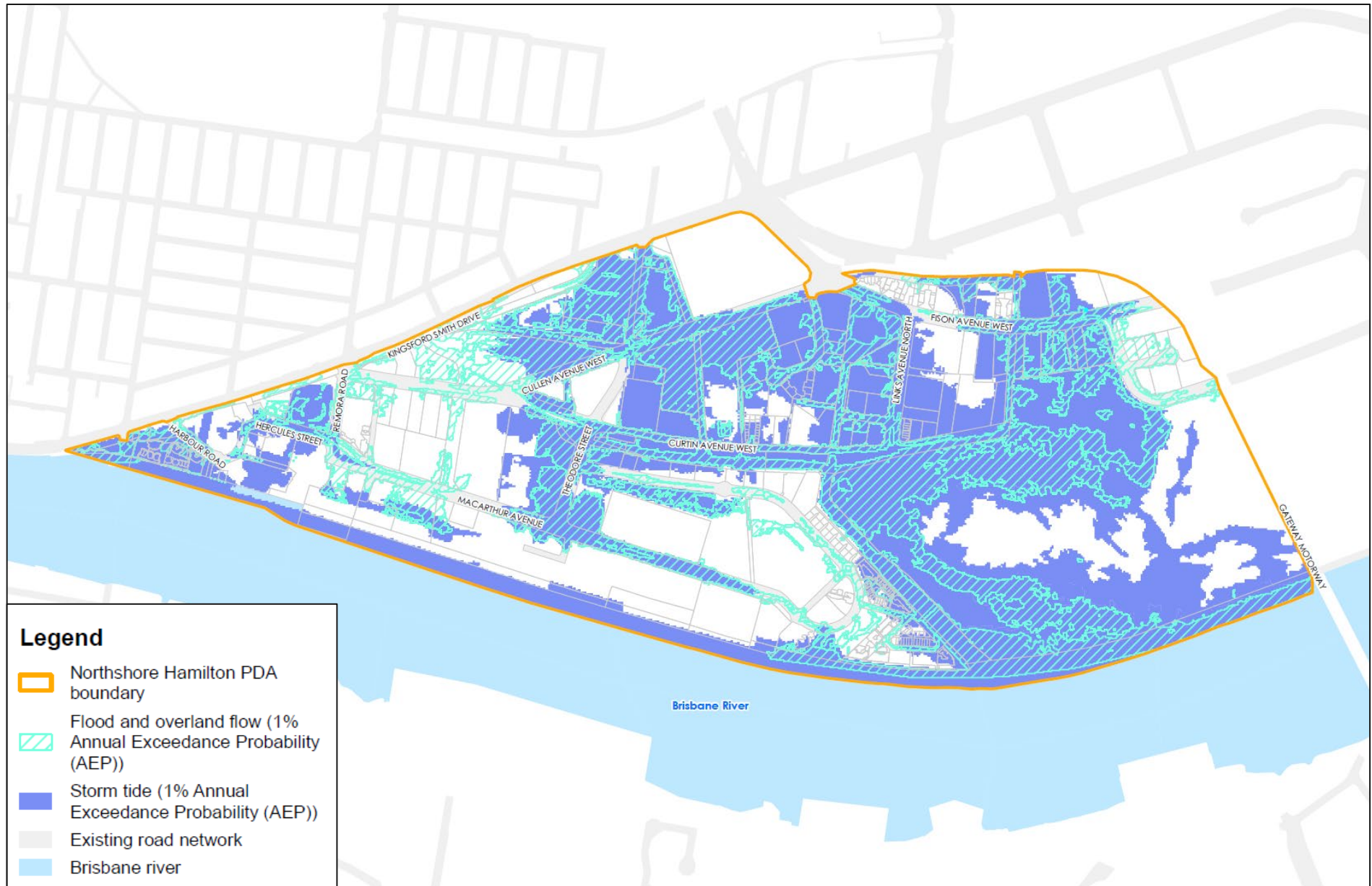
Map 3: Connectivity



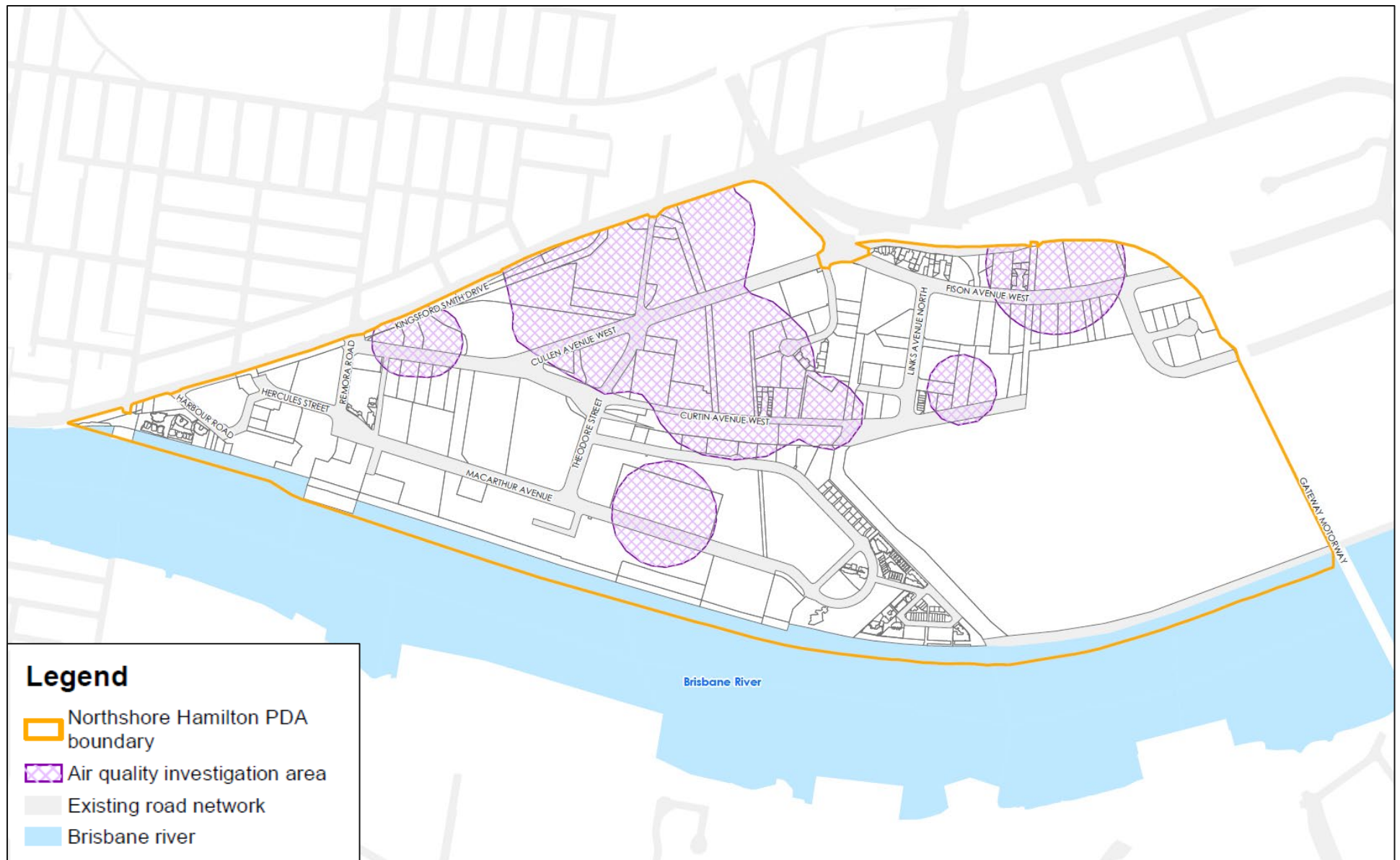
Map 4: Active transport



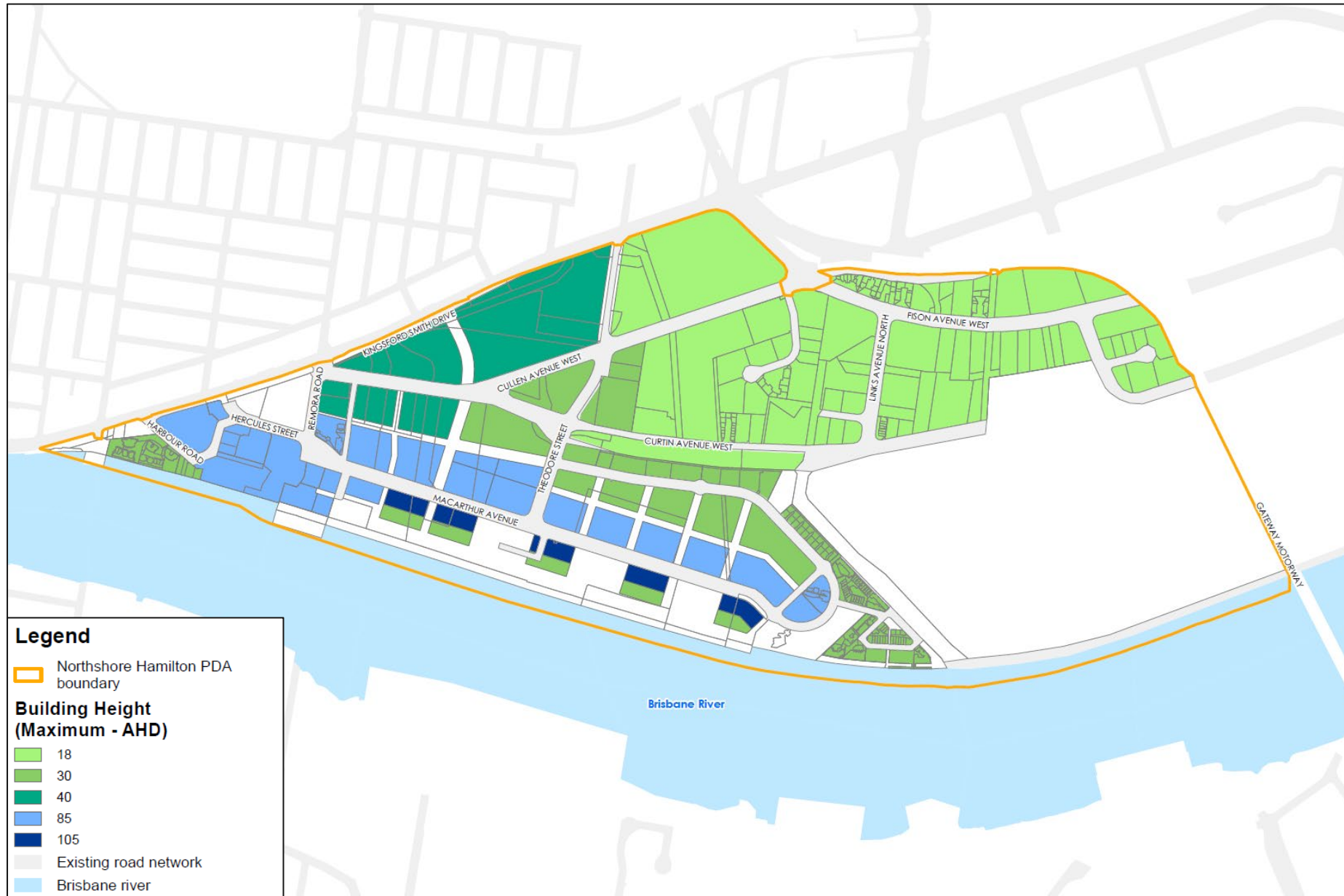
Map 5: Flood and storm tide inundation



Map 6: Air quality



Map 7: Building heights



2.6 Zone provisions

All land in the PDA is included in a zone. The zones are:

- 2.6.1 Mixed Use Medium Density Zone
- 2.6.2 Mixed Use High Density Zone
- 2.6.3 Industrial Zone
- 2.6.4 Mixed Industry and Business Zone
- 2.6.5 Commercial Centre Zone
- 2.6.6 Sport and Recreation Zone
- 2.6.7 Civic Open Space Zone
- 2.6.8 Community Facilities Zone
- 2.6.9 Special Purpose (Transport) Zone
- 2.6.10 Special Purpose (Port) Zone
- 2.6.11 Special Purpose (Environmental Corridor) Zone

The spatial arrangement of zones is shown on Map 8.

The categories of development for all aspects of development in zones are established in Table 2.

Development will be assessed against, but is not limited to, the development intent and provisions of the zone it is located within.

