

14.0 PRECINCT NINE – THE AVENUE PRECINCT

14.1 Preamble

A Extent of Precinct

- (a) Precinct Nine is drawn from precincts described elsewhere in this Development Plan. It is bounded generally by the proposed expanded parklands to the east, the rail corridor to the west, Vulture Street to the south and Melbourne Street to the north.
- (b) Figure 14.1.1 indicates the location of Precinct Nine within the Corporation area subject of this Development Plan. Figure 14.1.2 indicates the relationship of Precinct Nine to the precincts described elsewhere in this Development Plan.

B Relationship to Sections 1 to 13 of this Development Plan

- (a) The provisions contained within this section apply to all new development within Precinct Nine.
- (b) Where there is any conflict between the provisions contained within this section and the provisions contained within sections one to thirteen, the provisions of this section prevail.

14.2 Context

A Vision:

The Corporation regards South Bank not only as an entity in its own right but as a key part of the South Brisbane peninsula.

The vision for the South Bank Corporation Area is that of a distinctive, urban leisure area incorporating opportunities for development within a parklands setting. Any development is to achieve excellence in design and be compatible with other developments and their environment.

The Corporation Area is to relate to its surrounds in such a way as to make South Bank the centre of Brisbane's inner city leisure activities, a natural meeting place, a busy area of diverse use for people of all ages, ethnicity and social groups as well as providing for more passive and quieter pursuits.

Diversity, liveliness and continuity are to be combined to make it exciting to tourists as a way to enjoy what Queenslanders enjoy. It is to be an environment to come to, participate in, watch others and be watched. Activity will be planned to endure for most of the day and night.

The vision for South Bank as part of the South Brisbane peninsula is to bring together the West End, Highgate Hill and Woolloongabba areas, together with the Performing Arts, Cultural and Convention Centres – the architecture, landscape, flora and heritage of the area, in such a way that it becomes a people place as Brisbane and the South-East Queensland urban area becomes one of the world's most attractive cities.

The excellence in design, a primary cornerstone of this vision, is to be achieved by maintaining and enhancing a distinct Queensland vernacular in design, use and climatic response. Development in the Corporation Area is to enhance existing landmarks and places and add new ones, which individually have appeal but in total create an attractive inner city environment.

As development evolves, consideration is to be given to the improvement of the operating environment for existing Parkland's tenancies.

