

south bank
corporation

South Bank Corporation

Approved Development Plan

Consolidated Version



Queensland
Government

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South Bank Corporation Area Approved Development Plan

This is a consolidated copy of the 28 April 1990 *South Bank Corporation Area Approved Development Plan – Part A*, incorporating amendments gazetted on:

- 4 December 1992;
- 26 February 1993;
- 4 March 1994;
- 24 June 1994;
- 15 July 1994;
- 19 August 1994;
- 11 November 1994;
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- 26 March 1999;
- 27 June 2003 (updates dated 20 March 2004);
- 29 April 2005;
- 26 August 2005;
- 17 November 2006;
- 2 February 2007;
- 14 March 2008;
- 4 April 2008;
- 6 February 2009; and
- 18 December 2009.

This consolidated copy has been prepared for the benefit of users of the Approved Development Plan. This consolidated copy may be amended from time to time. Subscribers to the updated service will be forwarded amended pages to this document when any changes to the Approved Development Plan are gazetted.

Copies of the original 28 April 1990 Approved Development Plan and copies of the individual amendments may be viewed at the offices of the Corporation during normal business hours.

1.0 DEVELOPMENT PRINCIPLES

1.1 Introduction to the Plan

The Corporation has been established by the South Bank Corporation Act 1989 to develop the Corporation Area as part of the overall redevelopment of South Brisbane (refer Figure 1.1). The major function of the Corporation, as stated in the Act, is to promote, facilitate, and control the development of land within the Corporation Area, and to ensure that such development accords with the highest possible standards and is in the interest of the people of the City of Brisbane and of Queensland.

In order to fulfil its functions, the Corporation is required under the Act, to prepare a Development Plan for the Corporation Area. Once approved, this Development Plan will enable development of land in the Corporation Area to be guided in accordance with acceptable development controls.

Provisions relating to part of this Development Plan have been superseded to the extent that a new precinct has been created (Precinct Nine). Provisions relating to this precinct are contained within Section 14.0. Other relevant provisions throughout the text of this Development Plan have been revised accordingly. Where there is any conflict between the provisions of Section 14.0 and other provisions of this Development Plan, the provisions of Section 14.0 prevail.

Throughout the text particular references to:

- the Grey Street Boulevard / the Grey Street Alignment;
- the Waterway/South Bank Waterway;

are superseded respectively by

- The Avenue;
- The Arbour.

1.2 Development Aims

The Development Plan recognises the importance of the Corporation area within the Brisbane Metropolitan area, due to its proximity to the Brisbane Central Business District, its scale as a development site, and its considerable strategic significance in the overall structure and functioning of the metropolitan region. The Plan aims at encouraging growth and progress while safeguarding and protecting the local environment. It will guide the development of the future while providing for proper management of the present.

The overall aim of the Plan is to ensure the Corporation Area is an attractive place for people to live, work and enjoy themselves. The Development Plan seeks to provide guidance for the future development of the Corporation Area, so that community benefits are maximised, and will be upon promotion and persuasion rather than regulation. The major aims of the Development Plan and the objectives related to those aims are listed below and are complemented by the Vision and Planning Strategies contained within Section 14.0 of this Development Plan.

1.2.1 Development Aim 1

To create a landmark development providing a sense of identity which will be derived from the unique nature of the Corporation Area development and the creation of a place which is successful in a popular sense.

The objectives of this aim are to ensure a high standard of visual amenity within the commercial, residential and open space areas; to provide a high standard and capacity of amenities associated with the Corporation Area; and to facilitate and encourage development and uses that enhance the Brisbane River.

1.2.2 Development Aim 2

To facilitate and encourage the orderly development of the site to cater for the diversity of demands, interests and life-styles, by providing a wide range of choice in commercial, residential, retail and recreational uses.

The objectives of this aim are the provision of a visually and functionally integrated development that provides for a diverse mixture of land uses; the availability of an adequate range and diversity of opportunities for recreational, residential and cultural interests; and to provide for the needs of a wide variety of commercial, professional, retailing and personal service activities and the convenient availability of services and facilities to the general public.

1.2.3 Development Aim 3

To promote an urban structure for the Corporation Area that characterises high levels of mobility, convenience and accessibility to shopping and commercial facilities, employment areas, community facilities and services, open space and recreational opportunities.

The objectives of this aim are to ensure that there is adequate open space and parkland conveniently located in relation to residential areas; the provision of a high level of accessibility and convenience to the various land uses; and the improvement of accessibility between place of residence and place of employment.

1.2.4 Development Aim 4

To clearly define and emphasise areas of particular land use intensity and urban design character through the creation of planning precincts.

The objectives of this aim are to provide urban design guidelines for the Corporation Area development that enable the commercial, retail and residential development to be implemented in such a way as to cause minimal adverse impact to the existing adjoining urban areas; and to provide a framework for future development that is not overly prescriptive.

1.2.5 Development Aim 5

To develop an integrated open space system within the Corporation Area which provides for the creation of pedestrian links to the surrounding suburbs and integrates with the planned pedestrian and cycle structure for the city.

The objectives of this aim are to provide for links between the open space within the site and other major open spaces within the South Brisbane area; to facilitate the provision of a continuous riverside pedestrian and cycle link through the Corporation Area; and maximise opportunities for unobstructed pedestrian movement through the Corporation Area.

1.2.6 Development Aim 6

To facilitate the establishment of accommodation, convention and other tourism and hospitality facilities of an international standard, particularly along the river and from the local thoroughfares accessing the Corporation Area from South Brisbane.

The objectives of this aim are to ensure that the Corporation Area is recognised as a major tourist destination; to provide the necessary infrastructure and exhibition facilities for large scale conventions; improve opportunities for leisure activities especially adjacent to the river; and provide a diversity of tourist and entertainment activities that enhance existing uses in the surrounding area.