Map 8: Zones



2.6.1 Mixed use medium density zone

2.6.1.1 Development intent

Development provides a wide range and intensity of uses, including commercial, retail, health, community, entertainment, cultural, multiple residential and accommodation uses in a predominantly mid-rise built form. Detached dwelling house and detached dual occupancy development is not envisaged in this zone. Development delivers a mixture of building forms that are compatible with the character of the street and surrounding buildings.

Residential buildings outside of activity centres ensure that built form responses contribute to local character and context and provide a strong relationship with movement corridors such as streets, pathways and cross block links.

Development involving accommodation activities provides housing diversity, affordability and choice, to meet the life cycle needs of a wide range of residents.

Where adjoining a school facility, appropriate design responses are incorporated to minimise overlooking, enhance privacy and reduce overshadowing where possible.

Development for retail purposes is limited to 500m² per development site, with a maximum tenancy size of 250m². Retail uses are focused at, but not limited to, intersections throughout the zone and create an interface between public and private spaces that provide opportunity for activation and social interaction. Development containing retail uses outside of activity centres is of a scale and type that does not compete with the intended function and uses of activity centres.

Development in Sub-areas 1 and 3 comprises a low-rise built form fronting the street up to three (3) storeys (podium), with building elements above podium level setback further from street frontages and property boundaries.

In the part of Sub-area 1 fronting Curtin Avenue West between Remora Road and Road 1 (Brett Street), building heights up to eight (8) storeys are supported to provide a transition in building height and form.

Development in Sub-area 2, where adjoining Sub-area 4 in the Mixed use high density zone, comprises a medium-rise form and establishes a transition between adjoining high-rise built form and civic open spaces.

Development in Sub-area 3 fronting Macarthur Avenue North, where located opposite to and south of the Mixed Industry and Business zone, delivers built form and architectural outcomes compatible with the established commercial character of that location to:

- i. provide an interface with nearby mixed industry and business activities
- ii. support agglomeration opportunities for high-value knowledge-based industry,
- iii. avoid, mitigate and manage potential overlooking and interface issues (e.g., potential air quality, odour, dust, noise and lighting impacts or nuisance) from industrial land uses in the north east of the PDA), particularly for any development proposing residential land uses.

2.6.1.2 Reconfiguration provisions

Minimum lot size	1000m ²
Minimum frontage	20m

2.6.1.3 Built form provisions⁴⁸

	Sub-area 1	Sub-area 2	Sub-area 3
Maximum plot ratio	1.5:1		
- Excluding areas of communal open space.			
Maximum building height	Podium 3 storeys	Total 5 storeys.	Podium 3 storeys
- Excluding any floors that are used primarily as communal open space whether roofed or not.	Total 8 storeys		Total 5 storeys
	Building heights not to exceed height in metres as shown on Map 7 – Building heights		
Building liveability	Habitable rooms are required to have an openable window in an external wall that is located and sized to provide access to natural light and ensure natural ventilation		
Building envelope			
Minimum street frontage setback	Ground level	3m excluding awnings	4m excluding awnings
	Above ground level	-	1m to a balcony 4m to an external wall
	Up to 3 storeys	3m to a balcony 6m to an external wall	3m to a balcony 6m to an external wall

		Sub-area 1	Sub-area 2	Sub-area 3
	Above 3 storeys	6m	-	6m
Minimum side setback	Ground level	3m	0m to a boundary wall 6m to a habitable room 4m to a non-habitable room	3m
	Above ground level	-	0m to a boundary wall 6m to a habitable room 3m to a balcony or non-habitable room	-
	Up to 3 storeys	3m	-	3m
	Above 3 storeys	6m	-	6m
Minimum rear setback	Up to 3 storeys	6m	-	6m
	Above 3 storeys	9m	-	9m
Scale and bulk	Maximum building footprint above podium	1200m ²	-	1200m ²

⁴⁸ Built form provisions are not applicable to development for a dwelling house. PDA Guideline no.7 Low rise buildings should be referred to for a proposed dwelling house.

		Sub-area 1	Sub-area 2	Sub-area 3
	Maximum Horizontal dimension of building	50m	50m	60m
Orientation		Development is oriented to the street frontage and, where location permits, to civic open space areas. Development on a corner lot to address both street frontages. Development fronting Macarthur Avenue North orientates outdoor areas, open space and habitable rooms towards the south to avoid potential interface issues with industrial uses to the north.		
Minimum building separation within a site	Ground level	6m to any window to a habitable room, unless screened by 1.8m high fence		
	Above ground level	8m to a balcony 12m to a window of a habitable room		
Fences	Maximum height of front fences to ground floor dwellings	1.5m		

		Sub-area 1	Sub-area 2	Sub-area 3
	Minimum visual permeability of front fences	50%		
	Maximum height of side and rear fences	1.8m		
Rooftops		Plant and equipment are screened or otherwise integrated with the roof design. Varied roof forms are incorporated to contribute to the architectural distinction of the building. Roof top areas may be utilised for communal open space and other passive recreation uses		
Communal open space and facilities		Development provides universally accessible communal open space that: i. is a minimum 25% of the site area, i. is a minimum standalone area of 40m² and a with minimum dimension of 4m, ii. is integrated in a combination of locations: ground level, podium, above podium and roof top, iii. respects the privacy of both users and those overlooking from neighbouring properties, iv. includes landscape, shade trees or structures suited to the subtropical environment,		

	Sub-area 1	Sub-area 2	Sub-area 3
	v. is positioned for good solar orientation and to minimise water use, and		
	vi. does not include driveways, building entries, storage or turning areas.		
Private open space	Development provides all dwellings with private open space or a balcony with a minimum area of 12m² and a minimum dimension of 3m. Balconies are screened to maximise privacy between buildings and the public realm, without compromising CPTED principles. Ground floor private open space provides privacy but also allows overlooking of the street to promote passive surveillance.		

The urban design provisions are only one way of demonstrating that development is consistent with the relevant PDA-wide Criteria. MEDQ will consider alternative performance based approaches to achieve the PDA Vision.

2.6.1.4 Urban design provisions

Building elements and appearance	Buildings are to be well articulated with varied materials and design details, balconies, verandahs, terraces, recessed doors and doorways, windows, shade and screening devices and outdoor planting. Residential building design ensures visual and noise privacy, adequate storage space, adequate room sizes, functional room relationship and the provision of useable and well connected common outdoor spaces. Buildings adjacent to riverside civic open spaces are: recessed and highly permeable on the ground floor,
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	- oriented and designed to provide an activated interface and enhanced amenity, and - provide safety and passive surveillance during day and night. Development provides a well-defined entry point for pedestrians. Building form allows for cross ventilation and supports a naturally ventilated environment. Buildings incorporate weather protection, screening, and shading structures to channel breezes, filter sunlight, block out night lighting and provide rain protection.
Ground level treatment	Development activates street frontages and encourages pedestrian activity by providing a high frequency of front entries or doors to dwellings, non-residential tenancies or communal spaces which are emphasised through architectural and landscape treatment, pedestrian paths and awnings. Ground level building elements introduce a variety of details and finishes. Development involving non-residential tenancies or communal uses on the ground floor provides continuous minimum 3m wide awnings with integrated lighting to provide shelter and protection from the elements along the street frontage. For development that is set back from the street frontage or for residential use and without awnings, street trees are provided and give protection from climatic conditions and separate pedestrians from traffic movement. Ground level dwellings have direct street access.

Podium treatment	Podiums are designed to address, activate and provide a visual appeal to street frontages. Podiums include articulations in building facades and landscape treatments to reduce the visual bulk of the building and provide an appropriate transition between the ground floor and upper storeys. Podiums maintain a strong relationship with the street by framing and activating the public realm and entrance spaces while reinforcing the street hierarchy. Podium tops provide space for communal open spaces and roof gardens.
Upper level treatment (above podium)	Upper levels provide for balconies to be offset, avoid visual access to habitable rooms or outdoor spaces, and provide visual diversity in the built form. Upper levels include articulation and varied design details to create visual appeal. Residential buildings include balconies and other external protrusions which separate the internal areas from direct solar heating.
Landscaping	Development provides on-site landscape and shade trees that contributes to the area's streetscape and residential character. Development provides landscaped areas, including subtropical planting, along a minimum length of 50% of street frontages.
Public realm	Development addresses the street and provides passive surveillance through its interface with the street and other adjoining public spaces. Streetscape treatments facilitate pedestrian and cycle amenity and safety. Waterways or other natural features in adjacent zones are incorporated as a feature of

	development in the Mixed use medium density zone and integrated with the active transport network.
The urban design provisions are only one way of demonstrating that development is consistent with the relevant PDA-wide Criteria. MEDQ will consider alternative performance based approaches to achieve the PDA Vision.	

2.6.2 Mixed use high density zone

2.6.2.1 Development intent

Development provides a range of commercial, retail, health and medical, community, entertainment, cultural activities, residential and accommodation uses in a predominantly high-rise built form and is characterised by outstanding architecture which defines a unique skyline for the PDA.

Development densities create a high critical mass of residents, workforce and visitors, which are supported by services, facilities and attractions which activate streets and places at different times of the day, night and throughout the week. Retail activity is limited to 500m² per development site, with a maximum tenancy size of 250m², except where located in centres as described in section 2.5.2.

Development comprises a tower and podium structure with podiums fronting the street and taller building elements above four storeys setback further from street frontages and property boundaries. Taller buildings may be located within Sub-area 4. Developments deliver unique architectural forms that define the PDA as an exemplar of sub-tropical high-rise design. Detached dwelling house and detached dual occupancy development is not envisaged in this zone.

Development on larger sites reduces visual bulk, shade impacts, wind acceleration and amenity impacts by providing multiple towers, incorporating cross-block linkages and considering building orientation, materials, massing and façade articulation, whilst maximising views and orientation to the CBD, Brisbane River and civic open spaces.

A civic heart for the PDA is in the area bounded by Macarthur Avenue North, Road 1 (Brett Street), Theodore Street and the Brisbane River. Macarthur Avenue provides a main street boulevard with a mix of retail, food and drink outlets, entertainment, commercial and community uses.

Development containing large floor plate commercial tenancies are located with frontages to Brett Street, Macarthur Avenue North or Theodore Street and provide a transition between the main street activities fronting Macarthur Avenue and the adjoining Community facilities zone to the north. Larger floor plate retail and residential buildings are sleeved by smaller scale specialty shops, food and drink outlets, community uses and other like uses.

Development containing retail uses outside of activity centres is of a scale and type that does not compete with the intended function and uses of activity centres.

2.6.2.2 Reconfiguration provisions

Minimum lot size	1000m ²
Minimum frontage	20m

2.6.2.3 Built form provisions

Maximum plot ratio	4 : 1
- <i>excluding areas of communal open space</i>	8 : 1 for buildings located in Sub-area 4. ⁴⁹
Maximum building height	Podium 4 storeys
- <i>excluding any floors that are used primary as communal open</i>	Total 23 storeys
	Taller building heights are envisaged for buildings located in Sub-area 4 ⁵⁰

⁴⁹ As shown on Map 8: Zones

<i>space whether roofed or not.</i>		Building heights not to exceed height in metres as shown on Map 7 – Building heights	
Building liveability		Habitable rooms are required to have an openable window in an external wall that is located and sized to provide access to natural light and ensure natural ventilation.	
Building envelope	Minimum street frontage setback	Ground level	4m excluding awnings
		Up to 4 storeys	1m to a balcony 4m to an external wall
		Above 4 storeys	6m
	Minimum side setback	Up to 4 storeys	0m to a boundary wall 6m to a habitable room 4m to a balcony or non-habitable room
		Above 4 storeys	9m
	Minimum rear setback	Up to 4 storeys	0m where a boundary wall 6m to a habitable room 4m to a balcony or non-habitable room
		Above 4 storeys	9m
	Minimum floor to ceiling height on ground floor	4.5m	

⁵⁰ Development for taller buildings to be assessed with full consideration for s.2.5.13 Building Form and s.2.5.9.2 Brisbane Airport in addition to zone provisions.

Building form	Building design	Innovative building design is delivered on the northern side of Macarthur Avenue at the corners of Brett Street and Theodore Street. At these locations building design is to reinforce the main activity centre character and provide a sense of arrival to the activity centre. Large floor plate commercial tenancies and accommodation uses up to 2,000m² are located within the area bounded by frontages to Brett Street, Macarthur Avenue North and Theodore Street. Tower forms are designed to maintain solar access to adjoining open spaces and minimise overshadowing between the hours of 9.00am and 3.00pm, as determined by the winter solstice sun angle. Building shape, massing and façade articulation are designed with consideration for prevailing winds and to manage negative impacts of wind acceleration and downdrafts.
	Maximum building footprint above podium	2000m ² on the north side of Macarthur Avenue between Brett Street and Theodore Street Otherwise, 1,200m ²
	Maximum horizontal dimension of building above podium	50m
	Orientation	Development is oriented to the street frontage and activates the public realm. Development on a corner lot is oriented to address both street frontages.