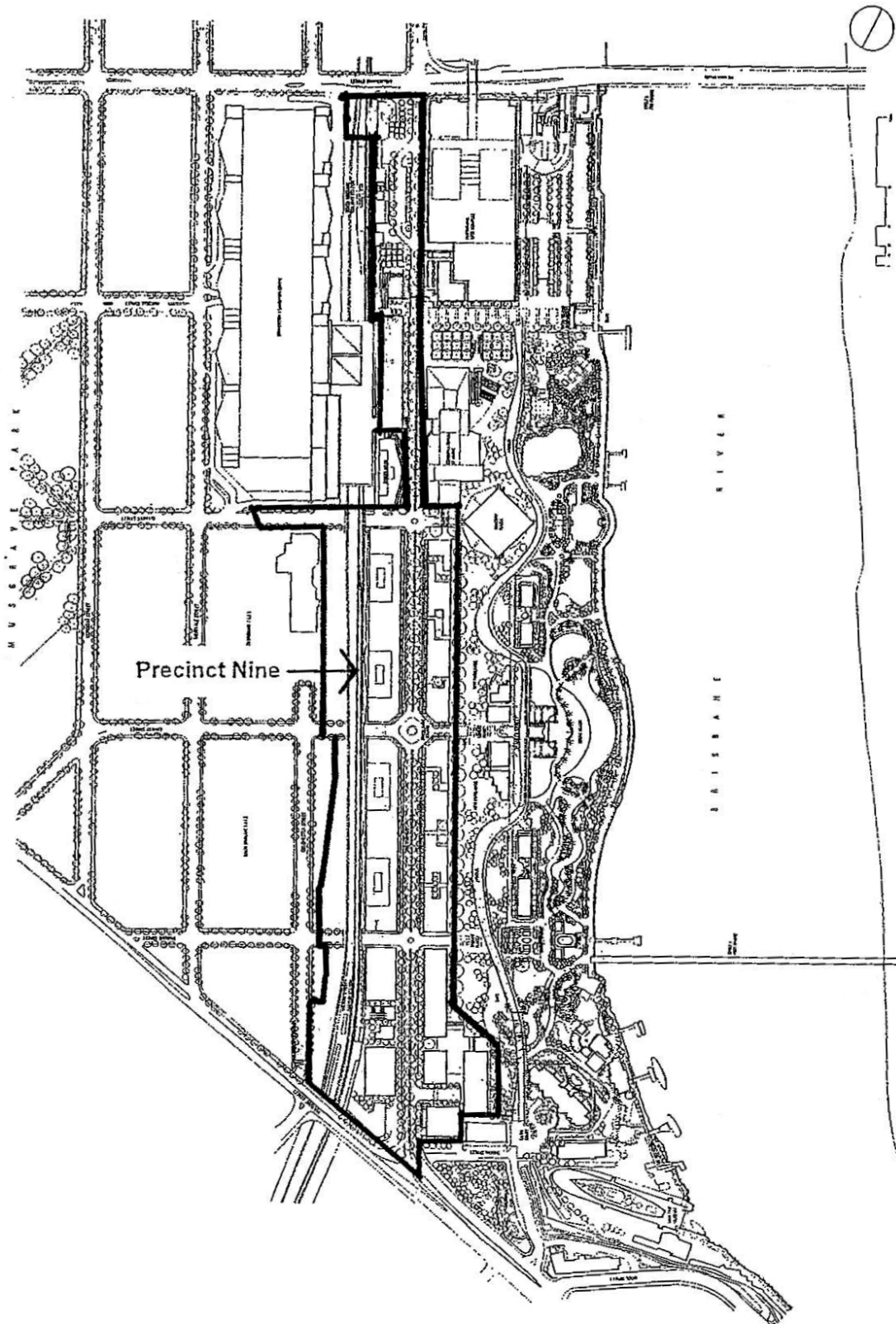


Figure 14.1.1 – Location of Precinct Nine

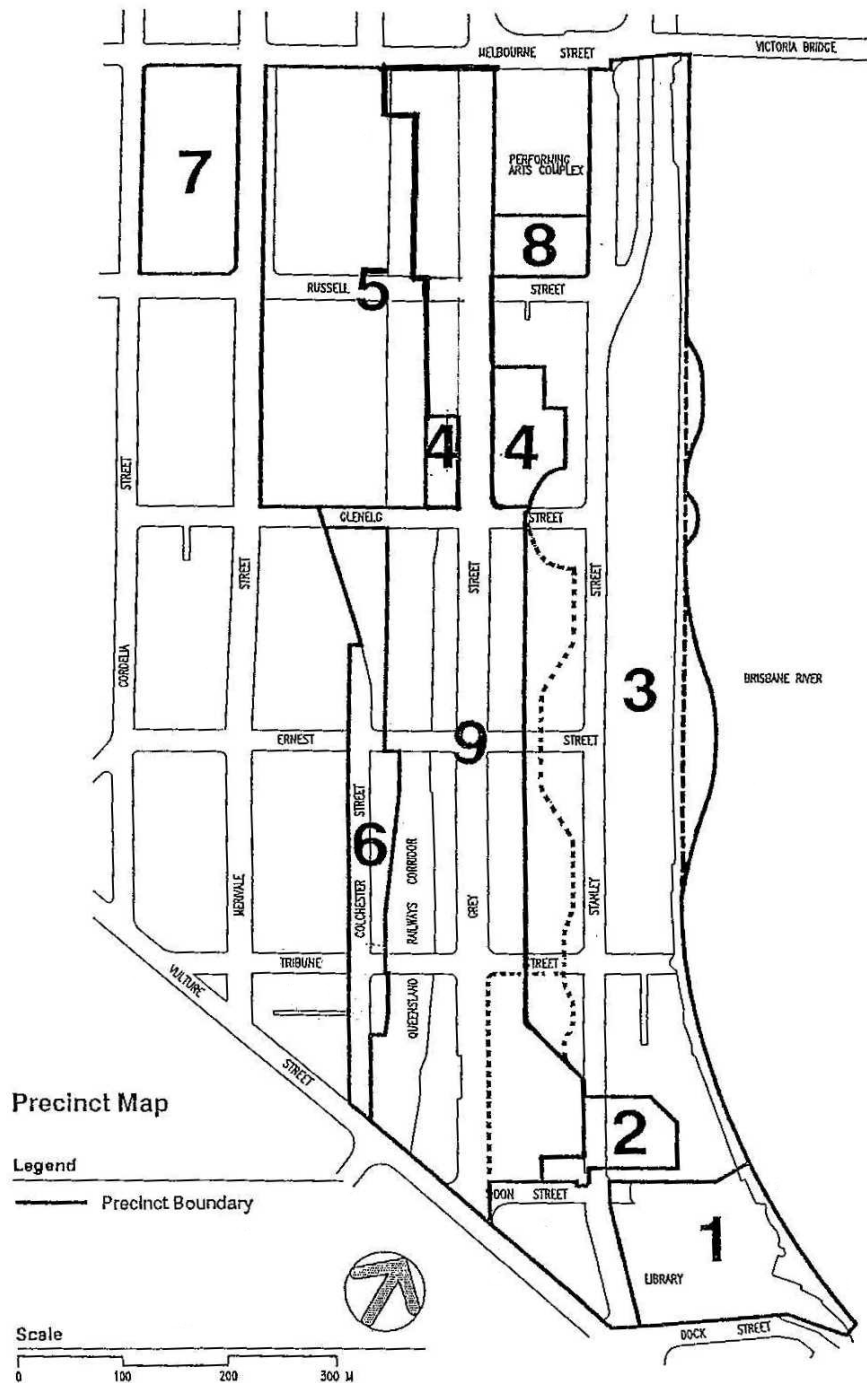


Figure 14.1.2 – Precincts

Planning strategies are to create certainty, facilitate access and excitement to potential developers and to establish a framework for a timely response to development initiatives. New development is to add to the creativity and vitality of the Corporation Area and address important transportation and traffic issues in both a local and city-wide context.

B Achieving the Vision

- (a) The Vision for the Corporation Area is to be achieved by development responding to the principles of the 1997 Masterplan and where modified as a consequence of principles derived from the South East Queensland Regional Plan 2005. Figure 14.2.1 is a graphic representation of the 1997 Masterplan. The principles evident in Figure 14.2.1 are supported by the Planning Strategies identified in sub-sections (b), (c), (d) and (e) below.
- (b) Planning Strategies

The principal planning strategies upon which Figure 14.2.1 is based include:

- remove busway;
- all pedestrian and motor vehicle activity to occur at grade;
- create legible entry points;
- encourage access and site permeability;
- realign Grey Street and open cross links re-establishing the street pattern;
- provide additional open parkland for passive recreation;
- provide active street edges;
- open up links to the river and city;
- consolidate and augment uses within the park;
- encourage links to adjacent uses;
- create improved development parcels as traditional city blocks;
- intensify riveredge activity.

In reinforcing South Bank as a significant urban place within the city, access and clarity/legibility are the essential ingredients for future development. The 1997 Masterplan describes the creation and/or enhancement of three spines through the Corporation Area. These are:

- Street Spine (The Avenue);
- Park Spine (The Arbour);
- River Spine (River Edge).

Each spine enables a variety of development options and activities to establish themselves along its length. The spines have their individual programs and character, whilst providing points of address and pathways through the variety of new functions proposed for, and existing activities within, the Corporation Area. Figure 14.2.2 shows the Spines, their relationship to the Parklands and their effect on development form within Precinct Nine.

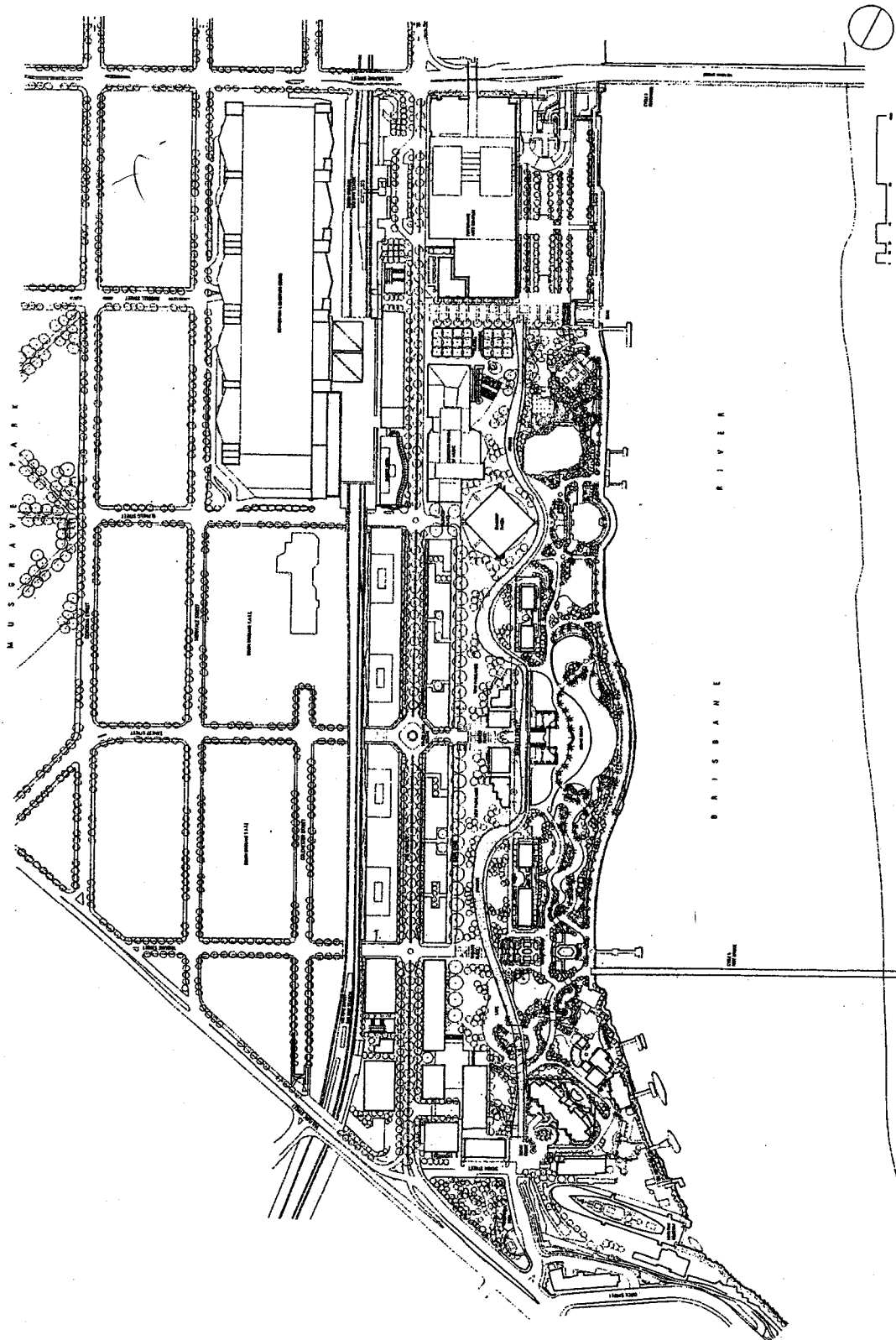


Figure 14.2.1 – The 1997 Masterplan

C Street Spine

It is proposed that a new street, called The Avenue, be created along the original alignment of Grey Street. The Avenue forms the gateway into South Bank providing the primary point of vehicular access into the Corporation area and a major place of pedestrian activity. The Avenue is also situated adjacent to train and bus transport systems. Flanking The Avenue will be linear low rise buildings housing a diverse mix of cafes, retail, entertainment and commercial and residential uses. Situated along the western blocks will be mid rise towers also containing residential, tourist and commercial uses.