1.2.7 Development Aim 7

To ensure the development of a satisfactory circulation network to serve the Corporation Area that will minimise adverse traffic effects external to the site and will facilitate public transport movement to the site through the provision of a wide range of public transport modes.

The objectives of this aim are to restrict vehicular traffic access to the site and to the major transverse streets; provide adequate on-site parking for all land uses in order to avoid any parking overflow from the Corporation Area Development onto the local street network; ensure that the potential traffic generation of any new development is compatible with the capacity of the local traffic network; restrict vehicular access within the Corporation Area to allow for the creation of primarily pedestrian and cycle environments; and provide for pedestrian pathways within the Corporation Area to interconnect the various public transport modes servicing the site.

The effect of this Aim has been superseded by provisions in Section 14.0.

1.2.8 Development Aim 8

To ensure that future development of the Corporation Area is consistent with a basic structure of the Brisbane City in which the distribution of land uses is adaptable to changing circumstances in the long term. The objectives of this aim are to ensure that land uses and transport systems are adaptable and capable of maintaining efficiency and convenience; and to provide for the trends towards redistribution of population in the Brisbane Metropolitan area and consequential changes in lifestyle.

1.2.9 Development Aim 9

To create a unifying theme within the Corporation Area landscaping which will complement the project architecture and provide identifiable precincts of particular landscape treatment.

The objectives of this aim are to provide a harmonized structure for the landscape as it relates to the proposed land uses in the Corporation Area; create a uniquely Queensland character, with the majority of activities focused on the element of water and recreational amenities; develop transitional spaces between building and landscape components such that the landscape flows into the architecture creating the "Park within the Building within the Park" theme; and define the hierarchy of spaces, intensely active to passive, through the use of design and detailing of landscape and hardscape.

1.3 Development Intentions

The Development Plan identifies the various land uses proposed for the Corporation Area. This diversity of land uses provides for the needs of the future residents of the site and for the Brisbane community as a whole. The intended location of these land uses is important for the future development of the Corporation Area. The development intentions in relation to the proposed land uses within the Corporation Area are outlined in the sections below and in the provisions of Section 14.0. Where conflict occurs within the development intentions, those detailed for Precinct Nine prevail.

1.3.1 Commercial and Retail Uses

The proposed commercial and retail development occurs primarily along the Grey Street Boulevard running the length of the site. In addition, retail activities will occur at the intersections of the projections of Tribune, Ernest and Glenelg Streets and the Grey Street Boulevard.

1.3.2 Residential Uses

Residential uses are to be predominantly medium density dwelling units throughout the length of the site occurring either solely in residential blocks or above the ground floor retail uses, situated between the Waterway and the Grey Street Boulevard.

Approximately half of the 600 residential dwellings are to be larger units, (average 170 m²) while the other half are to be allocated to smaller affordable housing (maximum 100 m²) including student housing, tenement housing, hostels and community dwellings. This type of residential use will be defined as 'Other Residential'

1.3.3 Tourist and Entertainment Uses

The tourist and entertainment uses, incorporating the predominant uses of Convention, Food and Beverage and Public Purpose, are to be located both within the landscaped areas to the north of the Waterway and on the site to the south of the railway line. These tourist and entertainment facilities offer a diverse range of on-site activities, thus allowing visitors to experience a multitude of attractions.

1.3.4 Open Space

The reshaping of the riverbank and the variation in the land form along the riverfront creates a series of urban and landscaped spaces, both within the parkland and penetrating through to the Grey Street Boulevard.

1.4 Development Intensity

The broad mixture of predominant land uses proposed for the Corporation Area includes commercial, residential, retail, tourist, entertainment and open space uses. As discussed earlier, the development objectives for the Corporation Area encourage this land use diversity.

The predominant land uses proposed for the Corporation Area are shown in Table 1.1, which also identifies the gross floor area optima for each of the individual predominant land uses. The sum of the gross floor area optima for all predominant land uses within the Corporation Area gives a maximum of 442,000 m² gross floor area for the site as a whole.

The Development Plan as a policy document for the Corporation Area seeks to facilitate and guide the future development and is not intended to unnecessarily compromise or constrain the development of the site. If the Corporation should wish, in response to public demand, to allocate additional gross floor area, amounts to a particular predominant land use, over and above the optimum figure identified in Table 1.1, then this could be achieved by subtracting the proposed additional excess figure from the optima allocated to the other predominant land uses. The overall gross floor area maximum for the site would still remain at 442,000 m².

The future development intensity for predominant land uses within the Corporation Area will be supplemented by planning and design controls for specific Development Areas within the Precincts. These controls will encourage the physical separation of incompatible uses and the prevention of undesirable intensities by nominating development intensities for the preferred uses within the Precincts. The development intensity guidelines are discussed in Section 3.0 and Section 14.0 of this document.

Table 1.1

Optimum Gross Floor Areas for Predominant Land Uses

Predominant Land Uses	Gross Floor Area Optima (m²)
Commercial	180,800
Convention	45,000
Food and Beverage	10,385
International Hotel (736 rooms)	68,250
Public Purpose	38,855
Residential (304 units)	51,680
Other Residential (341 units)	32,640
Retail	14,390
Total	4,429,000