		Development optimises seasonal solar gain and loss, taking into consideration major site views and vistas. Development is located and designed to minimise impacts from surrounding uses an infrastructure and maintain reasonable levels of amenity. Towers are oriented to minimise wind acceleration and maximise views to the Brisbane River and civic open spaces.
Minimum building separation within a site	Ground level	6m to window to a habitable room, unless screened by a 1.8m high fence
	Up to 4 storeys	12m to a balcony, or a window to a habitable room
	Above 4 storeys	18m
	Maximum height of front fences and walls	1.5m
Fences	Minimum visual permeability of front fences	50%
	Maximum height of side and rear fences	1.8m
Rooftops		Plant and equipment are screened or otherwise integrated with the roof design. Varied roof forms are incorporated to contribute to the architectural distinction of the building. Roof top areas may be utilised for communal open space and other passive recreation uses.

Communal open space and facilities	Development provides universally accessible communal open space as follows: i. for development with a residential component, the greater of: a. communal open space equivalent to a minimum of 80% of the site area, or b. communal open space equivalent to 15% of the residential gross floor area of the development. ii. For non-residential development, a minimum of 10% of the gross floor area of the development. For all development communal open space: i. includes a minimum standalone area of 60m² with a minimum dimension of 6m, ii. is integrated in a combination of locations: ground level, podium, above podium and roof top, iii. respects the privacy of both users and those overlooking from neighbouring properties, iv. includes landscaping and shade trees, or structures suited to the subtropical environment, v. is positioned for good solar orientation and to minimise water use, and vi. does not include driveways, building entries, storage or turning areas.
Private open space	Development provides all dwellings with private open space or balconies at the following minimum rates: i. 1 bedroom dwellings: 9m² with a minimum dimension of 3m, or

	ii. 2 or more bedroom dwellings: 12m² with a minimum dimension of 3m. Balconies are screened to maximise privacy between buildings and the public realm, without compromising CPTED principles. Ground floor private open space must provide privacy but still allow overlooking of the street to promote passive surveillance.
<i>The urban design provisions are only one way of demonstrating that development is consistent with the relevant PDA-wide Criteria. MEDQ will consider alternative performance based approaches to achieve the PDA Vision.</i>	

2.6.2.4 Urban design provisions

Building elements and appearance	High-rise buildings must have distinct lower, middle and upper sections, including the ground floor, podium and tower levels, providing for variation in the built form. Buildings are well articulated and fenestrated with varied materials and design details, such as external balconies, verandahs, terraces, recesses, protrusions, windows, shade and screening devices and outdoor planting. Buildings adjacent to riverside civic open spaces are recessed and highly permeable on the ground floor, oriented and designed to provide an activated interface and enhanced amenity, safety and passive surveillance during day and night. Development is of human scale where fronting civic open space, with taller, tower built forms set back. Residential building design ensures visual and noise privacy, adequate storage space, adequate room sizes, functional room relationship and the provision of useable and well connected common outdoor spaces.
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	Development provides well-defined entry points for pedestrians. Building form supports cross ventilation and a naturally ventilated environment. Buildings incorporate weather protection, eaves and overhangs, screening, and shading structures to channel breezes, filter sunlight, block out night lighting and provide rain protection.
Basements	Basements are within property boundaries Basement level 1 allows areas for subtropical planting at the street level
Ground level treatment	Street activation is achieved through a variety of measures, including varied design concepts and providing a high frequency of foyers, front entries, windows or doors to commercial, retail, community, communal and residential uses. Shop frontages, articulated building access points and continuous awnings over the footpath activate the ground plane along Macarthur Avenue between Brett Street and Theodore Street and the interface with the urban civic space. Large floor plate retail and residential buildings are sleeved by smaller scale specialty shops, food and drink outlets, community uses and other like uses. Mixed-use developments provide a predominantly commercial and retail character at the ground floor level, which activate the street. Front entries to all buildings are emphasised through architectural and landscape treatment, pedestrian paths, lighting and the provision of awnings.

	Foyers open toward the public realm and contain spaces that engage people, such as reception desks, seating areas, cafes and display spaces. Non-residential uses at ground level provide: - minimum 3m wide awnings⁵¹ with integrated lighting to deliver continuous shelter and protection from the elements along the at least one street frontage, - a variety of building elements, details, finishes and setbacks on the ground floor to create plazas, outdoor dining areas, landscape spaces or open vistas, and - places for a wide range and variety of activities and uses, formal and informal gathering and interaction. Residential uses at ground level provide direct street access to each ground level dwelling.
Podium treatment	Podiums are designed to address, activate and provide visual appeal to street frontages. Any parking included in a podium must be sleeved with active uses fronting the street. Podiums include articulations in building facades and landscape treatments to reduce visual bulk and provide a transition between the ground floor and upper storeys. Podiums provide visual connection and surveillance of streets and urban commons including plazas, small-scale spaces and arcades they overlook. Podiums include variation in plan shape and vertical profile, balconies, display windows, showcases and the like orientated to the street.

⁵¹ Where verge widths do not permit full size awnings, a reduction to 2m will be acceptable.

	Podiums may provide area for communal open spaces.
Tower treatment	Towers include articulations and varied design details to create visual appeal. Residential towers include balconies and other external protrusions which separate the internal areas from direct solar heating. Balconies on towers are offset so that they maintain privacy of habitable rooms or outdoor spaces and provide visual variety and articulation in the built form.
Landscaping	Development provides consistent and cohesive landscape and streetscape treatments, feature trees, and seating that contributes to the area's streetscape and urban character. Development provides landscaped areas along a minimum length of 50% of street frontages.
Public realm	Mixed-use developments provide plazas and public spaces for social connectivity, meeting points, temporary uses and displays. Development addresses and provides passive surveillance of the street and other adjoining public spaces. Streetscape treatments facilitate pedestrian and cycle amenity and safety.
The urban design provisions are only one way of demonstrating that development is consistent with the relevant PDA-wide Criteria. MEDQ will consider alternative performance based approaches to achieve the PDA Vision.	

2.6.3 Industrial zone

2.6.3.1 Development intent

Development builds upon the established and strategically located industrial agglomeration, accommodating a range of industrial and

commercial activities in a low-rise built form on large parcels of land that presents as a business park environment.

Uses are focused on service industry, low impact industry, knowledge creation and entrepreneurial activities in offices, showrooms and warehouses. Complementary secondary uses such as shop (up to 250m² GFA), food and drink outlet, community facilities and indoor sport and recreation support the convenience needs of the local workforce and diversify employment and economic opportunities.

Existing industrial uses may continue in the zone. The intensification of existing, or the establishment of new, high impact industry and special industry uses, including hazardous chemical facilities, is not supported.

This zone is intended to transition and renew to a clean industry precinct servicing domestic and international markets. Existing high impact industry and special industry uses are buffered from the encroachment of sensitive uses and supported by an efficient transport network.

2.6.3.2 Reconfiguration provisions

Minimum lot size	1,000m ²
Minimum frontage	20m

2.6.3.3 Built form provisions

Maximum plot ratio		1 : 1
Maximum building height		3 storeys Building heights not to exceed height in metres as shown on Map 7 – Building heights
Building envelope	Minimum street frontage setback	0m for a maximum of 50% of the building frontage, where for office, showroom or customer service focus uses Otherwise, 6m

	Minimum side setback	0m; or 6m, where a building has a width of greater than 30 metres to a street frontage	
	Minimum rear setback	0m	
	Building form	Scale and bulk	Maximum length of any one outer building wall facing a street frontage 60m
		Orientation	Development is oriented to the street and addresses both frontages where on a corner lot
		Site cover	Maximum of 75%, not including hardstand areas
		Fences	Minimum visual permeability of front fences or walls 70%
			Maximum height of front fences 1.5m
	Rooftops	Rooftops of large span buildings incorporate natural lighting fixtures and are to be designed to ensure plant and equipment is integrated and screened. Varied roof forms contribute to the architectural distinction of the building. Roof top areas can be utilised for employee recreation, solar energy, cool roof and green roof uses.	

The urban design provisions are only one way of demonstrating that development is consistent with the relevant PDA-wide Criteria. MEDQ will consider alternative performance based approaches to achieve the PDA Vision.

2.6.3.4 Urban design

Building elements and appearance	Development promotes an industrial-commercial appearance with entries, office fronts and showrooms addressing the street. Buildings are to be well articulated with varied materials and design details, signage, recessed doors and doorways, windows, shade and screening devices and outdoor planting that provides a distinctively industrial-commercial appearance. Building form allows for cross ventilation and supports a naturally ventilated and comfortable environment.
Ground level treatment	Ground level building elements present a variety of details and finishes. Front entries to all buildings are to be emphasised through architectural and landscape treatment, pedestrian paths and awnings and to address requirements for active frontages. Buildings incorporate appropriate weather protection, screening and shading structures on the building facades to channel breezes, filter sunlight and provide rain protection. Buildings with a frontage width greater than 30 metres should be set back from side boundaries in order to minimise the impact of a continuous built form. Pedestrian generating uses, such as showroom and office, are located at the street frontage to provide visual interest to the street, create pedestrian scale and assist in passive surveillance of the public realm. Buildings address car parking areas with windows and entrances providing passive surveillance.

Landscaping	Development provides landscaped areas along a minimum length of 50% of street frontages.
Public realm	Streetscape treatments facilitate pedestrian and cycle amenity and safety. Waterways or other natural features in adjacent zones are incorporated as a feature of development in the industrial zone and integrated with the active transport network and framed by buildings that support casual surveillance. Development addresses and provides passive surveillance of the street, and of adjoining public spaces.

The urban design provisions are only one way of demonstrating that development is consistent with the relevant PDA-wide Criteria. MEDQ will consider alternative performance based approaches to achieve the PDA Vision.

2.6.4 Mixed industry and business zone

2.6.4.1 Development intent

Development provides for a range and mixture of office, showroom, service industry as well as research and technology industry uses on large parcels of land in a mid-rise commercial office environment.

Development supports the delivery of new, high value, knowledge creation, technology and clean industries, generating employment and economic diversity within the PDA.

The design, layout and orientation of development provides a transition and buffer between mixed-use areas to the south, the social infrastructure hub to the west and industrial areas to the north, as well as responding to the role and function of adjoining vegetated drainage corridors.

Industrial uses are low impact and do not compromise the safety, health or amenity of nearby sensitive uses, or the ability to established mixed-use development adjoining the zone as identified in the structure plan.

Secondary uses including shop and food and drink outlet (up to 250m² GFA per tenancy on the ground floor) support the convenience needs of the local workforce. Sensitive uses are not envisaged in this zone.

2.6.4.2 Reconfiguration provisions

Minimum lot size	1,000m ²
Minimum frontage	20m

2.6.4.3 Built form provisions

Maximum plot ratio		2.5 : 1	
Maximum building height		5 storeys Building heights not to exceed height in metres as shown on Map 7 – Building heights	
Building envelope	Minimum street frontage setback	3m	
	Minimum side setback	6m	
	Minimum rear setback	6m	
Building form	Scale and bulk	Maximum horizontal dimension of any one outer building wall	45m to a street frontage Otherwise, 60m

	Orientation	Development on a corner lot addresses both street frontages. Buildings are sited and oriented to maximise passive solar design.	
	Minimum building separation within a site	12m	
	Fences	Minimum visual permeability of front fences or walls	70%
		Maximum height of front fences	1.5m
	Rooftops	Roofs are designed to ensure plant and equipment is screened or otherwise integrated with the overall roof design. Varied roof forms contribute to the architectural distinction of the building.	

2.6.4.4 Urban design provisions

Building elements and appearance	Development addresses, activates and provides a visual appeal to street frontages. Buildings are to be well articulated with external facade and landscape treatments, varied material and design detail, balconies, recessed doors and doorways, windows, shade and screening devices and outdoor planting that: - provides a distinctively commercial appearance, - reduces the visual bulk of the building, - provides a transition between the ground floor and upper floors, and
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	frame and activates the public realm and entrance spaces. Buildings incorporate weather protection, screening and shading structures to channel breezes, filter sunlight and provide rain protection.
Ground level treatment	Development activates street frontages through varied design concepts and providing a high frequency of front entries or doors to commercial, industrial, retail, community and communal uses. Front entries to all buildings activate street frontages and are emphasised through architectural and landscape treatment, pedestrian paths and the provision of continuous awnings. Buildings address car parking areas with windows and entrances providing passive surveillance.
Landscaping	Development provides landscaped areas with a minimum width of 3m, along a minimum length of 50% of the site's front boundary.
Public realm	Development addresses the street and provides surveillance of the public domain. Streetscape treatments facilitate pedestrian and cycle amenity and safety. Waterways or other natural features in adjacent zones are incorporated as a feature of development in the mixed industry and business zone and integrated with the active transport network and framed by buildings that support casual surveillance.