On the eastern park side of The Avenue, stepped low-rise blocks are proposed. These are also accessed on the east side by a new street called Park Lane. Both streets are characterised by intensive landscaping. Park Lane is proposed as a two way traffic street with kerbside parking. Creating an interface between the built form and the park, Park Lane will exhibit wide footpath verandahs merging into the adjacent park tree canopies which will hang over the street. The Avenue includes a seven metre high pergola frame along the footpath, low pavement trees and high median strip tree planting. Interspersed with a series of laneways and courtyards, the "permeable" building to the park side of the street will create a lively and colorful activity district with strong visual and physical links to the park.

It is intended that the high degree of landscaping within The Avenue will enhance the public's perception of it as an extension of the Parklands. The combination of controlled built form and intense landscaping will produce a 'grand street' with a distinctive and memorable character.

Sub-sections 14.3-14.8 set out the controlling dimensions of the critical components that make up the street section. This includes the height and width of the colonnade, footpath, pergola, facades, median, carriageway and parking bays. These have been devised in comparison to other famous street sections both overseas and in Australia. The width to height ratio of around 2.1 will ensure a high degree of enclosure engendering a strong sense of place, while the four storey cornice line will ensure that this is very much at human scale. Where taller buildings are permitted along the western blocks they are to be set back at the podium level so as not to impinge upon the dominant low rise image of the street.

The new street system extends the existing cross streets, Tribune, Ernest and Glenelg, towards the park reinstating the traditional street pattern and ensuring linkages from South Bank back into the surrounding neighbourhood. This will not only provide visual links and vistas to the park and river but also enable direct physical links from the new commercial developments to the TAFE, main entry to the Convention and Exhibition Centre along with adjoining uses and further to Musgrave Park and the residential areas beyond.

The development parcels created by the new streets create a viable commercial/retail/entertainment and residential precinct that will not only generate revenue returns but will introduce an expanded population base in support of the Parkland activities. This includes greater daytime usage during the week generated by office and commercial workers but also greater night time activity through entertainment uses such as cinemas, Imax Theatre, bars and restaurants and so forth. There are also opportunities for expanded day and night activity via residential use either as hotel accommodation (such as an expanded Rydges Hotel), limited studio apartment occupancy on the upper floors of the Park Lane development blocks and student accommodation or other apartments in the mid rise developments on the west side of The Avenue.

In all cases it is envisaged that residential uses would be restricted to those categories that are resilient to night time restaurant/bar/café/nightclub/entertainment uses i.e. students, young professionals, tourists and so forth. The primary planning intention is to create an active day and night street serving the existing arts/cultural and educational precinct and the greater Brisbane community. However, it may be possible to have further residential development at the southern end of The Avenue, complementing the existing highrise tower off Sidon Street.

Public transport and enhanced vehicular access is an integral part of the Street Spine.

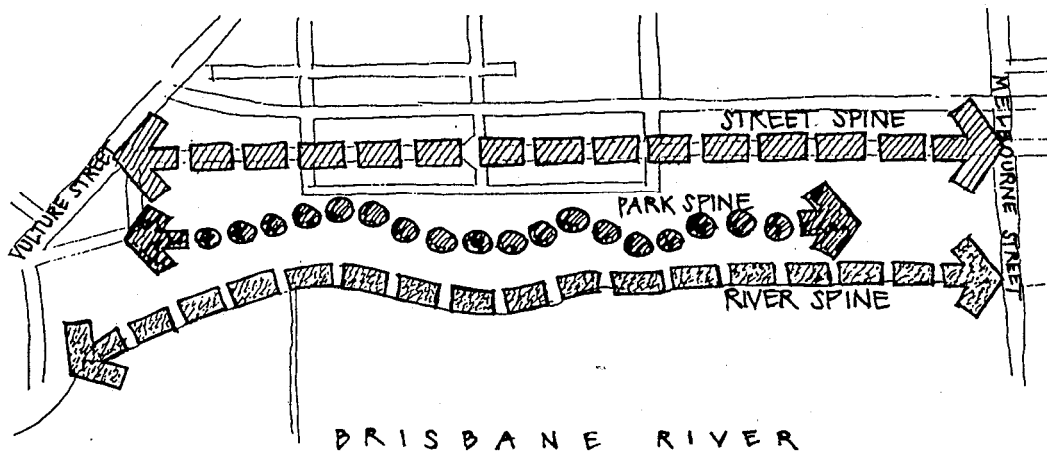


Figure 14.2.2 – The Spines

Bus and train transportation interchanges are to be located at the northern and southern ends of The Avenue adjacent to South Brisbane Railway Station and Vulture Street Station.

Construction of The Avenue entails the demolition of the "Boulevard" structure linking Rydges Hotel, the Conservatorium of Music and the Suncorp Piazza.

The "Boulevard" is viewed as a barrier to South Bank rather than an inviting entry point. Its removal is essential to the integration of the adjacent uses into South Bank and is also critical in creating an attractive development image required to assure commercial viability of the development parcels.

The 1997 Masterplan does not recognise that a viable option exists which allows the Boulevard structure to remain in any form.

Removal of the Boulevard will enable Rydges Hotel to have a front door and forecourt on Glenelg Street directly connected to The Avenue and the Parklands. With internal and ground level alterations to the hotel it will also allow improved visibility and access to the hotel food and beverage operations along the newly created Avenue.

Similarly the Conservatorium of Music will have an improved front door located off Russell Street Forecourt facing the Parklands and river.

The proposal to remove the commuter busway from the street level will significantly enhance the "pedestrian friendly" character of The Avenue. In addition a number of traffic calming techniques are to be employed to improve pedestrian safety and amenity. These include signalised intersections with appropriate narrowing of kerb lines at intersections, dense tree planting to reduce the scale and openness of the street and creation of a square in the middle of the new development. To be called South Bank Square it is to feature a central fountain. Traffic will be directed around the fountain effectively reducing speed to negotiate the square.

The fountain is conceived as a major piece of Civic Art. Additional public street art is envisaged at the new entry places off The Avenue into the park, namely Tribune Place, Ernest Place, Glenelg Place and the Russell Street Forecourt. Each is named after the original street that existed at these points prior to the Brisbane Exposition.

The Park Lane development block will create a new activity face to the extended park system. Food and beverage uses are to be encouraged to this frontage taking advantage of the northern exposure and park views.

The Avenue is to be built at an R.L. of approximately +5.0. This will allow a direct level connection to Stanley Street via the Ernest Street extension. By reforming the land along The Avenue to a level alignment the pergola frame will be regularised enabling ease of coordination and standardisation of the development parcels to the desired street section.

D Park Spine

The park spine consists of a grand Arbour that lyrically weaves through the park from Sidon Street to the Russell Street Forecourt. The Arbour creates a continuous ribbon that links the existing and new experience within the park. The Arbour is designed to rise from four metres to eight metres and vary in width from 4 to 15 metres. The Arbour is to be planted with bougainvillea or a similar flowering creeper to create a consistent, strong and memorable image to the Parklands.

Shading is provided at high level by a simple framework structure covered in bougainvillea. Weather shelter is provided by way of a lowered canopy to one side of the Arbour.

At designated locations along the Arbour, the width increases to provide large shaded areas for special events. New parklands south of the Arbour provide open expanses of lawn areas for picnics, passive recreation and informal sports.

The “Grand Arbour” is intended to create a landmark that may be seen as a horticultural “wonder” creating a highly memorable image for South Bank. In time it may become a primary symbol or icon for the promotion of South Bank as a prime destination for tourism and recreation.

The canopy section of the Arbour will provide covered all-weather access through the centre of the park linking the primary entry points to all the major event spaces and restaurants within the Parklands.

The starting points of the Arbour will create new gateways and signals of entry to the Parklands at both the Russell Street Forecourt at the northern end and Sidon Street at the southern end.