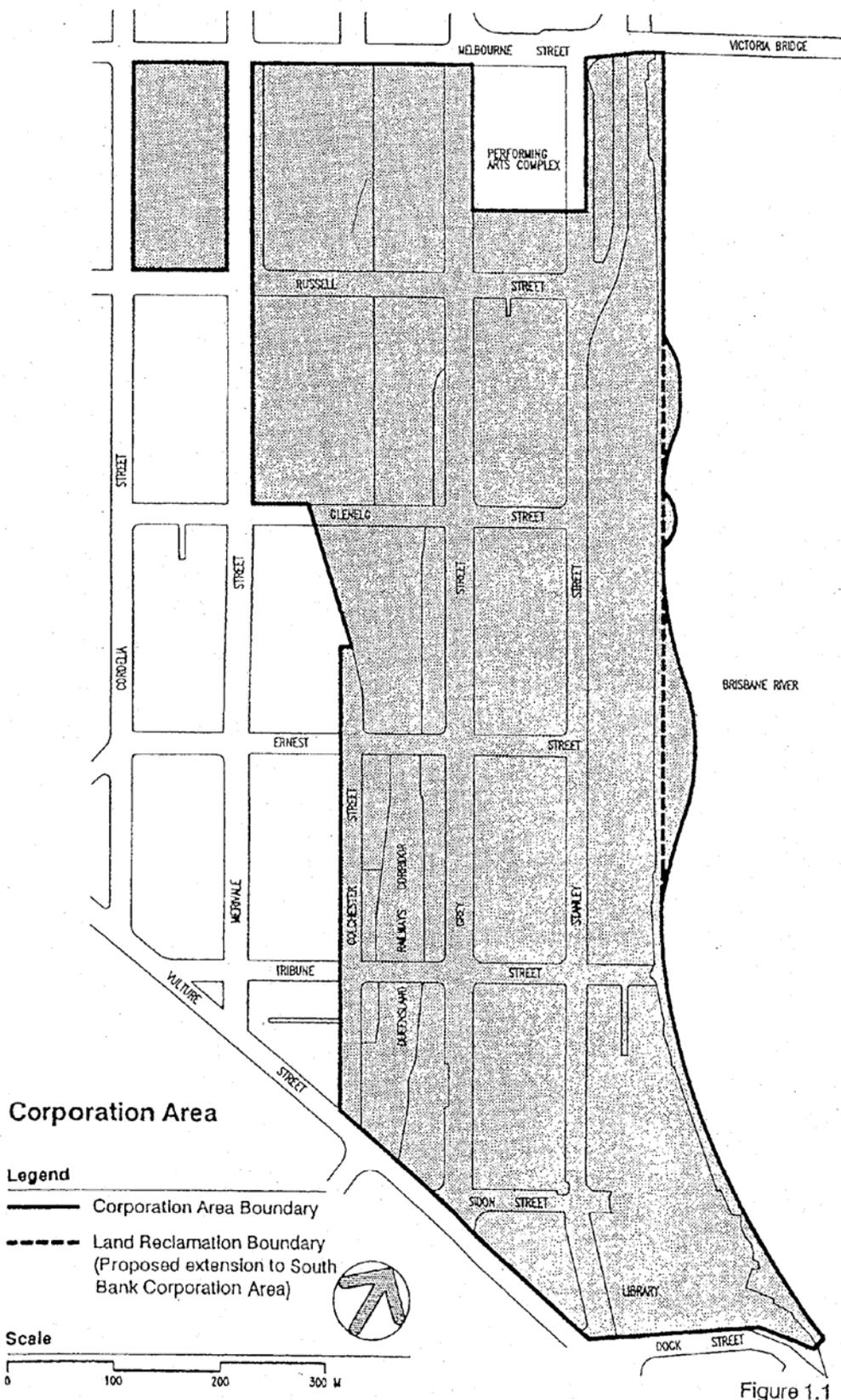


Figure 1.1

2.0 URBAN DESIGN PRINCIPLES

2.1 Introduction

The Development Plan for the Corporation Area incorporates a variety of urban design principles to help guide and control future development. These urban design principles have been identified in general terms by design themes in the site design and in more specific terms through urban design guidelines which are detailed for each precinct. Where conflict occurs with urban design principles as expressed in this section and detailed design guidelines for Precinct Nine, the detailed design guidelines for Precinct Nine prevail.

2.2 Urban Design Themes

The Plan envisages a range of architectural expression for the various components within the Corporation Area. The first element which must be focused upon is the sub-tropical location of Brisbane which promotes an outdoor lifestyle. As no vehicular access will be permitted into the park, the only means of getting from place to place will be walking or cycling, and therefore ample open spaces should be provided which can be used year round to circulate, sit, converse, eat, or merely to observe.

The buildings and open spaces must therefore be designed to allow people to pursue such activities, whilst also creating a comfortable living environment. The Development Plan expects that any range of expression should be guided by urban design objectives. In addition to complying with those overall design objectives, it is critical that all buildings, structures and landscaping within the Corporation Area meet the highest standards of design and detailing.

These two main themes can be summarised as:

- (a) The Park within the Building within the Park; and
- (b) The Contemporary Interpretation of Queensland Architecture.

2.2.1 The Park within the Building within the Park

The aim of this theme is to assist in negating any dominance the buildings may exert, and to explore that area between inside and out which in traditional Queensland architecture, is the verandah. This interactive zone is an area where part of the inside is outside and part of the outside is inside. It is a strong expression of the relaxed sub-tropical South East Queensland lifestyle. It is an in-between area with shade, light, greenery, paving, water, that blurs the distinction between inside and outside. It is not just limited to the ground floor interface with street, but can occur at all building levels of the Park within the Building within the Park.

A variety of strategies are available to achieve these ends. Their incorporation is essential whenever appropriate. These may include but are not limited to:

- (a) The use of overhangs at the first level above ground, creating semi-enclosed spaces and/or arcades around the perimeter of the building. The recession of entries within the building face, allowing external space to penetrate the building volume (refer Figure 2.1);
- (b) The maximum use of recessed forms around the perimeter of the building, blurring the distinction between internal and external space. The maximum length of a straight unaffected wall line should be restricted to 45 metres (refer Figure 2.2);
- (c) The inclusion of landscaped internal open space for public use, particularly at ground level, and continuing the landscape theme within the building proper. These spaces shall include subtropical planting and appropriate water features which shall be an extension of the architectural vocabulary. The effect is enhanced when such internal spaces are at least partly visible from outside and if they are naturally lit;