The urban design provisions are only one way of demonstrating that development is consistent with the relevant PDA-wide Criteria. MEDQ will consider alternative performance based approaches to achieve the PDA Vision.

2.6.5 Commercial centre zone

2.6.5.1 Development intent

Development provides for a range and mix of large scale commercial and showroom uses, including retail and office on large parcels of land in mixed commercial retail environment. Commercial and large-scale retail showrooms are oriented to address or display to Kingsford Smith Drive and adjacent secondary roads, delivering a prominent commercial corridor.

The zone allows for limited accommodation activities fronting Cullen Avenue West between Theodore Street and Road 1 (Brett Street). Accommodation activities do not dominate the zone and development ensures the zone maintains a predominantly non-residential focus and intensity. Any accommodation activities are designed and oriented in response to land uses in adjoining zones and achieve a high level of occupant amenity⁵².

Other secondary uses that complement the intended commercial character and support employees and visitors of the locality may also occur, such as service industry, shops and food and drink outlets (up to 250m² per tenancy on the ground floor) and health care services.

2.6.5.2 Reconfiguration provisions

Minimum lot size	1,000m ²
Minimum frontage	20m

2.6.5.3 Built form provisions

Maximum plot ratio	2:1
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⁵² Development for accommodation activities in the Commercial centre zone to be assessed against the provisions for Sub-area 1 as specified in the Mixed use medium density zone.

Maximum building height		Podium 3 storeys Total 8 storeys Building heights not to exceed height in metres as shown on Map 7 – Building heights	
Building envelope	Minimum street frontage setback	Ground level	0m for a maximum of 50% of the building frontage.
		Up to 3 storeys	3m
		Above 3 storeys	6m
Building form	Minimum side and rear setbacks		0m where car parking in podium Otherwise, 6m
	Scale and bulk	Maximum building footprint above podium	1,200m ²
		Maximum horizontal dimension above podium	50m
Building form	Orientation		Development on a corner lot addresses both street frontages.

		Building design maximise street fronting display of goods and ensures tenancies are unique and easily identifiable.
	Maximum site cover	75%
	Minimum building separation within a site	12m
	Rooftops	Plant and equipment are screened or otherwise integrated with the roof design. Varied roof forms are incorporated to contribute to the architectural distinction of the building Roof top areas are utilised for public realm, communal open space, other passive recreation uses and include landscaping and shade trees or structures suited to the subtropical environment and reduction of urban heat island effect.

2.6.5.4 Urban design provisions

Building elements and appearance	Development addresses, activates and provides a visual appeal to street frontages, including any frontage to Kingsford Smith Drive. Buildings are to be well articulated with external facade and landscape treatments, varied material and design detail, balconies, recessed doors and doorways, windows, shade and screening devices and outdoor planting that: - provides a distinctively commercial-retail appearance, - reduces the visual bulk of the building, - provides a transition between the ground floor and upper floors, and
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	iv. frame and activates the public realm and entrance spaces. Buildings incorporate weather protection, screening and shading structures to channel breezes, filter sunlight and provide rain protection.
Ground level treatment	Development activates street frontages through, varied material and design detail and providing a high frequency of front entries or doors to commercial, retail and service industry uses. Front entries to all buildings activate street frontages and are emphasised through architectural and landscape treatment. Buildings address car parking areas with windows and entrances providing passive surveillance. Development provides awnings that deliver continuous pedestrian shelter and protection from the elements along street frontages and pedestrian pathways to carparks, except along Kingsford Smith Drive.
Landscaping	Development provides on-site landscaping and shade trees that establish a unique commercial-retail area character. Development provides landscaped areas with a width of at least 3m, along a minimum length of 50% of the site's front boundary.
Public realm	Development addresses the street and provides surveillance of the public domain. Streetscape treatments facilitate pedestrian and cycle amenity and safety. Waterways or other natural features in adjoining zones are incorporated as a feature of development in the commercial centre zone, integrated with the active transport network and

	framed by buildings that support casual surveillance. Development provides cross block links, plazas, forecourts and other forms of public realm with outdoor seating and landscaping. These public realm spaces to break up urban form and create a sense of place and visual cohesion between buildings.
Access and connectivity	Development provides an internal vehicle and pedestrian movement network that: - facilitates access and servicing to new development, and - maintains the function and safety of Kingsford Smith Drive, Brett Street and Theodore Street. Pedestrian pathways are provided to enable access and permeability between through buildings to surrounding streets.

The urban design provisions are only one way of demonstrating that development is consistent with the relevant PDA-wide Criteria. MEDQ will consider alternative performance based approaches to achieve the PDA Vision.

2.6.6 Sport and recreation zone

2.6.6.1 Development intent

Development of the Royal Queensland Golf Club provides for outdoor sport and recreation activities.

Secondary uses that are complimentary to, or directly associated with, the sport and recreation focus for the zone may include bar, food and drink outlet, function facility, indoor sport and recreation and health care services.

Continuation of pedestrian and cyclist infrastructure along the frontage of the Brisbane River is envisaged.

2.6.6.2 Built form provisions

Maximum building height	3 storeys. Building heights not to exceed height in metres as shown on Map 7 – Building heights.
Building envelope	Minimum setbacks 3m from street frontages. 20m from the Brisbane River. 10m from significant vegetation.
	Site cover Open space areas account for a minimum of 90% of the total site area. Any built structures comprise a maximum 10% of the total site area.
Building form	Scale and bulk A maximum wall length of 30m on any one face. A maximum wall length of 10m between building articulations.
	Rooftops Roofs are to be appropriately designed to ensure plant and equipment is integrated/screened with the overall roof design. Varied roof forms contribute to the architectural distinction of the building. Roof top areas should be utilised for landscape planting and activated with ancillary uses.
	Site responsive design Development responds to land constraints, mitigates adverse impacts on environmental values and addresses other site-specific characteristics.

2.6.6.3 Urban design provisions

Building elements and appearance	Buildings are articulated with external facades treatments, varied material and design detail, balconies, recessed doors and doorways, windows, shade and screening devices and outdoor planting to reduce the visual bulk of the building.
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	All buildings, structures and ancillary facilities, support the sport and recreation use and are compatible in scale, bulk, design and character with the surrounding area. Development provides a well-defined entry point for pedestrians. Building form allows for cross ventilation and supports a naturally ventilated and comfortable environment. Buildings incorporate appropriate weather protection, screening, and shading structures on the building facades to channel breezes, filter sunlight and provide rain protection.
Amenity	Development minimises any adverse impacts adjacent sensitive uses, through the design and siting of facilities.
Landscaping	Existing on-site vegetation (trees) is retained. Development provides on-site landscaping and shade trees that contributes to the area's streetscape.
Public realm	Streetscape treatments facilitate pedestrian and cycle amenity and safety. Development provides good pedestrian linkages to the balance of the PDA and surrounding areas. A publicly accessible pathway is provided along the length of the Brisbane River frontage.

The urban design provisions are only one way of demonstrating that development is consistent with the relevant PDA-wide Criteria. MEDQ will consider alternative performance based approaches to achieve the PDA Vision.

2.6.7 Civic open space zone

2.6.7.1 Development intent

The Civic open space zone caters for a full range of publicly accessible outdoor recreation, informal sport and activity functions and events, on a casual basis. Civic open space provides for multi-purpose functions that respond to community needs.

Land within the zone includes facilities and embellishments associated with these uses such as picnic amenities, pedestrian and cycle pathways, playgrounds, performance spaces, flexible spaces and landscaped areas.

Development ensures that any buildings, structures and ancillary facilities or activities support the primary intent of the zone for public open space purposes.

New buildings and structures within the civic open space zone occupy only a small proportion of land in this zone and may include shelters, facilities for park users and small-scale retail uses. Building and structures are compatible in scale, bulk, design and character of the civic open space.

Public car parking areas are delivered on-street, and where practicable, in underground parking facilities.

The design of civic open space areas:

- i. addresses the urban heat island effect through an appropriate ratio of vegetated and grassed areas to paved non-porous surfaces and planting with large canopies, and
- ii. considers noise sources and incorporates design and landscaping features that minimise and mitigate noise transmission.

Development maximises its exposure and accessibility to the Brisbane River, utilising this natural asset as a key feature of civic open space provision. Public access is provided along the entire Brisbane River frontage and:

- i. promotes pedestrian activity day and night,
- ii. provides for the public to actively and passively enjoy the water's edge,
- i. establishes the PDA as a lifestyle, recreation and events destination,

- ii. provides for formal and informal recreation encouraging healthy active lifestyles, and
- iii. is supported with permanent and temporary retail, cultural uses and events enabling the PDA to evolve its character and attractions.

A new linear foreshore promenade is located along the frontage of the Brisbane River. Development adjacent to open spaces is oriented and designed to provide an activated interface and respects the green landscape setting.

The urban civic space area is located south of the main activity centre on Macarthur Avenue and extends through the linear foreshore promenade to the Brisbane River. Development within the urban civic space activates Macarthur Avenue, compliments the adjoining main activity centre, prioritises the active transport functions of the linear foreshore promenade and ensures public access and engagement with the waterfront. The urban civic space also accommodates adaptive reuse of some existing warehouse buildings, where the design and operation:

- i. responds to and establishes a positive interface with the surrounding open space landscape setting,
- ii. maintains public accessibility, as intended by the zone, and
- iii. ensures potential amenity impacts of retail, entertainment and cultural activities, such as noise and lighting, does not impact adjoining mixed-use development areas, particularly sensitive uses.

Uses compatible to adaptive re-use of buildings may include bar, food and drink outlet, markets, indoor recreation and community use.

2.6.7.2 Built form provisions

Maximum building height	2 storeys. Building heights not to exceed height in metres as shown on Map 7 – Building heights.
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Building envelope	Minimum setbacks	Built form is setback a minimum 3m from street frontages and active transport pathways.
	Site cover	New, individual, built form has a footprint of no greater than 300m ² . No more than 500m ² of new built form is provided per every 1ha of connected civic open space area. Adaptive re-use of structures within the urban civic space is not restricted to the above requirements.
Building form	Rooftops	Plant and equipment are screened or otherwise integrated with the roof design. Varied roof forms are incorporated to contribute to the architectural distinction of the building. Large span roofs in a single plane are avoided to reduce the concentration of thermal loads.

2.6.7.3 Urban design provisions

Building elements and appearance	Innovative building design provides a distinctive form and appearance. Buildings are articulated with varied material and design detail, balconies, recessed doors and doorways, windows, shade and screening devices and outdoor planting to reduce the visual bulk of the building. All buildings, structures and ancillary facilities are designed to include generous eaves surrounding the structure's core.
Access and connectivity	Road connections and paths adjacent to and within the civic open space zone ensures key assets, including the river walk and public transport stops, enjoy high levels of visibility and access. Development provides an internal vehicle and pedestrian movement network that facilitates access, servicing and maintenance.

The urban design provisions are only one way of demonstrating that development is consistent with the relevant PDA-wide Criteria. MEDQ will consider alternative performance based approaches to achieve the PDA Vision.

2.6.8 Community facilities zone

2.6.8.1 Development intent

The Community facilities zone caters for passive and active, community, education, sporting and recreational needs of the community and surrounding suburbs. It provides a central location within the PDA for services and facilities which support community lifestyles, health and education.

Development within this zone is intended to deliver a multi-purpose community hub that provides a range of co-located facilities to service the community within the PDA and surrounding suburbs.

Uses are integrated in their design and physical arrangement to promote efficient service delivery, optimal accessibility, maximum use by the community and cost efficiency for facility providers and operators through co-ordinated ownership, management and maintenance arrangements. Recreation associated with and connectivity between uses is achieved through the design of landscaped grounds.

Development in this zone provides for:

- i. an aquatic centre with indoor and outdoor swimming pools,
- ii. indoor and outdoor sports facilities for day and night use for organised and informal sporting activity. This includes a sports park with the intent to accommodate two rectangular sporting fields,
- iii. an educational establishment with frontage to Brett Street,
- iv. a multi-purpose community centre providing a range of spaces for community use and events, with direct pedestrian access from the street frontage,

- v. a multi-purpose landscape and environmental corridor extending through the zone between Cullen Avenue West and Theodore Street providing a vegetated link between land in the Special Purpose (Environmental Corridor) zone as well as for the conveyance of stormwater, active transport connectivity and informal recreation, and
- vi. car parking areas minimising overflow of parking to local streets.