In the northern part of the Corporation Area it will be part of the restructured plaza and entry to the Conservatorium of Music providing an edge to the outdoor performance space. In addition the Arbour will link the three new entry points into the park - The Avenue (via the paved spaces at Tribune Place), Ernest Place and Glenelg Place.

The Arbour helps to structure coherent places for an outdoor arts program creating a “sculpture walk”. Along its length it is intended to widen certain points creating shaded hard paved spaces for busking, outdoor chess, picnic tables and so forth. The intention is to link these new and existing park experiences like “pearls on a thread” to access the diverse range of activities available for visitors.

The existing waterway canal system is to be removed to enable the creation of the new Parklands and the construction of the Arbour.

Whilst the waterway boating system has some appeal, its actual raised ground levels and associated hump back bridges have effectively created a barrier or moat to the park for both the public at large and disabled users. Its removal will allow the regrading of levels so that the Stanley Street Plaza no longer exists within a sunken portion of the park but rather is reconnected to the traditional street levels of Ernest Street and the former Grey Street (recreated as The Avenue).

The development of this zone linked to the new South Bank Square is intended to generate a revitalised heart to the centre of the Parklands and a major new entry.

Whilst the waterway is to be removed, the remaining portion is to be reconfigured into a small lake or pond creating opportunities for bird feeding and a wild life refuge.

In general the masterplan promotes the concept that the focus of aquatic activity be on the Brisbane River itself as a more appropriate and authentic arena rather than the current artificial waterway/canal experience.

Ideas for annual aquatic festivals such as the Moomba Festival on the Yarra River in Melbourne or broader water sport events could all lend themselves to an extension of South Bank’s recreational potential.

As a general planning strategy it is intended to review the number of food and beverage outlets within the Parklands in the short to mid term with a view to improving their viability. This includes the three following zones:

- (a) The southern area adjacent to the Maritime Museum, focusing on a Fisherman’s Wharf style area (similar in character to that in San Francisco).
- (b) Central area focussed on Stanley Street and near Kodak Beach.
- (c) At several riverside locations.

Other existing café and restaurant areas are to be progressively redeveloped to further open the Parklands up. It is therefore the general intention to focus recreational uses within the park and add food and beverage with limited commercial and retail uses along the new Park Lane blocks. The blocks are to be linked to a revitalised heart in the Parklands focused upon Stanley Street.

E River Spine

The masterplan recommendations for the river spine consolidate, expand and take greater advantages of the river frontage than currently exists. The masterplan creates an opportunity to generate significantly more interaction with river activities, and together with new cycle and pedestrian links, firmly connects the site to the City.

Consolidation of the existing zones occurs at the north and south ends. Re-landscaping the park in front of the Performing Arts Complex will better integrate it with the new informal Parklands. To the south, expanding the Maritime Museum theme into the existing riverfront buildings creates a "Fishermans Wharf" type precinct.

A quay formed into the Russell Street Forecourt along with additional jetties provide new points of address to the north end.

Extending the boardwalk along the Maritime Museum frontage completes the riverfront promenade through to Kangaroo Point/Story Bridge and beyond.

The provision of pedestrian weather protection and a cycle path on the existing Victoria Bridge will provide an enhanced link to the north of the site. The exposed nature of the footpaths on Victoria Bridge tends to reinforce the perception of South Bank being physically disconnected from the central business district. A covered walkway across the bridge linked to the Museum/Art Gallery and Performing Arts Complex and then onto the Arbour will create both a strong physical and psychological link from these prominent public places to the southern end of South Bank.

Recommendations for the River Spine include the planting of additional large shade trees along the Clem Jones Promenade, the provision of additional mooring and jetty facilities along the river edge. It is envisaged that these moorings be available for pleasure craft visiting the South Bank on a short term (daily or evening) basis and opportunities for a boat hire franchise.

Provision of additional pier facilities encouraging ferry, water tour and "river cat" services should be investigated to increase accessibility from the river.

The Maritime Museum should be encouraged to expand along the river park towards the South Bank with exhibits moored in front of the existing restaurants. This together with an extended boardwalk and new public short term moorings could become the catalyst for an expanded Fisherman's Wharf style area.

Extension of the river edge promenade through the Maritime Museum is an essential recommendation of the 1997 Masterplan.

F Implementation

- (a) Sub-sections 14.3 to 14.8 of this section describe the principles or performance criteria applicable to all development proposed for Precinct Nine.
- (b) An objective for the respective principle and performance criterion is stated within each sub-section. The nominated principles and performance criteria are the means by which development implements the objective.

- (c) All proposed development will be assessed by the Corporation for compliance with the nominated principles and performance criteria, and will be required by the Corporation to be consistent with the relevant objective(s), the Planning Strategies for the Corporation Area described in 14.2.B, and the Vision described in 14.2.A.
- (d) Only those developments which, in the opinion of the Corporation, comply with the nominated principles and performance criteria, and which are consistent with the Planning Strategies and Vision stated in this section, will be approved.
- (e) The Corporation may seek the views of the Brisbane City Council to assist the Corporation in the assessment of a proposed development.

14.3 Preferred Land Uses

A Objectives

- (a) The principal objective of this sub-section is to nominate an appropriate range of acceptable land uses for the precinct which provides flexibility over time (particularly for future changes in land use) and which facilitates a mix of land uses consistent with the Vision and Planning Strategies.
- (b) Ancillary objectives are to:
 - (i) encourage land uses at the Parklands level of the Precinct to be complementary to the character of the Parklands;
 - (ii) encourage particular land use types into appropriate parts of the Precinct;
 - (iii) limit the intensity of development within Precinct Nine to a level commensurate with the Vision and Planning Strategies.

B Performance Criteria

- (a) The proffered development within this precinct and other suitable development that may also be considered as appropriate are outlined in Table 14.3.

Preferred Development	Other Suitable Development
Apartment Building	Child Care Centre
Attached House	Community Dwelling
Business Premises	Club
Car Park	Indoor Sport and Recreation
Education Establishment - School	Licensed Club
Hotel	Place of Assembly
International Hotel	Radio Station
Kiosk	Student Housing
Park	Tenement Housing
Restaurant	
Shop (including Local Store, Retail Warehouse and Specialty Shop)	
Shopping Centre	
Take-Away-Food Store	

Table 14.3 – Table of Development - Precinct Nine

Any use not listed in either the “Preferred Development” or “Other Suitable Development” columns may be approved at the discretion of The Corporation.

- (b) Subject to the provisions of the Vision and Planning Strategies of this section, the Corporation encourages:
 - (i) a mix of land uses within individual building developments;
 - (ii) active land use types, such as restaurants, retail outlets and shop front activities of commercial uses, at the Parklands level of the Precinct complementary to the Parklands uses;
- (c) In determining the suitability of proposed uses within this precinct, the Corporation will have regard to:
 - (i) the existing and likely future land use mix;
 - (ii) likely impact proposed development (both individual land uses and the cumulative effect of a number of land uses) may have on the amenity and character of the precinct and Parklands;
 - (iii) the likely impact proposed development may have on the amenity of existing and proposed development within the precinct;
 - (iv) the role the proposed development and land use(s) may play in achieving the Corporation’s Planning Strategies and Vision for South Bank in general, and the precinct in particular;
 - (v) and where appropriate, the analysis of the economic impact of a particular land use.

14.4 Car Parking

A Objective

- (a) The primary objective of this sub-section is to not only require of private development the provision of adequate off-street car parking facilities commensurate with the parking generation of the uses proposed in those developments, and the precinct’s proximity to public transport infrastructure, but also to establish a framework for the efficient use of all off-street parking facilities for public use associated with the enjoyment of the Parklands. Upon full development of the precinct it is the intention of the Corporation to have available sufficient car parking spaces, in both private development and Corporation controlled parking areas for use by Parkland visitors, by tenants and by residents.
- (b) An ancillary objective is to encourage an environment, which promotes safe pedestrian circulation and an environment which is not dominated by car parking.

B Performance Criteria

- (a) Table 14.4 shall be used as a guide to the appropriate car parking provision for particular purposes. An alternate parking arrangement is applicable for the site bounded by Vulture Street, Grey Street, Tribune Street and South Bank Rail Station (refer table 14.5) given the site’s close proximity to high capacity public transport.