- (d) The use of a variety of architectural components beyond the building face proper, creating a defined edge to the building surround which is both building and landscape. Such components would include terraces, pergolas, ramps and stairs, retaining walls, screens and gateways;
- (e) The introduction of landscaping elements around the perimeter of the building, includes elevated planting beds, water features and the incorporation of luxuriant planting, creating an area of transition between features of soft landscaping and the building proper (refer Figure 2.3);
- (f) The extensive use of landscape on the external face of the building, with its design fully integrated with the design of the building as a whole. This includes generous provision of fully integrated landscaped terraces, landscaped balconies and landscaped roof gardens, creating the opportunity for landscaping to extend beyond the ground level (refer Figure 2.4);
- (g) The use of a coordinated approach to the selection of planting is essential to the success of the development. This will provide consistency and continuity with adjacent Development Areas and the park. The planting program should recognise the theme of the park with the use of a limited number of dominant species and a strong use of planting design;
- (h) Use of an approved range of hard landscape elements (lighting, seats, rubbish bins, drinking fountains, bollards, grilles and grates, paving surfaces) that visually integrate the range of external areas within the plan; and
- (i) Use of planting to highlight focal points, views and vistas and screen undesirable views; and
- (j) The design of external spaces that are useable (places to sit with ample shade, lush planting and well lit at night). These spaces should offer a variety of experiences from small intimate seating courts to larger plaza spaces. The courts should include water features in character with the space i.e. the use of tranquil water features in small courtyards whilst larger water falls and fountain jets are introduced into larger plaza spaces.

2.2.2 Contemporary Interpretation of Queensland Architecture

The intention of this urban design theme is to promote an architectural and design approach appropriate to South-East Queensland and its climate. The pursuance of a contemporary regional architecture and design is strongly encouraged. This may be achieved through the design program, using an interpretation of the traditional approaches in Queensland vernacular architecture its scale and form and its response to the local climate.

The aim, is not to promote direct historical imitations. The potential to explore this theme will vary from precinct, to precinct, and according to building use and type. However, certain characteristics which are generally applicable are outlined below:

- (a) Open framed construction is preferred to heavy mass construction, creating an architecture which is responsive to the local climate and atmosphere. This contrasts with, for example, those cold climate structures which respond to a malevolent external environment by establishing a definite and solid barrier between inside and out (refer Figure 2.5);
- (b) Deep layered facades, on occasions containing semi-outdoor spaces, which protect the building facade proper from sun and rain, and encourage open air living (refer Figure 2.6);
- (c) The provision of semi-enclosed exterior spaces such as verandahs, terraces, balconies and roof gardens, all of which are conducive to an outdoor lifestyle. The incorporation of sunshading and rain protection devices such as awnings, screens and pergolas over openings, and over and around semi-outdoor spaces (refer Figures 2.7 and 2.8); and
- (d) Undercrofts, relatively narrow building forms, breezeways, ventilated courtyards and other similar devices which allow for the ready circulation of breeze in and around building structures particularly exploiting the north easterly breeze aspect of the site.

2.3 Urban Design Guidelines

2.3.1 Built Form

2.3.1.1 Building Design

While there is a need for diversity in the design of the individual buildings, the overall building form for the Corporation Area should give the impression of architectural unity, and conformity to the broad principals discussed in Section 2.2 Urban Design Themes. The overall building forms shall be low to medium rise in character, in keeping with both the riverside and parkland setting and the desire to respect the silhouette of distant views. The built form should emphasise the horizontal rather than the vertical building mass. The overall building profile should be similar to that of a terraced hill or ridge, varying in height and scale along the length of the site. This development form should provide vistas both through the development and from a variety of levels within these structures.

The development within the Corporation Area is intended to bridge over the interstate and local railway lines by constructing the buildings in a gradual stepped form upwards from the parkland waterway and then down again to Colchester Street. In conjunction with this "stepping" terraced building form there shall be the provision of pedestrian access by internal pedestrian ramps and stairways.

The overall built form for the site promotes a gradual terracing of structures from the western side of the Grey Street Boulevard to the railway corridor, stepping down to the adjoining structures of South Brisbane. This shall be achieved through the incorporation of landscaped banks and connecting streetscapes. This terracing of structures should provide a backdrop to all activity within the site and provide the silhouette for views from some parts of the city while still respecting views of the Taylor Range to the west and north-west from other vantage points in the city centre. The scale and passivity of the river will be enhanced by keeping the structures relatively low and as far back from the river edge as possible.

Due to the scale of the Corporation Area and the mixed land uses proposed, it is intended to establish architectural expressions within broad character precincts, not necessarily but generally, following precinct boundaries defined in this Development Plan. Each precinct will have a unifying quality, be it building form and character, landscape design or a predominant land use.

2.3.1.2 Arcades and Atria

Buildings should be related by careful siting, particularly dwelling orientation, car parking provision, pedestrian movement system and open space provision. Each building cluster should have consistent rooflines, materials and colour of finishes. Windows should be orientated in a manner which maximizes privacy and quietness and limits the adverse effects of climate.

The development of sites as isolated tower blocks on open plazas is discouraged. The alternative, podium and tower type of development in the manner prescribed within the town plan are preferable. Also appropriate are developments which consist of a low rise building to the street elevation, internal courtyard or atrium and tower block behind. Both of these styles encourage the development of a consistent context, and some continuity to the street facade.

2.3.1.3 Preferred Colours and Materials

To assist in the visual integration of each development zone a list of preferred materials and guidelines for preferred colours have been prepared. Materials and colours other than those appearing in each list may only be used at the discretion of the Corporation or its appointed agent.

The preferred external colours to use in the development will be pale earthen tones and white. Other colours may be permitted in limited use for detailing purposes. All selected colours must be approved by the Corporation. Highly reflective material and metallic colours, including bare metal, will be discouraged. The following is a list of preferred materials to be used externally in the development:

- (a) Painted, rendered or coloured concrete or cement;
- (b) Rendered masonry;
- (c) Rendered blockwork (except in concealed service areas where painted blockwork may be acceptable);
- (d) Timber (especially close to water);
- (e) Powdercoated or anodized (except natural anodized) aluminum;
- (f) Powdercoated or painted steel or sheet metal;
- (g) Natural stone (except granulated stone or resin bonded stone);
- (h) Terra-cotta; and
- (i) Glass (except reflective glass curtain wall systems)

2.3.2 Landscape Design Elements

2.3.2.1 Introduction

Within the Corporation Area there should exist a strong integration between the landscape treatment and architectural design in order to prevent an ad hoc combination of garden beds, pergolas, window boxes and other landscape elements. The landscape treatment should form part of the building's overall functioning and be designed as an integral part of its total fabric.