Secondary uses complement identified community uses and support employee and visitor services. These uses may include shop, food and drink outlets up to 250m² GFA per tenancy where on the ground floor, health care services and office.

2.6.8.2 Built form provisions

Maximum building height		5 storeys. Building heights not to exceed height in metres as shown on Map 7 – Building heights.
Minimum setbacks		3m from street frontages.
Building form	Orientation	Development is oriented to the street frontage. Sporting facilities are orientated north-south. Pavilions and viewing areas are sited on the western side of the sport facilities to avoid spectators looking into the afternoon sun.
	Building separation within a site	Minimum 12m separation distance between buildings.
	Rooftops	Plant and equipment are screened or otherwise integrated with the roof design. Varied roof forms are incorporated to contribute to the architectural distinction of the building. Roof top areas designed as functional spaces, include landscape planting and can be activated with ancillary uses.

	Lighting	Development provides outdoor lighting complying with: i. AS 4282-1997 Control of the obtrusive effects of outdoor lighting, ii. AS 2560-2007 Sports lighting Part 2.3: Specific applications—Lighting for football (all codes), and iii. AS/NZS 1158 Set:2010 Lighting for roads and public spaces.
	Site responsive design	Development responds to land constraints, mitigates any adverse impacts on environmental values and addresses other site-specific characteristics.

2.6.8.3 Urban design provisions

Building elements and appearance	Innovative building design provides a distinctive form and appearance with the greatest intensity of built form delivered along Brett Street. Buildings incorporate external facades treatments, varied material and design detail, balconies, recessed doors and doorways, windows, shade and screening devices and outdoor planting to reduce the visual bulk of the building. Development provides a well-defined entry point/s for pedestrians. Building form allows for cross ventilation and supports a naturally ventilated and comfortable environment. Buildings incorporate weather protection, screening and shading structures to channel breezes, filter sunlight and provide rain protection. Buildings and adjoining public and private realms enable public access to and sharing of facilities between occupants, service providers and users.
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	Development adjacent to green spaces is oriented and designed to provide an activated interface and enhance their amenity, safety and passive surveillance throughout the day and night.
Ground level treatment	Development activates street frontages with a high frequency of building access points, foyers, windows or doors to community, commercial and retail uses. Building foyers are emphasised through architectural and landscape treatment, pedestrian paths, lighting and are linked by continuous awnings. Foyers address the public realm and contain spaces that engage people, such as reception desks, seating areas, cafes and display spaces. Development provides continuous awnings with integrated lighting, providing shading and protection from the elements, along street frontages and pedestrian pathways to carparks. Ground level building and landscape design promotes integration of uses, connectivity between uses, pedestrian and cycle activity and contributes to the areas visual appeal and identity as a community hub.
Amenity	Development minimises adverse impacts on sensitive uses in adjacent areas, through the design and location of buildings, vehicle access areas, lighting and service areas. Development contributes to the urban amenity and visual character of the PDA with a balance of built forms, green spaces and active transport connectivity. As far as possible, shadows from buildings or evergreen tree canopy shall not encroach upon the playing field between the hours of 9.00am and 3.00pm, as determined by the winter solstice sun angle.

Landscaping	Development provides generous on-site landscaping and shade trees at a rate of 1 per 200m² site area. Development provides landscaped areas along a minimum length of 50% of the site's active street frontage. A multi-purpose landscape and waterway corridor extends through the zone between Cullen Avenue and Theodore Street providing for the conveyance of stormwater, active transport connectivity and informal recreation.
Public realm	Streetscape treatments provides pedestrian and cycle amenity and safety. Development facilitates casual surveillance and provides good sightlines to publicly accessible areas such as car parks, pathways, public toilets and communal areas. Development includes wayfinding cues and minimises entrapment locations near public spaces. Ancillary car parks and parking stations: - incorporate landscaping, façades and sleeving treatments which provide an attractive interface with the public realm and streetscapes, and - integrate sport and recreation facilities at roof top level. Loading and servicing for the zone is designed to occur only from Cullen Avenue or Macarthur Avenue North, to maintain the function and safety of Kingsford Smith Drive, Brett Street and Theodore Street.

The urban design provisions are only one way of demonstrating that development is consistent with the relevant PDA-wide Criteria. MEDQ will consider alternative performance based approaches to achieve the PDA Vision.

2.6.9 Special purpose (transport) zone

Development provides for infrastructure, activities and associated facilities that support the effective functioning of the transport system including:

- ferry terminals, moorings and maintenance areas,
- major roadways, intersections and infrastructure not otherwise included in a road reserve,
- pedestrian and cycle paths, and
- incidental open space and landscaping.

Any new buildings or structures within the zone occupy only a small area of land and are to be compatible in scale, bulk, design and character to the purpose of the zone, such as shelters or facilities for public transport and active users.

2.6.10 Special purpose (port) zone

The zone provides for port related infrastructure as well as facilities for recreational and community purposes including pedestrian and cycle paths, landscaped areas and incidental open space.

The design and operation of the waterfront boardwalk allows for:

- the safe, efficient, and secure operation of port services,
- promotes day and night activity,
- supports opportunities for the public to access and enjoy the water's edge, and
- provides formal and informal recreation opportunities.

Development in this zone:

- recognises and responds to built form and land use interface with adjoining mixed-use, high density development to the north, and

- ii. avoids, mitigates and manages potential amenity impacts on existing sensitive uses (e.g. air quality, odour, dust, noise and lighting).

2.6.11 Special purpose (environmental corridor) zone

Development provides infrastructure that supports the effective functioning and maintenance of the stormwater drainage system for the PDA, including ensuring physical access for maintenance purposes.

Development also maintains the habitat, water quality and flood mitigation values of significant riparian vegetation in the corridors that comprise this zone.

The zone also allows for a limited range of secondary activities and facilities for recreational and community purposes, including pedestrian and cycle paths, landscaped areas and incidental open space.

New building are not envisaged in the zone. Any new structures within the zone are to:

- i. be limited to structures that facilitate the secondary functions of the zone, being active transport and open space,

- ii. occupy only a small area of land,
- iii. be compatible in scale, bulk, design and character to purpose of the zone, and
- iv. demonstrate no negative impact on the primary development intent for the zone to provide for stormwater drainage, environmental functions and vegetation retention.

2.7 Categories of development

The following categories of development apply to all development in all zones in the PDA.

Table 2: Categories of development

Column 1 – PDA accepted development	Column 2 – PDA assessable development	
	Column 2A - Permissible development	Column 2B - Prohibited development
All zones		
All development specified in Table 2.1.	All development other than development prescribed in column 1 or column 2B.	Material change of use for: • extractive industry • high impact industry • relocatable home park • special industry • tourist park
Industrial zone		
		Material change of use for: • accommodation activities, excluding for caretaker's accommodation (<70m²) • child care centre • shopping centre (>500m²)
Mixed industry and business zone		
		Material change of use for: • accommodation activities, excluding for caretaker's accommodation (<70m²) • shopping centre (>500m²)
Sport and recreation zone		
		Material change of use for: • adult store • accommodation activities • shopping centre (>500m²) • showroom

Table 2: Categories of development

Column 1 – PDA accepted development	Column 2 – PDA assessable development	
	Column 2A - Permissible development	Column 2B - Prohibited development
		- transport depot - warehouse
Civic open space zone		
		Material change of use for: accommodation activities
Community facilities zone		
		Material change of use for: - adult store - accommodation activities - medium impact industry - shopping centre (>500m²)
Special purpose (environmental) zone		
		Material change of use for: - low impact industry - medium impact industry

Table 2.1: PDA Accepted development in all zones

Item #	Accepted development
1.	Building work
1.1.	Minor building work.
1.2.	Demolishing a building or other structure.
1.3.	For a material change of use that is PDA accepted development.
1.4.	For a material change of use that is PDA assessable development.
2.	Material change of use
2.1.	For a material change of use for an existing building where: a. for a use identified in Table 2.2; and b. only involving the following types of building work: i. minor building work, ii. building work for demolishing a building or other structure, and c. not involving a sensitive use, and d. excluding premises identified on one or more of the following: i. Map 5 - Flood and stormtide inundation, ii. Map 6 - Air quality, iii. Brisbane City Plan industrial hazard overlay map.
2.2.	Home-based business – if complying with all acceptable outcomes in the Home-based business code of Brisbane City Plan.
2.3.	Sales office
3.	Operational work
3.1.	For a material change of use that is PDA accepted development.
3.2.	In accordance with the conditions of a PDA development approval.
3.3.	For the decontamination of land.
3.4.	Tidal works or work within a coastal management district, where undertaken by Economic Development Queensland.
3.5.	Filling or excavation – where not involving any of the following: a. a retaining wall greater than 1 metre, b. an increase in depth or height of the ground level of 1 vertical metre or more,

Table 2.1: PDA Accepted development in all zones

	c. an artificial stormwater channel, d. where the natural ground level is less than 20m AHD, and where the disturbance of land is equal to, or less than, 5m AHD involving one or more of the following: i. filling equal to or greater than 500m³, ii. filling equal to or greater than 0.5 metres average depth, iii. excavation equal to or greater than 100m³.
3.6.	Removal of vegetation that is not Significant vegetation.
3.7.	Removal of Significant vegetation, where undertaken: a. by a Public sector entity in accordance with a state law, or b. in accordance with the conditions of a PDA development approval.
3.8.	Advertising device
4.	Reconfiguring a lot
4.1.	For a road widening or road truncation where in accordance with conditions of a PDA development approval.
5.	Plumbing or drainage work
5.1.	All plumbing or drainage work.
6.	All aspects of development
6.1.	Development prescribed in Schedule 6 of the <i>Planning Regulation 2017</i> , other than Part 3 Section 18 and Part 5 Section 28.
6.2.	Development prescribed in Schedule 7 of the <i>Planning Regulation 2017</i> , other than Part 3 Section 8 and Part 3 Section 12.
6.3.	Outdoor sport and recreation - Development that is maintenance for the continued lawful operation of the Royal Queensland Golf Club.
6.4.	Park - Development where carried out by a Public sector entity.
6.5.	Port service - Development that is maintenance for the continued lawful operation of Port Service.
6.6.	Telecommunications facility - Development where undertaken by a Public sector entity, except when involving: a. works above the surface of the ground, b. the erection, alteration or reconstruction of a building.
6.7.	Utility installation - Development where undertaken by a Public sector entity, except when involving: a. a maintenance depot, storage depot or other depot to service the utility installation, or b. a waste management service, or c. the erection, alteration or reconstruction of a building.

Table 2.2: PDA Accepted development for a material change of use in accordance with table 2.1 item 2.1

Accepted development for a material change of use in accordance with Table 2.1 item 2.1
Mixed use medium density zone
• Community use • Food and drink outlet – where located at ground level and not exceeding 250m² of GFA per tenancy • Health care service – where located at ground level and not exceeding 250m² of GFA per tenancy • Indoor sport and recreation – where not exceeding 250m² of GFA per tenancy • Office – where not located at ground level • Service industry – where not exceeding 250m² of GFA per tenancy • Shop – where located at ground level and not exceeding 250m² of GFA per tenancy
Mixed use high density zone
• Community use • Food and drink outlet – where located at ground level and not exceeding 250m² of GFA per tenancy • Health care service – where located at ground level and not exceeding 250m² of GFA per tenancy • Indoor sport and recreation – where not exceeding 250m² of GFA per tenancy • Office – where not located at ground level • Service industry – where not exceeding 250m² of GFA per tenancy • Shop – where located at ground level and not exceeding 250m² of GFA per tenancy
Industrial zone
• Food and drink outlet – where located at ground level and not exceeding 250m² of GFA per tenancy • Hardware and trade supplies • Indoor sport and recreation – where not exceeding 250m² of GFA per tenancy • Low impact industry • Outdoor sales • Research and technology industry • Service industry • Shop – where located at ground level and not exceeding 250m² of GFA per tenancy • Showroom • Warehouse

Table 2.2: PDA Accepted development for a material change of use in accordance with table 2.1 item 2.1

Accepted development for a material change of use in accordance with Table 2.1 item 2.1
Mixed industry and business zone
• Food and drink outlet - where located at ground level and not exceeding 250m² of GFA per tenancy • Low impact industry • Office • Research and technology industry • Service industry • Shop – where located at ground level and not exceeding 250m² of GFA per tenancy
Commercial centre zone
• Food and drink outlet – where located at ground level and not exceeding 250m² of GFA per tenancy • Office • Research and technology industry • Service industry • Shop – where located at ground level and not exceeding 250m² of GFA per tenancy • Showroom
Sport and recreation zone
• Club • Community use • Food and drink outlet – where not exceeding 250m² of GFA per tenancy • Health care services – where not exceeding 250m² of GFA per tenancy • Indoor sport and recreation • Outdoor sport and recreation • Shop – where not exceeding 250m² of GFA per tenancy
Civic open space zone
Nil
Community facilities zone
Nil
Special purpose (transport) zone
Nil

Table 2.2: PDA Accepted development for a material change of use in accordance with table 2.1 item 2.1

Accepted development for a material change of use in accordance with Table 2.1 item 2.1
Special purpose (port) Zone
Nil
Special purpose (environmental corridor) zone
Nil

3 Infrastructure plan

3.1 Purpose

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

- i. integrating infrastructure planning with land use planning identified in this development scheme,
- ii. identifying the infrastructure requirements to be delivered by the local government, state government, water supply and sewer provider or developers, and
- iii. providing a basis for imposing conditions on development approvals responding to the increased demand on the relevant infrastructure networks.