Purpose	Provision
Business Premises; Educational Establishment	1 space per 100m ² gross floor area
Shop, Shopping Centre, Kiosk, Restaurant, Take-Away Food Store	1 space per 100m ² gross floor area
Apartment Building, Attached House	1 space per dwelling unit
International Hotel, Student Housing, Tenement Building	1 space per 3 rooms
All other purposes	At the discretion of the Corporation

(For the purposes of this table, gross floor area is to be calculated within walls, floors and ceilings only; outdoor dining and display areas to be exempt from minimum parking calculations).

Table 14.4 – Car Parking - Precinct Nine

Purpose	Provision
Business Premises	1 space per 200m ² gross floor area (to be achieved as far as practicable)
Shop, Restaurant, Take-Away Food Store	1 space per 100m ² gross floor area
Apartment Building	Up to 2 spaces per dwelling
International Hotel	1 space per 3 rooms
All other purposes	At the discretion of the Corporation

(For the purposes of this table, gross floor area is to be calculated within walls, floors and ceilings only; outdoor dining and display areas to be exempt from maximum parking calculations).

Table 14.5 – Car Parking (Maximum) – Precinct Nine (Sites A and B only)

- (b) The Corporation may require a greater or lesser number of car parking spaces than that determined by the provisions of (a) above, having regard to the type of activity, the mix of uses (if applicable), hours of operation, and/or proximity to public transport facilities.
- (c) The Corporation, by agreement with a development proponent, may require additional spaces to be provided to meet Corporation visitor requirements for part of the Parklands.
- (d) Car parking for a particular development is to be provided within the respective development site unless otherwise approved by the Corporation. The provision of joint car parking facilities for individual developments, or the payment of a cash contribution in lieu of physical provision of car parking, is at the absolute discretion of the Corporation.
- (e) The Corporation may require some or all off-street parking spaces provided within developments of this precinct, to be made available for use by Parklands visitors. The manner in which such parking spaces are made available is to be determined by agreement between the Corporation and development proponent and/or lessee.
- (f) All off-street car parking facilities are to be screened from public view, to the satisfaction of the Corporation.
- (g) The Corporation may require of new development, the provision of secure bicycle parking facilities, and locker/storage/shower facilities for use by cyclists. The location of such facilities is to be to the satisfaction of the Corporation. If required of new development, parking facilities are to be provided at the rate of 1 bike space per 500m² of gross floor area. Shower and locker facilities are to be provided at the discretion of the Corporation.

14.5 Access and Circulation

A Objective

- (a) The objectives of this sub-section are to establish a framework which promotes:
 - (i) desirable non-discriminatory internal circulation patterns for vehicles and pedestrians;
 - (ii) appropriate linkages from the internal circulation pathways of South Bank to the external road pattern and to The Avenue;
 - (iii) appropriate locations for access to development sites and vehicular set down areas;
 - (iv) appropriate service and delivery vehicle access to development sites.
- (b) An overriding principle with respect to the patterns of access and circulation is the need for the Parklands character to predominate any vehicular circulation patterns in accordance with the principles of the Vision and the Planning Strategies.

B Performance Criteria

- (a) Acceptable site access; delivery and service vehicle access; and servicing arrangements are shown on Figure 14.5.1. The sketches in this figure illustrate the performance criteria described in (b) – (d) of this sub-section.
- (b) It is the Corporation's preference for direct service access to be from streets other than Park Lane and The Avenue. The Corporation, at its discretion shall determine the appropriate location for service access. Where practicable, service access and access to parking areas are to be combined.
- (c) The opportunity exists in some development areas for an integrated service lane to be provided. This service lane may provide off-street loading and unloading facilities and access to car parking areas. The Corporation may require the provision of such an access lane and require appropriate tenure for access by adjoining developments.
- (d) The Corporation, at its discretion shall determine the appropriate location for vehicular access to off-street car parking areas, having regard to the preferred circulation pattern, land use mix, Parklands and traffic considerations.
- (e) The Corporation encourages integrated vehicular set down areas on all development areas having frontage to The Avenue and Park Lane. The Corporation, at its discretion, shall determine the appropriate location for such set down areas.
- (f) Any application or proposal for development in this precinct is to be accompanied by a report by a Registered Professional Engineer (Queensland) demonstrating:
 - (i) the acceptability of all access and circulation arrangements for the proposal or application;
 - (ii) the impacts of traffic generation on the surrounding local network.

Upon consideration of this report, the Corporation may require, as a condition of approval of any application, physical works or contributions in lieu, to ameliorate the impacts on the surrounding road network.

- (g) The Corporation encourages development which facilitates the safe and efficient circulation of pedestrians and cyclists. The design of new development is to incorporate physical

elements within and adjacent to buildings for walking and cycling. Such elements are to promote equity of access and are to be constructed to the satisfaction of the Corporation.

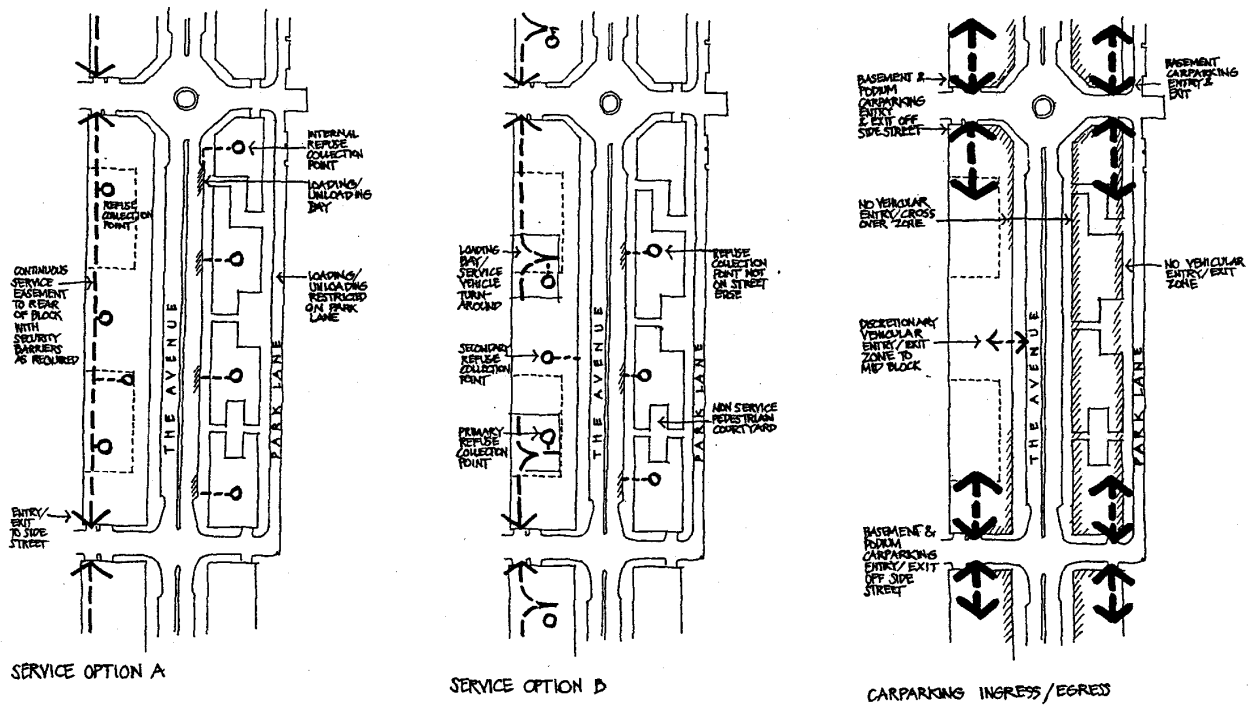


Figure 14.5.1 – Acceptable Servicing Options

14.6 Heritage

A Objective

- (a) The objective of this sub-section is to ensure development, either as an integrated development with Collins Place or South Brisbane Railway Station, or as a separate development, is developed in recognition of the heritage qualities of each place, and its listing pursuant to the *Queensland Heritage Act 1992*.