The inclusion of various natural landscape elements, trees, shrubs and water within the building developments is stressed. This natural landscape will help emphasise the sub-tropical climate and outdoor lifestyle via ever-present greenery, shaded surroundings, and luxuriant plant species.

2.3.2.2 Landscape Character

The landscaping of the Corporation Area will be one of the most effective ways of establishing a special identity within the site. A unique landscape character will distinguish this development from present and future projects within the region, country and indeed the world.

There are very few projects which have emphasised the landscape as a primary element within the design. It is intended that the landscape of the Corporation Area be a primary element, providing a "People's Park" as a landmark to the region. The Park will have an international sense of place, reflecting the relaxed atmosphere of the Queensland outdoor lifestyle. Such uniqueness can only be achieved through attention to the total site and its present and future interaction with the surrounding land uses.

In this project the landscape is perceived as part of an overall open space system. A continuous pedestrian/cycle network will link South Bank, the Central Business District, the Botanical Gardens, Kangaroo Point and South Brisbane.

In this city wide context, the Park can be seen as a major recreational component within Brisbane's open space. Within the Park a network of pedestrian systems should link a series of urban and landscape spaces. It is intended that each of these landscape spaces should have its own distinct character, creating interest and a range of opportunities for activities both internally and in conjunction with the river.

Special attention should be given to the compatibility of each of the landscape activities. Active settings such as major tourist attractions in the Park should be sited in a manner that allows sensitive interaction with more passive settings such as picnicking. It will therefore be possible to provide for a range of activities within the Park, whilst ensuring that each freely interacts with the other.

Certain landscape spaces will be principally circulation spaces and others, places to stop and sit. Some will relate directly to the street and its activities, others will offer relief from the street and a degree of peace and quiet. Still others will act as a link between the building and the street, and others as perhaps a combination of the above. It is envisaged that much of the landscape activity will change with time as the People's Park evolves and is refined. It has therefore been important to provide spaces within the landscape that have the flexibility to provide for such changes.

2.3.2.3 Landscape Philosophy

The overall landscape philosophy for the Development Area can be explained by the following aims:

- (a) To create a unifying theme within the landscape which will not only complement the project architecture but bring into existence a total site environment;
- (b) To provide a harmonized structure for the landscape as it relates to existing and proposed land uses and develop identifiable precincts of particular landscape character;
- (c) To determine quality control guidelines for landscape elements (e.g. furnishings and signage) ensuring a consistency of design; and
- (d) To initiate site and maintenance controls for the project, on a short term and long term basis.

2.3.2.4 General Design Criteria

The pre-eminence of the landscape is the principal avenue through which the entire project image is established and an interrelationship of events and activities maintained. The landscape therefore should be bold and simple and not overstated. Furthermore, it should be in harmony with its activities and architecture. To ensure a high level of landscape design a number of fundamental design elements have been adhered to. These elements include:

- (a) Establishing appropriate settings for the various activities;
- (b) Developing contrasts between concentrated activity areas and passive recreational settings;
- (c) Establishing the relationship of building masses to the scale of the landscape; and
- (d) Creating, directing and framing views.

In addition to these fundamental elements, the following design criteria have been established in response to the total site and to ensure that the design concept is achieved:

- (a) Creating a uniquely Queensland character, with the majority of activities focused on the element of water and recreational amenities and encouraging pedestrian movement and water based transportation networks throughout the site, with interrelated nodal activity precincts. Heavy pedestrian movement will be encouraged on the paved areas to limit the degradation of grassed areas;
- (b) Visually and physically linking the development to peripheral open spaces such as Musgrave Park and Davies Park, through an integrated streetscape network and by creating a sympathetic river edge alignment and section which maximises the passive interaction of the park with the river;

- (c) Defining a hierarchy of spaces from intense public to passive recreation through the design and detail of the hardscape. Hardscape elements such as paving and retaining walls are to complement the project architecture and landscape character. A general design theme and continuity of materials, form and elements are to be developed. Large pavement expanses are to be broken up with appropriate banding and planting;
- (d) Creating a landscape continuity which permeates the development and is not dissected by roads or buildings and developing transitional spaces between building and landscape components such that the landscape flows into the architecture, creating the Park within the Building within the Park concept; and
- (e) Developing a planting scheme which will set the mood of the park and unify its components. The choice and arrangement of plants must be made with respect to the species ultimate form, colour, texture, growth rate and seasonal changes and using a mix of exotic and indigenous plant material to give a lush sub-tropical character throughout the parkland and built environment.

2.3.3 Site Elements

2.3.3.1 General Criteria

Street furniture is a term used to describe all the peripheral functional objects that are required throughout pedestrian areas. Street furniture has traditionally played a secondary role to the functions of open space or building, and as such tended to be chosen in an ad hoc manner.

2.3.3.2 Outdoor Facilities

The urban design guidelines suggest possibilities for the inclusion of street furniture within open spaces with the aim of ensuring their occupation and use, thus promoting an outdoor lifestyle. The design of these elements will be governed by simplicity of form and detail, ease of maintenance, cost, durability, finish, ergonomics and resistance to vandalism. Some items will be governed by statutory or technical requirements as to their size and location. Individual elements should combine to provide the right scale in any given situation. It is important that there is a strong design continuity between the design of individual items. The integrated furniture should look as though it belongs within the park rather than thrust upon it.