3.2 Relationship to Development Charges and Offset Plan

The infrastructure plan section of this development scheme is to be applied in conjunction with the Northshore Hamilton PDA Development Charges and Offsets Plan (DCOP). The DCOP incorporates infrastructure planning, charges and offsets processes into an integrated document for the PDA and sets out the following:

- i. development charges for the provision of trunk infrastructure,
- ii. trunk infrastructure plans and schedules of works identifying trunk infrastructure for which an offset against infrastructure charges shall be available, and
- iii. matters relevant to calculating an offset or refund for the provision of trunk infrastructure.

The DCOP is supported by an Infrastructure Planning Background Report (IPBR). The IPBR documents information relevant to infrastructure planning and development charging for the PDA, such as growth and development assumptions and identified desired standards of service.

3.3 Infrastructure networks

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

- i. Transport (roads, intersections, pedestrian and cycle paths),
- ii. Public realm,
- iii. Parks and community facilities,
- iv. Stormwater (quantity and quality),
- v. Water supply, and
- vi. Sewerage.

Table 3 below identifies key infrastructure that will be provided to enable the Vision to be delivered.

3.4 Infrastructure categories

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

- i. Trunk infrastructure,
- ii. Non-trunk infrastructure, and
- iii. Other infrastructure.

Table 3 includes infrastructure which is trunk infrastructure, non-trunk infrastructure and other infrastructure. As such, the inclusion of infrastructure in Table 3 does not make it eligible for an infrastructure charges offset. To determine if infrastructure is eligible for an offset, refer to the Development Charges and Offset Plan (DCOP).

3.4.1 Trunk infrastructure

Trunk infrastructure is the high order shared infrastructure that is planned to service wider catchments in the PDA, rather than individual development sites. Trunk infrastructure may be delivered by the relevant infrastructure provider such as Brisbane City Council, Urban Utilities or EDQ, or by developers if required by a condition of a PDA development approval. Trunk infrastructure plans for the PDA are established in the DCOP.

3.4.2 Non-trunk infrastructure

Non-trunk infrastructure is lower order infrastructure which generally services a single development site, is internal to a development site, or connects the development site to trunk infrastructure.

Non-trunk infrastructure will be provided by the applicant, in accordance with the relevant responsible entity's requirements and as specified in a condition of a PDA development approval. Non-trunk infrastructure will not be eligible for a charges offset.

3.4.3 Other infrastructure

Other infrastructure includes infrastructure which is not part of Brisbane City Council or Urban Utilities infrastructure networks. Other infrastructure may include necessary development infrastructure or provision for upgrades to the electricity, gas, telecommunications or State transport networks.

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

Table 3: Infrastructure catalogue for the Northshore Hamilton PDA

Infrastructure category	Details		
Transport			
Network	As required to service new and existing development in the PDA. This may include: i. Design and works for the following: a. roads (e.g. upgrades, improvements, narrowing, widening, road openings, road closures, on street parking provision), b. intersections (e.g. upgrading and new), c. active transport (e.g. shared and separated cycleways, footpaths), d. public transport (e.g. bus routes and bus stops), e. landscape (e.g. landscaped verges, medians), and ii. Features identified for each street in the street network, as described in the table below, and iii. Elements identified in the table below, and on: a. Map 3 – Connectivity, and b. Map 4 – Active transport, and iv. Works to other streets in the PDA not listed in the table below that may be required to achieve functional street network.		
Streets	<table border="1"> <tr> <td data-bbox="461 922 696 1404"> Macarthur Avenue [primary road] </td><td data-bbox="696 922 2056 1404"> Upgrades including street improvements, and a bus route. Features include: i. on Macarthur Avenue (northern section) between Theodore Street and Angora Road (southern intersection) to provide one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and on street cycling, ii. on Macarthur Avenue (southern section) between New Road 6 and Angora Road (southern intersection) to provide one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and a separated cycleway, iii. on Macarthur Avenue (southern section) between Wharf Street and New Road 6 to provide two lanes of vehicle traffic in each direction, bus stops, on street parking, landscaping, footpaths and a separated cycleway, iv. a mid-block pedestrian across Macarthur Avenue (southern section) located midway between New Road 1 (Brett Street) and Theodore Street, v. an intersection at: </td></tr> </table>	Macarthur Avenue [primary road]	Upgrades including street improvements, and a bus route. Features include: i. on Macarthur Avenue (northern section) between Theodore Street and Angora Road (southern intersection) to provide one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and on street cycling, ii. on Macarthur Avenue (southern section) between New Road 6 and Angora Road (southern intersection) to provide one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and a separated cycleway, iii. on Macarthur Avenue (southern section) between Wharf Street and New Road 6 to provide two lanes of vehicle traffic in each direction, bus stops, on street parking, landscaping, footpaths and a separated cycleway, iv. a mid-block pedestrian across Macarthur Avenue (southern section) located midway between New Road 1 (Brett Street) and Theodore Street, v. an intersection at:
Macarthur Avenue [primary road]	Upgrades including street improvements, and a bus route. Features include: i. on Macarthur Avenue (northern section) between Theodore Street and Angora Road (southern intersection) to provide one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and on street cycling, ii. on Macarthur Avenue (southern section) between New Road 6 and Angora Road (southern intersection) to provide one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and a separated cycleway, iii. on Macarthur Avenue (southern section) between Wharf Street and New Road 6 to provide two lanes of vehicle traffic in each direction, bus stops, on street parking, landscaping, footpaths and a separated cycleway, iv. a mid-block pedestrian across Macarthur Avenue (southern section) located midway between New Road 1 (Brett Street) and Theodore Street, v. an intersection at:		

Table 3: Infrastructure catalogue for the Northshore Hamilton PDA

		a. Macarthur Avenue (southern section), Road 1 (Brett Street) and Road 11, b. Macarthur Avenue (southern section), Theodore Street and Road 13, c. Macarthur Avenue (southern section), Road 6 and Road 14, and d. Macarthur Avenue (northern section) and Theodore Street, and vi. restricted driveway access on Macarthur Avenue (southern section) between Wharf Street and Angora Road (southern intersection).
	Finnegan Street [secondary road]	Street improvements including on street cycling.
	Road 1 (Brett Street) [primary road]	A new north-south street between Kingsford Smith Drive and Macarthur Avenue, including new intersections. Features include: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and a separated cycleway, and ii. restricted driveway access between Kingsford Smith Drive and Macarthur Avenue.
	Road 2 [part primary road, part secondary road]	A new east-west street between Finnegan Street and Theodore Street, connecting to the intersection of Theodore Street and Macarthur Avenue (northern section). Features include: Finnegan Street to Road 1 (Brett Street) section [secondary road]: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and on street cycling, and ii. design to achieve a low-vehicle speed, high pedestrian amenity environment. Road 1 (Brett Street) to Theodore Street section [primary road]: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and a shared cycleway, ii. a mid-block pedestrian crossing across Road 2 located midway between Road 1 (Brett Street) and Theodore Street and iii. a wide verge on the southern side for additional landscaping and street furniture (seating, shade structures etc.).
	Road 3 [secondary road]	A new north-south street between Curtin Avenue West and Macarthur Avenue (southern section). Features include: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and a on street cycling, and ii. design to achieve a low-vehicle speed, high pedestrian amenity environment
	Theodore Street	Upgrades including bus route, street improvements, intersection upgrades and new intersections. Features include:

Table 3: Infrastructure catalogue for the Northshore Hamilton PDA

	[primary road]	i. two lanes of vehicle traffic in each direction, bus stops, landscaping, footpaths and separated cycle ways, ii. on street parking between Macarthur Avenue (southern section) and Cullen Avenue West, iii. restricted driveway access between Kingsford Smith Drive and Cullen Avenue West, and iv. potential road widening between Kingsford Smith Drive and Cullen Avenue West to accommodate public transport, active transport, infrastructure, services and landscaping.
	Cullen Avenue West [primary road]	Upgrades including street improvements and a new intersection. Features include: i. two lanes of vehicle traffic in each direction between Road 1 (Brett Street) and Theodore Street, with on street parking, landscaping and footpaths, ii. a separated cycleway between Road 1 (Brett Street) and Theodore Street, iii. on street cycling between Theodore Street and Fison Avenue West, iv. partial road closure (southern alignment) between Road 1 (Brett Street) and Theodore Street, which will be zoned <i>Community facilities</i> on closure, and v. driveway access on Cullen Avenue West between Road 1 (Brett Street) and Theodore Street for land to the north.
	Curtin Avenue West [secondary road]	Upgrades including street improvements and a new intersection. Features include: i. one lane of vehicle traffic in each direction, on street parking, landscaping and footpaths, and ii. on street cycling between: a. Finnegan Street and Cullen Avenue West, and b. Theodore Street and the Gateway Motorway, and iii. road closures as follows: a. full closure between Remora Road and Finnegan Street, which will be zoned <i>Commercial centre</i> on closure. b. partial closure (southern alignment) between Finnegan Street and Road 1 (Brett Street), which will be zoned <i>Mixed use medium density – sub area 1</i> on closure. c. full closure between Road 1 (Brett Street) and Theodore Street, which will be zoned <i>Community facilities</i> on closure.
	Road 4 (Karakul Road) [secondary road]	A new mid-block, east-west street between Theodore Street and Angora Road intersecting Roads 5, 6, 7 (Cedar Road) and Road 8 (Barcham Street). Features include: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and on street cycling, and ii. driveway access to land to the north and south.

Table 3: Infrastructure catalogue for the Northshore Hamilton PDA

	Road 5 [secondary road]	A new, north-south street between Macarthur Avenue (northern section to southern section), situated between Theodore Street and Road 6. Features include: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and a on street cycling, ii. design to achieve a low-vehicle speed, high pedestrian amenity environment, and iii. connections to laneway/s that provide access to off-street parking.
	Road 6 [secondary road]	A new, north-south street between Macarthur Avenue (northern section to southern section), situated between Road 5 and Road 7 (Cedar Road), including a new intersection. Features include: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and a on street cycling, ii. design to achieve a low-vehicle speed, high pedestrian amenity environment, and iii. connections to laneway/s that provide access to off-street parking.
	Road 7 (Cedar Road) [secondary road]	A new, north-south street between Macarthur Avenue (northern section to southern section), situated between Road 6 and Road 8 (Barcham Road). Features include: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and a on street cycling, ii. design to achieve a low-vehicle speed, high pedestrian amenity environment, and iii. connections to laneway/s that provide access to off-street parking.
	Road 8 (Barcham Road) [secondary road]	A new, north-south street between Macarthur Avenue (northern section to southern section) between Road 7 (Cedar Road) and Angora Road. Features include: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and a on street cycling, ii. design to achieve a low-vehicle speed, high pedestrian amenity environment, and iii. connections to laneway/s that provide access to off-street parking.
	Road 9 [secondary road]	A new riverside loop road between the intersection of Macarthur Avenue (southern section) and Road 8 (Barcham Road), and the intersection of Macarthur Avenue (southern section) and Angora Road. Features include: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and on street cycling, ii. design to achieve a low-vehicle speed, high pedestrian amenity environment, iii. restricted driveway access on the southern section of the loop road closest to the Brisbane River, iv. restricted on-street loading and servicing for non-residential uses, v. a high level of connectivity to the riverfront open space, and vi. a passenger pick-up / drop-off area in proximity to the Northshore Hamilton Ferry Terminal.