B Performance Criteria

- (a) This sub-section is to apply to any development site involving or adjoining Collins Place or South Brisbane Railway Station, or any development which, in the Corporation's opinion, may affect the physical context of Collins Place or South Brisbane Railway Station.
- (b) All development is to provide a sensitive visual distinction between Collins Place or South Brisbane Railway Station and the new development; maintain the visual prominence of the original fabric of Collins Place or South Brisbane Railway Station; and ensure mechanical plant and other new services make minimal impact on the appearance and integrity of Collins Place or South Brisbane Railway Station; to the satisfaction of the Corporation.
- (c) Any application subject to the provisions of this sub-section is to be accompanied by a report by a Registered Architect experienced in Heritage assessment, demonstrating how the development satisfies the provisions of this sub-section.
- (d) The Corporation, in assessing any development application or proposal, will have regard to the principles of the Burra Charter.

14.7 Height, Bulk and Appearance of Buildings

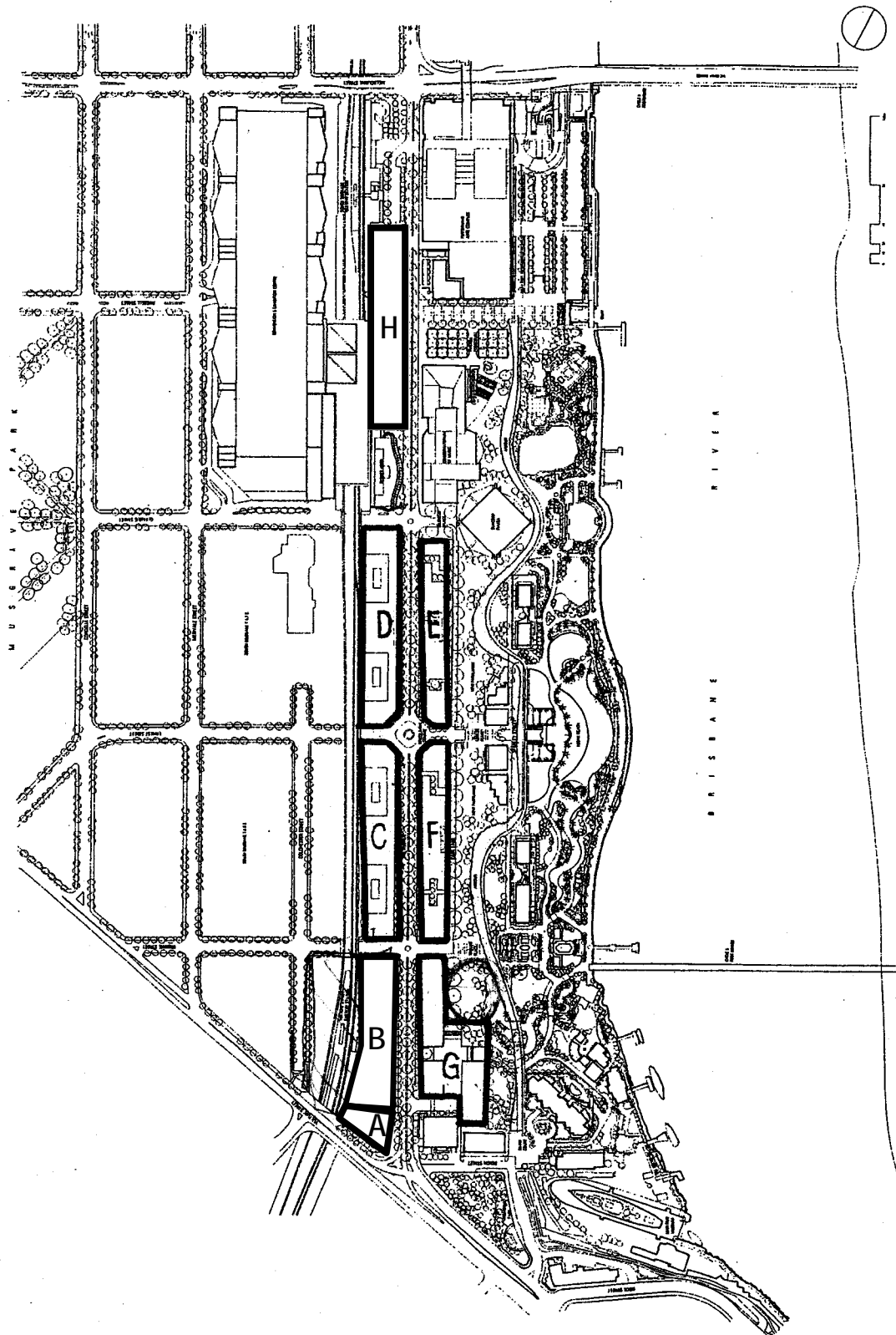
A Objective

- (a) The objectives of this sub-section are:
 - (i) to establish the broad parameters for the height and bulk of all new buildings within Precinct Nine;
 - (ii) to establish the key design elements which achieve the principles and planning strategies of the Vision (14.2A and 14.2B);
 - (iii) to establish criteria to guide the Corporation in the exercise of any discretionary power contained within this sub-section.

B Interpretation

- (a) To control and facilitate development in a form appropriate to the location, function, and character of particular parts of Precinct Nine, separate Development Areas have been allocated and are described by letters A to H.
- (b) Figure 14.7.1 indicates the location and configuration of the eight development areas contained within this precinct.

Figure 14.7.1 – Development Areas



C Performance Criteria

- (a) An overriding requirement for all new development is to achieve excellence in design commensurate with the Vision and Planning Strategies contained in 14.2 of this section. The Corporation, at its discretion, shall refuse to approve any application or proposal which does not, in its opinion, meet the principles articulated in the Vision and Planning Strategies.
- (b) Figures 14.7.2(a), (b) and (c) contain a series of sketches which illustrate the preferred urban form of Precinct Nine. This figure provides guidance for the interpretation of clauses (c) – (g) of this sub-section.
- (c) All development is to respect the proposed linear urban design concept of blocks four storeys high which are intended to provide strong urban edges to The Avenue and cross street linkages. The effect of all development is to create a transition in height from the western edge of Precinct Nine, to its eastern edge.

On the western side of The Avenue mid rise towers of up to 8-10 storeys may be permitted to punctuate the low rise (four storeys) podium buildings and afford views to the park, river and city. Developments fronting Park Lane step down to three storeys providing a human scale to the food and café and high activity uses proposed at street level and the parkland beyond. Where practicable laneways and courtyards are to link Park Lane and The Avenue and any other public areas where these do not conflict with servicing and other objectives or provisions of this section.

Podium setbacks are required along street frontages generally as shown in Figure 14.7.2(c) to complement the urban design concepts described above. Tower podium setbacks along Grey Street generally in the order of 6-8 metres will be required however, the Corporation has the discretion to allow a variation of this where the design meets the design excellence objectives elsewhere described in this ADP, and incorporates appropriate articulation along the elevation.

On the corner of Melbourne and Grey Streets, a special design approach is warranted to acknowledge the proximity of the rail station and QPAC/BCEC and the need to maintain view lines to these buildings. Heights up to 8 storeys are proposed.

The site bounded by Grey Street, Tribune Street and Vulture Street adjacent to South Bank Rail Station (South Point) requires special design consideration given its important role at the southern entrance to the South Bank precinct. Height in this location may exceed the maximum where design excellence is demonstrated and where improved urban design and pedestrian outcomes are achieved. Where development is proposed over the existing rail corridor, appropriate setbacks must be maintained between the western façade of the development on 9A and 9B and the proposed development over the rail corridor to preserve the subtropical design principles, privacy and Building Code of Australia requirements.

- (d) Building heights throughout the precinct are to be varied and building form to be sculptured generally in accordance with the sketches shown at Figure 14.7.2(a), (b), (c) and (d) so that the western edge of the precinct and Parklands does not have a uniform or monotonous appearance. Building height and scale for a project shall have regard to its relationship to adjoining existing, approved or proposed buildings as well as its relationship to buildings on development sites throughout Precinct Nine.