Outdoor fittings and furniture included within the park will be of the highest quality, materials and design. They include seats, tables, barbecues, rubbish bins, shelters, drinking fountains, tree protectors, telephone booths, flag poles, banners, signs, information boards, bollards, lighting, paving surfaces, bicycle racks, sculptures, pergolas and awnings.

All elements of street furniture should co-ordinate with the general "sub-tropical" notion and should be made to blend with other similar objects and their surroundings. In addition, selective works of art, including static penetrable, interactive, kinetic and recreational, shall be placed in strategic locations throughout the park and development areas.

The materials used are also important in relation to location. An off-path, secluded environment would demand softer and more tactile materials such as timber. At a building edge, a serviceable material like masonry would be more suitable.

2.3.3.3 Seating

The provision and design of places to sit is especially important to the successful landscaping of open space. Seating not only includes benches or seats but also low walls, steps or the edges of planter beds, especially in places where seats would seem intrusive. The arrangement of seats should vary to cater for different sized groups. Shading of seating areas is very desirable and can be accomplished via trees, pergolas, canopies and gazebos.

2.3.3.4 Paving

Paving is defined as any hard natural or artificial material placed on the ground plan of the landscape to produce a durable surface that may accommodate constant, intense use. Pavement is able to define edges, shapes and forms on the ground plane and satisfy various elements of design. Paving influences scale and the texture of the material.

The size of paving modules and the size and spacing of paving patterns all influence the perceived scale of a paved area. Changes in paving can identify differences between sitting, rest, movement and gathering. If a definite break in paving is required this should be well marked, for example by plants.

The apparent random conjunction of paving materials or plant species should be avoided. The visual and spatial quality of pavement is an important factor in determining the fascination with a landscape design from the ground plan. The paving can be used to signify varying uses and functions on the ground plane and by altering the paving material or pattern, a separation of uses and activities can be implied from one space to another.

2.3.3.5 Lighting

All open spaces within the Corporation Area should be well lit at night, not only for reasons of public safety, but to encourage evening use and to avoid "dead spots in the nightscape. A pedestrian crossing an open space within the park at night should be provided with sufficient lighting to allow them to see the opposite side of the open space. The design of external lighting should facilitate the appreciation of landscaped areas at night, as well as to define spaces and identify centres of primary, secondary and tertiary activity. External lighting will also provide safety and security.

2.3.3.6 Water Elements

The use of water throughout the park is strongly suggested by the many inherent qualities that this landscape element possesses that satisfy the functional, aesthetic and psychological needs of the user. Water is one of the most magnetising and compelling of all design elements and few people can ignore or fail to react to its presence in the landscape. People are lured emotionally towards it for its audiovisual and recreational uses and it may take on such diverse characteristics as being still and in repose, or falling with animation and fervour. Fountains, waterfalls and pools exhibit qualities of light, colour, sound and movement which all assist in reinforcing the sub-tropical atmosphere and add interest to open spaces, complementing the "park" theme.

People's involvement with these various water features should be encouraged. For example paddling, feeling the water, changing the flow of a fountain. Any water elements should always be clean and well maintained.

2.3.3.7 Walls and Fences

Walls are vitally important within the landscape, for they define space, separate functions, modify climate and provide visual and sitting elements. Walls may be categorised into four main types;

- (a) Walls higher than eye level, used to form a complete physical and visual barrier;
- (b) Walls for partial enclosure, below eye level in height but still providing physical and visual obstruction;
- (c) Retaining walls used to form changes in level as an alternative to land shaping; and
- (d) Dwarf walls, where a strong horizontal element is required, in association with paved areas.

Long and/or expansive walls are generally undesirable within the Corporation Area. Where they are necessary, they should be presented in such a way that they do not create a harsh or monotonous facade.

Careful detailing and creative construction methods will improve their appearance. Fences would be preferred over walls because they allow some visual penetration of view and are less obtrusive.

2.3.3.8 Graphics and Advertising

The impact of graphics is substantial and a poorly placed sign of ill-considered design and intrusive colours can contribute dramatically to the degradation of an environment. Signage and graphics should be simple to read, distinctive, and reflect the parkland's character. This Signage System must be of uniform quality and style and provide pertinent information at the appropriate locations.

No private commercial advertising which is intended to be, or could be readily seen from the Corporation Area, Brisbane River or South East Freeway shall be permitted except at the discretion of the Corporation. All external graphics and advertising within the limits of the Corporation Area will need to be designed in accordance with the standards set by the Corporation.

2.3.4 General Site Design

The following objectives are intended to promote an architectural and design approach that is applicable over the whole site in order to retain a high standard of urban design within the Corporation Area. These objectives are as follows:

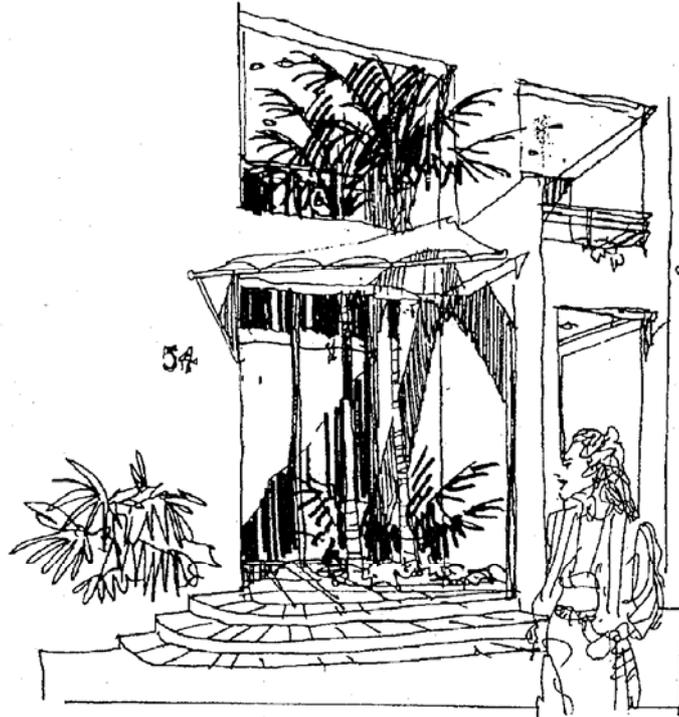
- (a) The emphasis in design is on the horizontal, compared to the vertical emphasis evident in the CBD;
- (b) Stand alone architectural statements are discouraged. Visual and functional integration between each design solution is required, i.e. "Diversity within Unity";
- (c) The urban morphology of the Corporation Area is to be respected in the design through maintaining selective urban markers defining previously existing street alignments;
- (d) The use of analysis and intuition in reaching design solutions is encouraged;
- (e) The creation of an interdisciplinary dialogue between architecture and art is encouraged in order to more richly express context and culture,
- (f) All public areas are to be designed to be secure day and night;
- (g) Disabled access is to be maintained throughout the site;
- (h) Car parks are not to be treated on a purely functional basis. The design program for these facilities calls for a dialogue between architecture, art and landscape to be used as a humanising element. This objective overrides the need to fit as many cars as possible on the site. A creative dialogue needs to be achieved between architects, engineers, artists and relevant authorities to this end;
- (i) Connections between various Development Packages are to be concealed in an approved manner so that the finished development will read as one; and
- (j) Lift Motor Rooms, Plant Rooms and the like are to be treated as an integral part of the building form in order to create a coherent roofscape.

These objectives are complemented by the objectives contained within Section 14.0. Where this is any conflict, the provisions of Section 14.0 prevail.