Table 3: Infrastructure catalogue for the Northshore Hamilton PDA

	Road 10 [secondary road]	A new riverside loop road between the intersection of Macarthur Avenue (southern section) and Wharf Street, and the intersection of Macarthur Avenue (southern section) and Road 3 that also connects to Road 11. Features include: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and on street cycling, ii. design to achieve a low-vehicle speed, high pedestrian amenity environment, iii. restricted on-street loading and servicing for non-residential uses, and iv. a high level of connectivity to the riverfront open space.
	Road 11 [secondary road]	A new riverside loop road between the intersection of Macarthur Avenue (southern section) and Road 3, and the intersection of Macarthur Avenue and Road 1 (Brett Street) that also connects to Road 10, including a new intersection. Features include: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and on street cycling, ii. design to achieve a low-vehicle speed, high pedestrian amenity environment, iii. restricted driveway access on the southern section of the loop road closest to the Brisbane River, iv. restricted on-street loading and servicing for non-residential uses, and v. a high level of connectivity to the riverfront open space.
	Road 12 [secondary road]	A new riverside road extending east from the south-eastern corner of Road 11. Features include: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and on street cycling, ii. design to achieve a low-vehicle speed, high pedestrian amenity environment, iii. restricted on-street loading and servicing for non-residential uses, and iv. a high level of connectivity to the riverfront open space.
	Bincote Street [secondary road]	Full road closure to the intersection of Macarthur Avenue (southern section), which will be zoned on closure to be consistent with the zoning of adjoining land as follows: i. the western road section: <i>Civic open space</i>, ii. the south-east (corner) road section: <i>Mixed use medium density - sub-area 2</i>, and iii. the northern road section connecting to Macarthur Avenue: <i>Mixed use high density - sub-area 4</i>.
	Road 13 [secondary road]	A new riverside loop road between the intersection of Macarthur Avenue (southern section) and Theodore Street, and the intersection of Macarthur Avenue (southern section) and Road 5, including a new intersection. Features include: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and on street cycling, ii. design to achieve a low-vehicle speed, high pedestrian amenity environment, iii. restricted driveway access on the southern section of the loop road closest to the Brisbane River,

Table 3: Infrastructure catalogue for the Northshore Hamilton PDA

		iv. restricted on-street loading and servicing for non-residential uses, and v. a high level of connectivity to the riverfront open space.
	Road 14 [secondary road]	A new riverside loop road between the intersection of Macarthur Avenue (southern section) and Road 6, and the intersection of Macarthur Avenue (southern section) and Road 7 (Cedar Road), including a new intersection. Features include: i. one lane of vehicle traffic in each direction, on street parking, landscaping, footpaths and on street cycling, ii. design to achieve a low-vehicle speed, high pedestrian amenity environment, iii. restricted driveway access on the southern section of the loop road closest to the Brisbane River, iv. restricted on-street loading and servicing for non-residential uses, and v. a high level of connectivity to the riverfront open space.
	Links Avenue South [secondary road]	Street improvements including on street cycling.
Intersections	New signalised intersections	New signalised intersections i. Road 1 (Brett Street) and Kingsford Smith Drive, ii. Road 1 (Brett Street) and Cullen Avenue West, iii. Road 1 (Brett Street) and Road 2, iv. Road 1 (Brett Street) and Macarthur Avenue (southern section), v. Theodore Street and Cullen Avenue West, vi. Theodore Street and Macarthur Avenue (northern section), vii. Theodore Street and Macarthur Avenue (southern section), and viii. Macarthur Avenue and New Road 6. Signalised Intersection upgrades i. Kingsford Smith Drive and Theodore Street
Active transport	Publicly accessible pedestrian and cycle connections, including shared cycleways, separated cycleways, recreational cycleways, new cross block links and new pedestrian pathways.	
Public transport	As required to service the PDA and may include: i. upgrades to ferry terminals including improved pedestrian access, signage, lighting and drop off facilities,	

Table 3: Infrastructure catalogue for the Northshore Hamilton PDA

	ii. a new ferry terminal on the Brisbane River located between the existing Bretts Wharf and Northshore Hamilton terminals, and iii. new bus stops, including on Kingsford Smith Drive, Macarthur Avenue and Theodore Street.
Parks, public realm and community facilities	
Parks	As required to service developments within the PDA and may include: i. new linear foreshore corridor / promenade along the Brisbane River foreshore, ii. new civic open spaces between Brisbane River and Macarthur Avenue (southern section), and iii. new sports fields in the Community facilities zone.
Community facilities	As required to support development within the PDA and may include: i. an aquatic centre, ii. a multi-purpose community hub, iii. indoor and outdoor sport facilities, and iv. an education facility.
Public realm	As required to support development within the PDA and may include the following features to connect buildings and developments to each other and the public realm, as identified on Map 4 – Active transport: i. pedestrian pathways, ii. cross-block links, iii. streetscape (landscape and pavement) treatments on streets, and iv. plazas.
Stormwater	
Detention and treatment	As required to manage the impacts of development, including new stormwater pits and pipes from Macarthur Avenue to the Brisbane River. The existing open drain channel that runs east-west through the PDA (predominantly identified as the Special purpose (environmental corridor) zone on Map 8: zones) will be upgraded to maximise the flood mitigation capacity, environmental and amenity values of the drain.
Water supply and sewer	
Potable water	As required to service development and the PDA and may include augmentations and additions to trunk water mains along Macarthur Avenue (southern section) and Road 1 (Brett Street).
Sewer	As required to service development and the PDA and may include augmentations and additions to trunk sewer mains along Macarthur Avenue, Cullen Avenue West, Curtin Avenue West and Theodore Street.

Table 3: Infrastructure catalogue for the Northshore Hamilton PDA

Electricity	
Electrical network	As required to service development and the PDA.
Telecommunications	
Telecommunications network	As required to service the PDA, including 5G and Dark fibre network.

3.5 Infrastructure charges, funding and conditions

Conditions of PDA development approval will identify the requirement to pay development charges set out in the DCOP, or to deliver the trunk infrastructure identified in the DCOP. Infrastructure may be required to be delivered in accordance with a detailed Infrastructure Master Plan prepared to support a development application, or as required by a condition of PDA development approval.

The infrastructure identified in Table 3 will be funded from a combination of development charges and other revenue sources. State infrastructure funding may be provided through Federal Government grants. State expenditure on trunk infrastructure will be subject to consideration through normal state budgetary processes and will be part of an approved state agency capital works program.

Not all the works identified in Table 3 will be delivered through conditions of PDA development approval. Some infrastructure may be delivered by other entities such as local government, state government or other infrastructure providers.

The infrastructure identified in Table 3 reflect the current understanding of required infrastructure to support development in the PDA at the time of publication. However, further detailed infrastructure investigations

will occur as development progresses. Infrastructure requirements and delivery responsibilities will be reviewed and may be amended over time to reflect the outcomes of these investigations and changing circumstances.

Infrastructure requirements established in the conditions of a PDA development approval must be delivered at the time of development occurring, unless otherwise agreed with EDQ.

3.6 Infrastructure agreements

An infrastructure agreement may be negotiated and entered into with MEDQ and other relevant infrastructure providers to address the provisions and requirements of the infrastructure plan. To the extent an infrastructure agreement is inconsistent with a PDA development approval, the infrastructure agreement prevails⁵³.

3.7 Infrastructure standards

Infrastructure will be delivered in accordance with conditions of PDA development approval, which will identify the relevant infrastructure standards in effect at the time of PDA development approval, or alternatively, Infrastructure master Plan approval. These standards may be:

⁵³ See section 120 of the ED Act.

- i. Economic Development Queensland identified standards⁵⁴,
- ii. local / State government standards; or
- iii. infrastructure provider standards.

4 Implementation strategy

The ED Act⁵⁵ requires a development scheme to include an implementation strategy to '*achieve the main purposes of the ED Act for this area, to the extent that they are not achieved by the Land use plan or the plan for infrastructure*'.

The implementation strategy fulfils this requirement by identifying actions that support the achievement of the vision, as well as the delivery of economic development and development for community purposes within the PDA.

The implementation strategy includes projects and actions that may require involvement from a range of stakeholders including local governments, state agencies, landowners, applicants, developers, community groups and not-for-profit organisations.

The implementation strategy in Table 4 contains six focus areas:

1. Master planning
2. Urban design and public realm
3. Connectivity
4. Housing diversity
5. Sustainability
6. Infrastructure planning and delivery.

⁵⁴ For Desired Standards of Service (DSS) refer to the Northshore Hamilton PDA Infrastructure Planning Background Report.

⁵⁵ See section 57 of the ED Act.

Table 4: Implementation strategy actions

4.1 Master planning	
Objective: Facilitate progressive renewal of both private and state government owned lands to deliver the vision for the PDA.	
Action	
4.1.1	Progressively plan, fund, facilitate and deliver new infrastructure, and upgrades to existing infrastructure, to catalyse investment in property development and business enterprise.
4.1.2	Enable development consistent with the PDA vision and zone intents by: i. facilitating a change of tenure of relevant state government lands, ii. undertaking the opening and closure of roads, and iii. facilitating the transfer of unallocated land.
4.1.3	Reconfigure and redevelop state government land in the PDA by: i. releasing land to market for sale, ii. acting as a land developer, and iii. establishing development management agreements with private sector developers.
4.1.4	Investigate the viability and suitability of adaptively reusing existing buildings in the Civic open space zone with consideration of the zone intent, land tenure, activation, management, maintenance and community benefit.
4.1.5	Take a place based approach to the management of state government land and the public realm as they transition through renewal by: i. adaptively reusing existing assets, ii. activating the waterfront, and iii. facilitating, managing and ceasing temporary and interim uses.
4.1.6	Engage with the operators of existing heavy industry uses and hazardous chemical facilities to investigate options for the relocation of these land uses.
4.2 Urban design and public realm	
Objective: Coordinate and monitor the design, form, type and arrangement of buildings, streets and the public realm to enhance the appearance of public space and contribute to the creation of place.	
Action	
4.2.1	Develop and maintain a virtual 3D model of the PDA of constructed and approved built form in the PDA. <i>Note: An assessment manager may ask an applicant to provide a 3D model in a specified compatible format containing specific content to achieve this implementation action.</i>

4.3 Connectivity

Objective: Facilitate the delivery of streets, pathways and public spaces to achieve permeability and connectivity to destinations within and surrounding the PDA.

Action

- 4.3.1** Investigate and facilitate the timely delivery of active transport and public transport infrastructure to cater for short, medium term and long-term growth in the PDA, including public transport service improvement.
- 4.3.2** Facilitate the timely planning and delivery of road, pedestrian and cycling infrastructure.
- 4.3.3** Facilitate the timely planning and delivery of planned public transport infrastructure and services (bus, ferry).
- 4.3.4** Model and monitor traffic volumes and movements within the PDA to:
 - i. facilitate the orderly operation of vehicle movement networks,
 - ii. reduce congestion locations,
 - iii. identify changes to timing of transport infrastructure delivery, and
 - iv. inform decisions about provision of public transport services.
- 4.3.5** Investigate the viability of establishing the potential new ferry terminal indicatively identified on Map 3 – Connectivity.

4.4 Infrastructure planning and delivery

Objective: Facilitate the delivery of all urban infrastructure required to support ongoing community growth and development.

Action

- 4.4.1** Form partnerships to invest in the delivery of state and trunk infrastructure network items identified as necessary to facilitate ongoing investment and economic development in the PDA.
- 4.4.2** Develop a plan for the tenure and management of civic open space areas.
- 4.4.3** Ensure lot reconfigurations respond to the area requirements and operational needs of each infrastructure network.
- 4.4.4** Facilitate ongoing collaboration across agencies to analyse requirements for comprehensive social services provision in the PDA and surrounding networks to identify opportunities for innovation, co-location and integration of community facilities.
- 4.4.5** Undertake regular reviews of car parking demand and development scheme requirements, with consideration for commercial viability of developments, road network capacity and the intent of the development scheme to prioritise public transport and active transport over private vehicle use.
- 4.4.6** Identify and investigate the viability of more efficient and innovative car parking design, delivery and management approaches, including but not limited to:
 - i. temporary or permanent shared parking arrangements between land uses and developments,
 - ii. below ground car parking under civic open space areas, and

iii. temporary car parking structures designed to transition to other land uses in the medium and long term.

4.4.7 Undertake regular reviews of the Development Charges and Offset Plan (DCOP) for the PDA to ensure key infrastructure is identified, delivered and performs as planned and designed.

Schedules

Schedule 1: Definitions

Unless defined below or in the *Economic Development Act 2012*, activity groupings, use and administrative definitions from the Brisbane City Plan apply to all development in the Northshore Hamilton PDA.

Affordable housing

Housing that is appropriate to the needs of households with low to moderate incomes. A guide to what EDQ considers to be affordable housing is available in EDQ Guideline 16.