In this regard, the Corporation, at its discretion, will determine the extent of any building setback required in connection with any proposed development and, if considered appropriate in the circumstances, the need for any other mechanism that will have the effect of preserving the required building setback for that development.

The Corporation, at its discretion, will determine the final height of any proposed development. With the exception of the QR owned land on the corner of Melbourne and Grey Streets and the site bounded by Grey Street, Tribune Street and Vulture Street

adjacent to South Bank Rail Station, the overall maximum height of any structure shall not exceed the existing Rydges Hotel (RL 56.05 including plant room and equipment) and approval to build to this height will only be given in circumstances where the Corporation is satisfied that the building displays design excellence and respects its relationship to adjoining and neighbouring development (existing and proposed) and is responsive to the requirement regarding the building form of the western edge of the precinct. Views through the precinct from other areas within the Southbank peninsula are to be maintained to the satisfaction of the Corporation.

The maximum building height for the site bounded by Grey Street, Tribune Street and Vulture Street adjacent to South Bank Rail Station (South Point) is 16 storeys above an appropriate podium level on 9A and 9B (maximum parapet RL 86m AHD) where both sites are developed as a single integrated development. Parapet height excludes roof plant and accessible landscaped area with overhead sun shading. The Corporation, at its discretion, may stipulate a lesser maximum building height on both 9A and 9B should the sites not be developed as a single integrated development to the satisfaction of the Corporation.

- (e) Further to (d) above, and with the exception of the site bounded by Grey Street, Tribune Street and Vulture Street adjacent to South Bank Rail Station, the opportunity to develop buildings in excess of eight storeys up to the maximum height shall be at the Corporation's discretion. The Corporation may exercise this discretion where it is satisfied:
- (i) the overall vision and planning strategies have been respected in the design;
 - (ii) any increase in height does not affect the amenity of the Parklands areas nor amenity of neighbouring areas within the South Brisbane peninsula;
 - (iii) the design of the proposed development is meritorious and in the opinion of the Corporation achieves excellence in design;
 - (iv) views through the Precinct are improved.

In considering any application to increase the height of any proposal, the Corporation may seek the opinion of a panel of eminent architects and urban designers convened to advise the Corporation on design matters, and the Brisbane City Council.

- (f) A particular design response is required in Precinct 9C. A building design on that part of the precinct adjoining Tribune Street is required to demonstrate a setback of 18 meters from adjoining buildings (in Development Area C) above the podium level. To optimise separation, a zero building setback from Tribune Street may be permitted provided the articulation, detail and composition of the Tribune Street elevation provides interest and variety and contributes positively to the urban context of Tribune Street. The Corporation reaffirms its requirement for design excellence with respect to this part of the precinct and the requirements of subparagraphs (d) and (c) with respect to building placement height and design.
- (g) The articulation of buildings built to the alignment along The Avenue or Park Lane is to be generally in accordance with Figures 14.7.2(c) and 14.7.2(d) below.

The key elements displayed Figures 14.7.2(c) and 14.7.2(d) are:

- (i) a varied vertical and horizontal address to The Avenue or Park Lane including appropriate articulation consistent with the Vision and Planning Strategies;
- (ii) Buildings built to the alignment and, in some circumstances, overhanging the alignment. The extent of any overhang shall be limited to the kerblines;
- (iii) all car parking areas to be out of view;

- (iv) the continuation of appropriate planting at each level and on top of podiums consistent with the landscaping treatments described in 14.8 of this section; and
- (v) provision of colonnades, awnings and other covered areas to provide weather protection where such weather protection does not cut across the provisions of 14.8.

Special design responses are applicable to that part of Precinct 9C adjoining Tribune Street and to the site bounded by Grey Street, Tribune Street and Vulture Street adjacent to South Bank Rail Station.

- (h) Maximum allowable gross floor area for Precinct Nine shall be in accordance with Table 14.7. The Corporation at its discretion may allow under-utilised gross floor area in one development area to be used in another provided that the total gross floor area for the precinct is not exceeded and that other design requirements are met.

Development Area	Maximum GFA (m ²)
A and B	82,500*
C	29,000
D	29,000
E	10,000
F	12,500
G	27,600
H	22,500
Total	213,100

**Subject to the sites being developed as a single integrated development in accordance with clause 4.7C(d). An additional 5% GFA may be approved for Development Area A & B at the sole discretion of the Corporation. This may be granted if the proposal is consistent with the design principles of the site, and displays excellence in architectural design.*

Table 14.7 – Gross Floor Limits and Comparisons

- (i) In the event of The Avenue or Park Lane or any of the cross streets becoming public roads, the Corporation will support the closure in strata of any floor space over the new road reserve, where that floor space has been approved pursuant to this ADP.
- (j) Details of external finish, colouring and materials are to accompany any development proposal. The Corporation may require as conditions of any development approval, development to be finished, coloured and constructed in nominated materials and colouring.