Brisbane City Plan

Means the Brisbane City Council Planning Scheme 2014, as amended and replaced from time to time.

Community housing

Community housing is a form of social housing assistance, delivered by community organisations and local governments and funded by the state under the *Housing Act 2003*.

Cross block link

Means a privately owned publicly accessible connection between two streets that may be covered or uncovered and may include an arcade or shared lane.

Hazardous chemical facility

Means Hazardous chemical facility as defined by the *Planning Regulation 2017*.

High-water mark

Means high-water mark as defined by the *Coastal Protection and Management Act 1995*.

Interim use

An interim use is a land use that, because of its nature, scale, form or intensity, may not be an appropriate long-term use of the land, but

may be appropriate for a short-term or medium-term period as the PDA develops.

Maximum building height

For the purpose of calculating maximum building height in storeys, each of the following items do not constitute a storey:

- i. a space containing only a lift shaft, stairway or meter room,
- ii. a space containing only a bathroom, shower room, laundry, toilet or other sanitary compartment,
- iii. a space situated between one floor level and another floor level above, where the space contains only communal open space,
- iv. 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,
- v. a space on top of a building that contains only renewable energy generation installation for solar or wind energy generation
- vi. a space containing only a combination of the things stated in subparagraph i. to v.,
- vii. a mezzanine containing only one or a combination of the things stated in subparagraph i. to iii.,
- viii. a basement with a ceiling that is not more than 1m above ground level.

Plot ratio

Means the ratio of the gross floor area of a building on a site to the area of the site. Where the development includes dedication of land for a new roadway, the site area for calculating the plot ratio does not include the land to be dedicated for the new roadway.

Public housing

Means housing:

- i. provided by or for, the state or a statutory body representing the state,
- ii. for short or long-term residential use, and
- iii. totally or partly subsidised by the state or a statutory body representing the state.

It includes services provided for residents of the housing, if the services are totally or partly subsidised by the state or a statutory body representing the state.

Setback

For a building or structure, means the shortest distance, measured horizontally, between the outermost projection of the building or structure to the vertical projection of the boundary of the lot where the building or structure is. For a site with two (2) or more street frontages, all common boundaries with adjoining lots are considered side boundaries.

Significant vegetation

Means all vegetation, except those listed as pest vegetation by state or local government, whether living or dead, including its root zone⁵⁶ that:

- i. is significant in its ecological value at local, state or national levels,
- ii. maintains biodiversity,
- iii. preserves natural landforms,
- iv. contributes to the character of a landscape,
- v. has cultural or historical value, or
- vi. has amenity value.

Known significant vegetation within the PDA includes all of the following:

- i. all vegetation including marine plants along the Brisbane River,
- ii. all vegetation, including marine plants located in drainage corridors,
- iii. all trees in parks,
- iv. street trees, and
- v. all significant landscape trees as defined by Brisbane City Plan.

⁵⁶ The zone of the soil and roots described by the vertical projection of the foliage limit of the tree, to the depth of 1m and including buttress roots on and above the soil surface.

Schedule 2: Transport, access, parking and servicing

Schedule 2 is applicable to all development in the PDA.

Parking	Development provides sufficient parking for residents, employees, customers and visitors on site and does not negatively impact on adjoining sites or the quality and amenity of the streetscape, public realm or adjoining sites. The amount of car-parking provided by development does not: 1. unreasonably burden the operation of the local road network and external connections, 2. prejudice the viability of future public transport services, and 3. compromise the envisaged outcomes for urban design, building form, the public realm or sustainability identified in the development scheme. All parking is located internal to a site or development, preferably located in basements. Where basement parking is visible from the street frontage, it is screened by densely planted landscape and/or architectural treatments that are integrated into the overall design of the building. Car parking, including temporary car-parking areas, are located and designed to ensure no negative impact on residential amenity, activation or casual surveillance outcomes. Vertically integrated parking is sleeved by active uses on all primary frontages. Where parking on a secondary frontage is not sleeved with active uses, it must be screened through architectural treatments and/or densely planted landscape. All car parking areas are designed in accordance with the relevant requirements set out in Brisbane City Plan, Transport, Access, Parking and Servicing Planning Scheme Policy.
Parking rates⁵⁷	Residential parking rates Car-parking for the exclusive use of residents is provided at a rate of a minimum of 0.90 and maximum of 2.0 spaces per dwelling. Parking may be provided in tandem where 2 spaces are provided for 1 dwelling. Visitor car-parking spaces are provided at a rate of 0.15 spaces per dwelling. Visitor spaces are not provided in tandem. Parking spaces for people with disabilities are provided at a rate of 0.02 spaces per dwelling, with a minimum of 1 parking space, and provided in addition to the identified per dwelling residential parking rate and visitor parking rate. <i>Example: For a development that contains 100 residential dwellings the following car parking allocation would apply:</i> • a minimum of 90 residential car parking spaces allocated to residential dwellings, and • a maximum of 200 residential car parking spaces allocated to the residential dwellings, and • 15 unallocated car parking spaces for visitors, and

⁵⁷ Alternative parking rates may be adopted from time to time via a PDA guideline or policy document

	2 unallocated car parking spaces are provided for people with disabilities. Non-residential parking rates For office, shop, shopping centre, showroom, research and technology industry and uses within the community facilities – major health care defined activity group- a maximum of 2 spaces per 100m² of GFA. All other development provides car parking consistent with the rates for use/s for the City frame, as identified in Brisbane City Plan Transport, Access, Parking and Servicing Planning Scheme Policy.
Driveways and access	Development provides driveway crossovers and site access that is located and designed in accordance with the relevant requirements set out in Brisbane City Plan, Transport, Access, Parking and Servicing Planning Scheme Policy.
Servicing	Storage and refuse areas Development provide storage and refuse areas which facilitate the efficient sorting and disposal of waste to maximise recycling opportunities. Development ensures that all storage and refuse areas: - are contained within the building footprint, or - are not visible from the public realm (appropriately screened with landscape, fencing or similar), and - do not impact on the amenity of residents within or adjoining the development. Loading and servicing areas Development ensures that all loading and servicing areas: - are located to the rear or side of the premises away from the street frontage, - are integrated into the design of the building so that loading occurs internally, where practical, - are screened with landscape or articulated built form, where visible from the street or from adjoining properties, - are designed to enable all vehicles to exit loading and servicing areas in forward gear, - are designed to provide on-site servicing, so that no part of the vehicle should extend into the public road reserve, - should be designed to service a range of vehicle types in order to provide for flexibility, and - are of sufficient size and dimensions to avoid the use of car parks for temporary storage of goods.
Circulation	Development provides vehicle circulation that is designed in compliance with the relevant requirements set in Brisbane City Plan, Transport, Access, Parking and Servicing Planning Scheme Policy.
Pedestrian permeability	Development provides safe and well-defined entry points for pedestrians that is separated from vehicle entry.

Cycle access and parking facilities	Development delivers cycle parking spaces at the rates set in Brisbane City Plan, Transport, Access, Parking and Servicing Planning Scheme Policy. All non-residential development, and all residential development comprising 6 or more dwellings, provides cycle access and parking facilities in accordance with Australian Standards AS2890.3. All applicable development provides end of trip facilities including change rooms, toilets and showers in accordance with the Austroads Guide to Traffic Management, Part 11, Parking.
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Schedule 3: Development Scheme Amendments

Amendment 1: 28 October 2022
General
Restructure of the development scheme.
Update Introduction content to reflect change in legislation from <i>Urban Land Development Act 2007</i> to <i>Economic Development Act 2013</i> .
Land use plan
Vision: Redraft of the Vision to refine and reinforce intent for the PDA.
PDA-wide criteria: Restructure and redrafting of PDA-wide criteria – Urban design and public realm, Centres, Sustainable development, Housing diversity, Infrastructure planning and delivery, Environment and Managing the impacts of development.
Zones: Removal of the 6 zone types, being Mixed use centre zone, Mixed use zone, Residential medium intensity zone, Residential high intensity zone, Medium impact employment zone and Civic and open space zone.
Zones: Introduction of 11 zone types, being Mixed use medium density zone, Mixed use high density zone, Industrial zone, Mixed industry and business zone, Commercial centre zone, Sport and Recreation zone, Civic open space zone, Community facilities zone, Special purpose (transport) zone, Special purpose (port) zone, Special purpose (environmental corridor) zone.
Zones: Restructure and redrafting of zones – zone name, development intent and development provisions (reconfiguration, built form and urban design provisions). Includes amendments to height, setback, gross floor area, plot ratio and site cover provisions and introduction of minimum lot size and frontage provisions.
Precincts: Removal of the 10 precinct areas, including all Sub-precincts and Sub-precinct planning.
Precincts: Transfer of relevant content from precinct provisions into the new PDA-wide criteria and new zones.
Categories of development: Redraft of the categories of development tables to identify accepted development and assessable development by zone.
Infrastructure plan
Redraft Infrastructure plan to reflect new infrastructure planning for the PDA consistent with the development outcomes identified in the Land use plan.
Introduce reference to the Development Charges and Offset Plan (DCOP) and Infrastructure Planning Background Report (IPBR) prepared for the PDA.
Implementation strategy
Redraft Implementation strategy.
Removal of completed or no longer required implementation actions.
Introduction of new implementation actions to achieve the Vision for the PDA.
Schedules
Schedule 1: Adoption of Brisbane City Plan definitions and inclusion of new development scheme specific provisions.
Schedule 2: Update of transport, access, parking and servicing requirements, including adoption of City Plan car parking rates

Amendment 1: 28 October 2022**Mapping**

Revision of all development scheme mapping to reflect most recently available base data.

Amendment 2: xx November 2025

1.1 Economic Development Act — purpose	Purpose expanded to include provision of diverse housing and premises for commercial/industrial uses.
1.5 / Vision references — Brisbane 2032 Games	Athletes' Village references removed (Intro & Vision). Scheme no longer anticipates village delivery within the PDA.
2.1.7 Development consistent with the Land Use Plan	New statement that zone provisions are performance-based acceptable outcomes and EDQ will consider alternative approaches.
2.3.2.2 Centres — Eastern activity centre	Language used to describe activity nodes amended to be consistent with other sections of the scheme.
2.3.2.2 Social infrastructure (Vision)	Alternative school site (P-6) added with references to Education & Transport guidelines—introduces site options and external guideline alignment.
2.3.3 Transport & connectivity — Cruise terminal	Text updated to recognise the Brisbane International Cruise Terminal (BICT) has moved to Pinkenba, but the opportunity remains for port facilities to continue in this location.
2.5 PDA-wide criteria — headings	Language and text around sustainable development has been amended to ensure development delivers appropriately responsive design in relation to several policy matters.
2.5.1.4 Streets & public realm	Provision updated to focus on key requirements rather than extensive lists of uses or activities.
2.5.2 Centres — Parking & servicing	Centre-specific access restrictions amended to reduce repetition in other sections.
2.5.4.1 Sustainable buildings	Amended mandatory building ratings (6-leaf EnviroDevelopment / 4-star Green Star or equivalent). New wording focuses on delivering performance and feature-based responsive design.
2.5.4.8 Transport efficiency	Specific EV charging requirements removed, noting that the NCC now provides guidance in relation to these facilities.
2.5.5 Housing diversity	Amending housing mix for public, social and affordable housing in the PDA. Amended text requires variety in size and layout.
2.5.9.5 Harbour/foreshore/ marinas	Text regarding marine transport updated to maintain opportunities for appropriately scaled marine activities in the PDA.
2.6 Zone urban design & landscaping (multiple zones)	Landscaping terminology "deep planting" replaced with "sub-tropical planting/landscaping" to allow for broader consideration of landscaping outcomes.
2.6.1.1 Mixed use medium density — Development intent	New clause for lots adjoining schools to address overlooking, enhance privacy and reduce overshadowing—adds explicit school interface controls.

Amendment 2: xx November 2025

2.6.10 Special purpose (port) zone	Amended to refine purpose and intent for the zone to align with the relocation of the Brisbane Cruise Terminal outside of the PDA.
Table 2.1: PDA Accepted development in all zones, Item 6.5	Amended reference from Brisbane Cruise Terminal to Port Service
Mapping — Maps 1a, 2 and 3	Amended to refer to Port service, rather than Brisbane Cruise Terminal
Mapping — Map 2 & Map 8	Structure plan & zone maps updated to show both potential school sites; supports alternative site selection if required.
Implementation strategy — Master planning actions	Text related to the need for a public realm guideline development amended to take into account the streetscape design project which has recently commenced.
Schedule 2 — Parking rates (Residential)	Minimum resident parking increased from 0.75 to 0.90 spaces/dwelling with visitor & maximums unchanged.



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