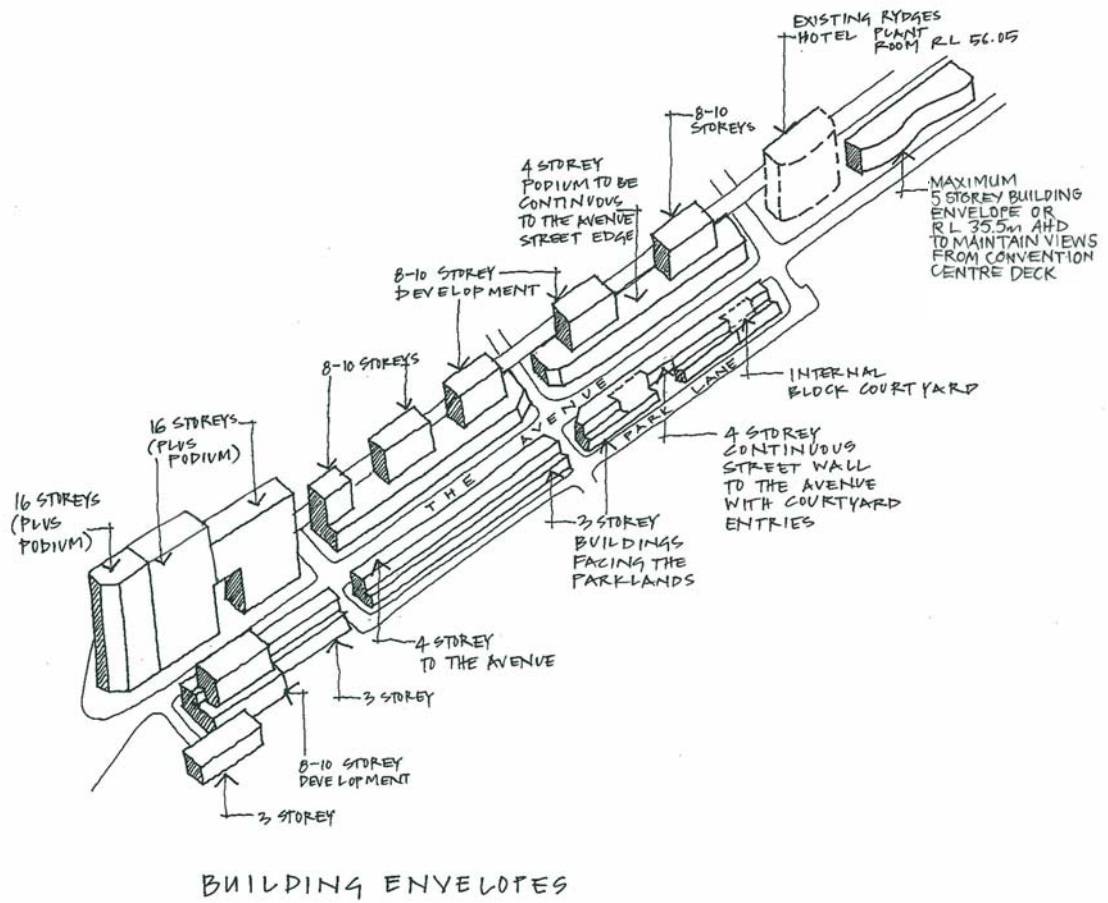


Figure 14.7.2(a) - Acceptable Urban Form - Building Envelopes

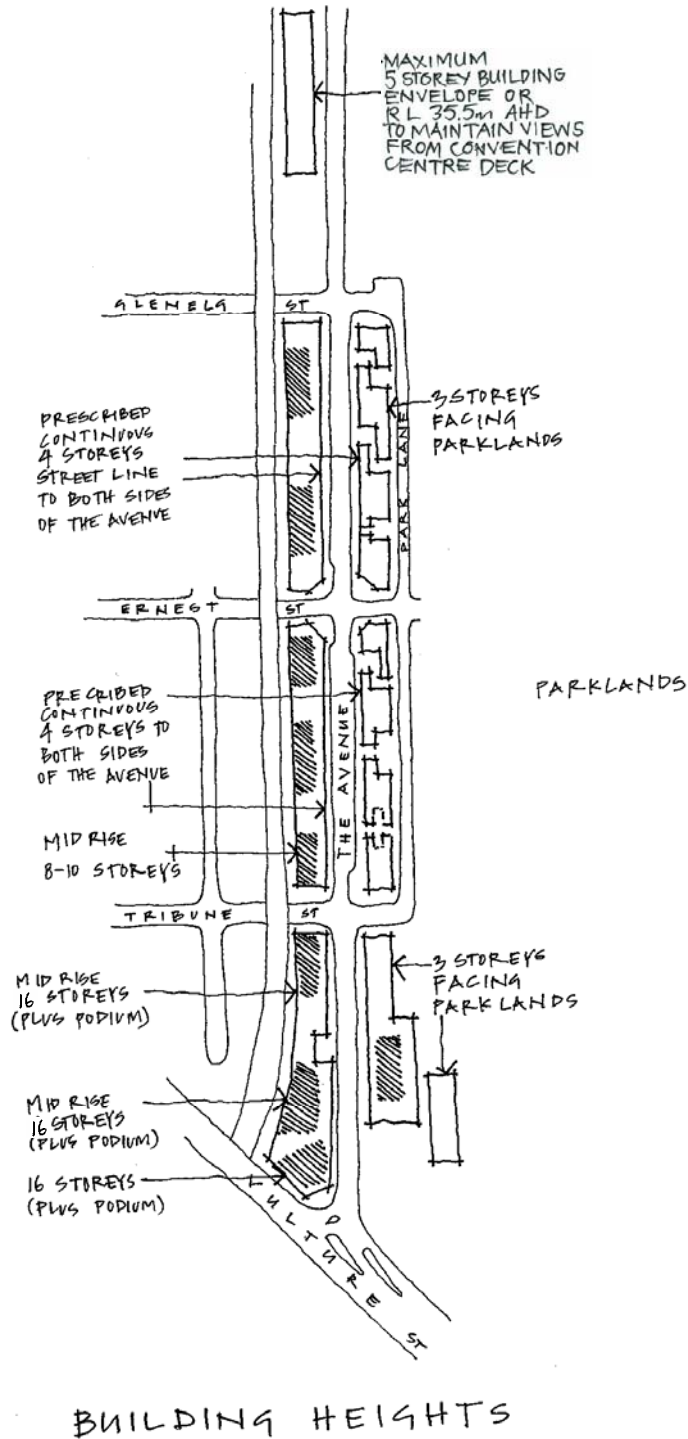
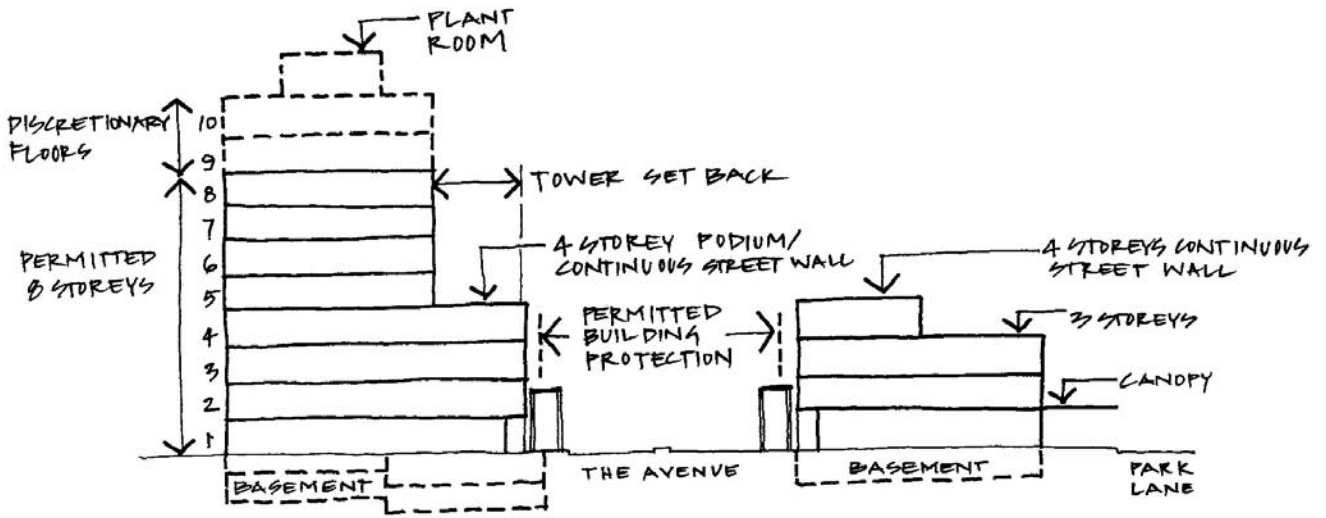
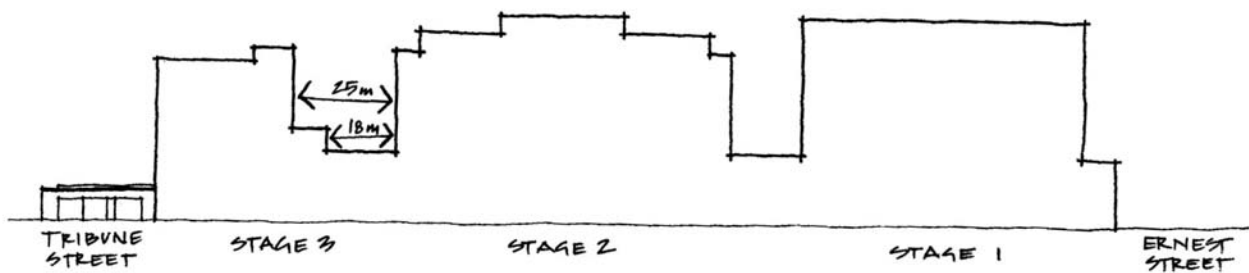


Figure 14.7.2(b) - Acceptable Urban Form - Building Heights



BUILDING ENVELOPES & SETBACKS

Figure 14.7.2(c) - Acceptable Urban Form - Building Envelopes and Setbacks



PROFILE TO GREY STREET

Figure 14.7.2(d) – Profile to the Avenue - Development Area C

14.8 Landscape and Open Space

A Objective

- (a) The objective of this section is to require developments to provide intensive landscaping on development sites and adjoining public space consistent with the 1997 Master plan.

B Performance Criteria

- (a) Landscaping is to be provided on the external facades of all buildings and on podia to complement the Corporation initiated works. Where appropriate, the Corporation shall require the proponents of developments to install and erect street and footpath planting and paving to the requirement of the Corporation.
- (b) External footpath works shall include the construction of a seven meter's high pergola, for the full works external to a development site are to be submitted for the approval of the Corporation length of each frontage of the development site. The pergola shall be constructed and planted to the satisfaction of the Corporation.
- (c) All physical works external to a development site are to be submitted for the approval of the Corporation. The Corporation, at its discretion, shall determine materials and colours of any paving, street furniture or other landscaping elements.