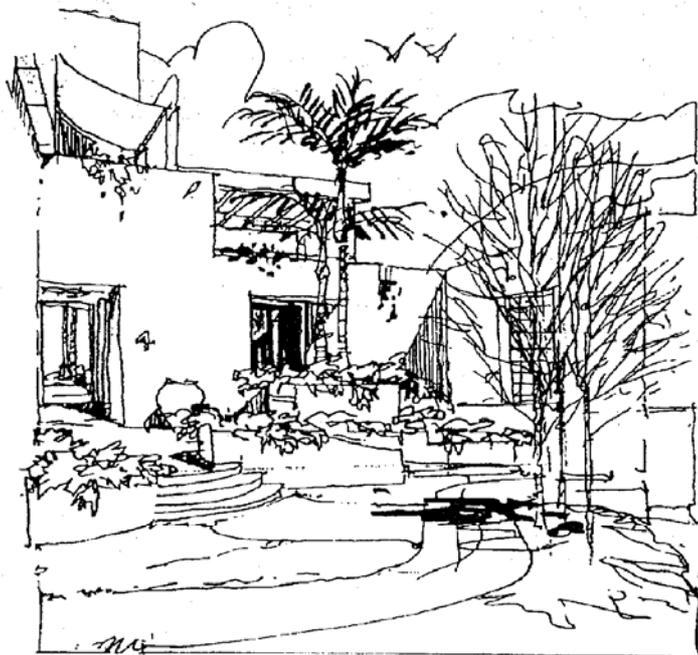
Semi Enclosed Spaces

Figure 2.1



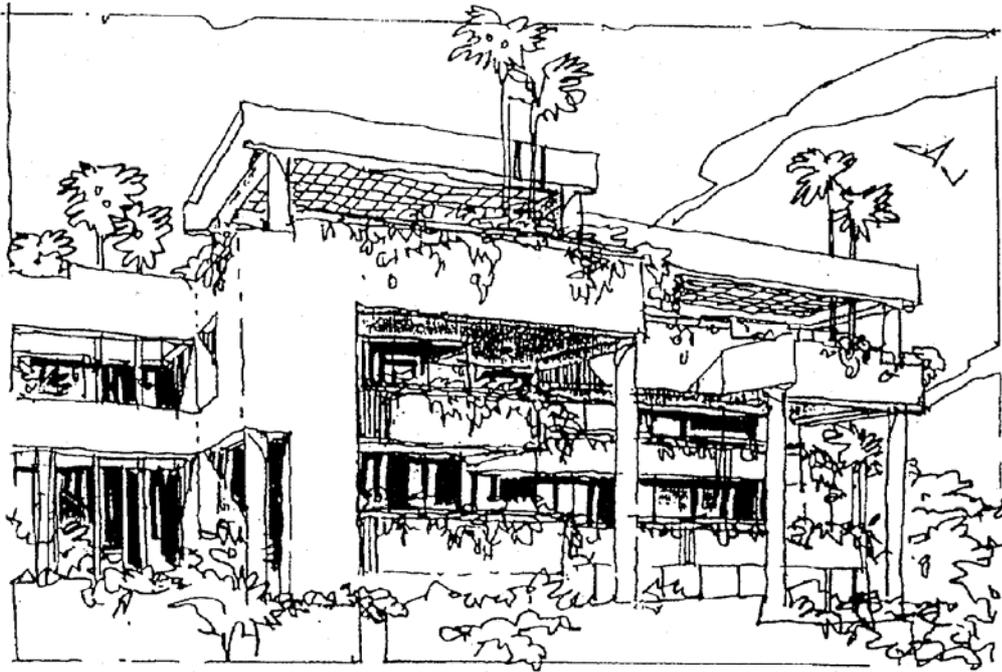
Recessed Entry Ways

Figure 2.2



Introduction of Semi-Hard Landscaping

Figure 2.3



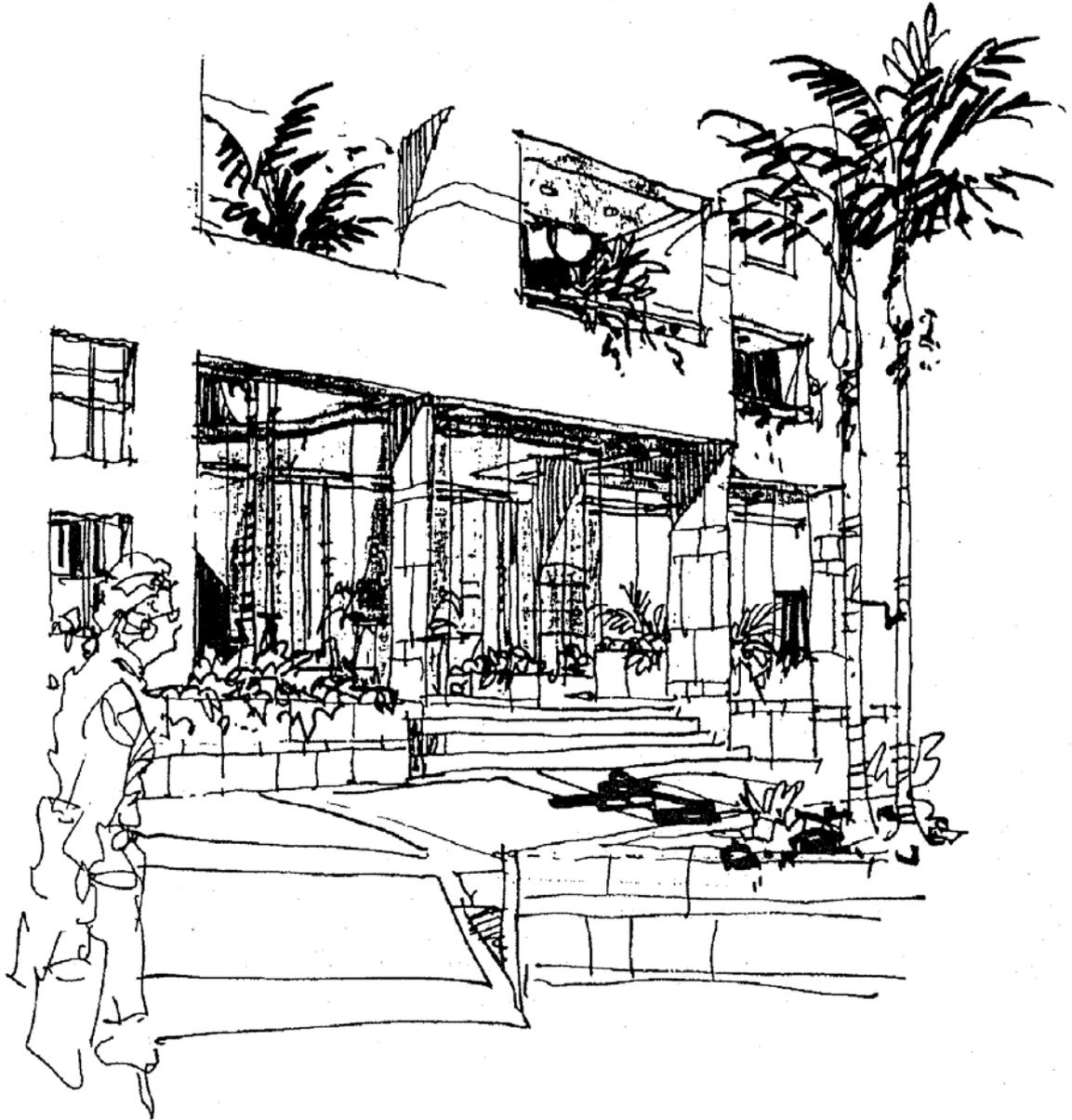
Landscaping beyond Ground Level

Figure 2.4



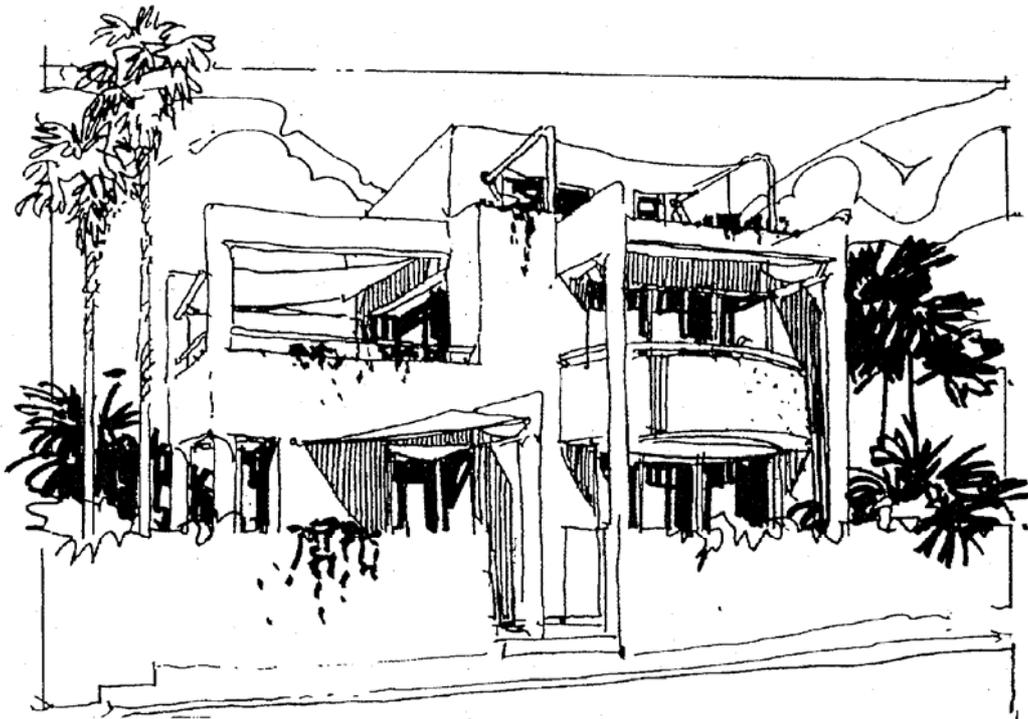
Open Framed Construction

Figure 2.5



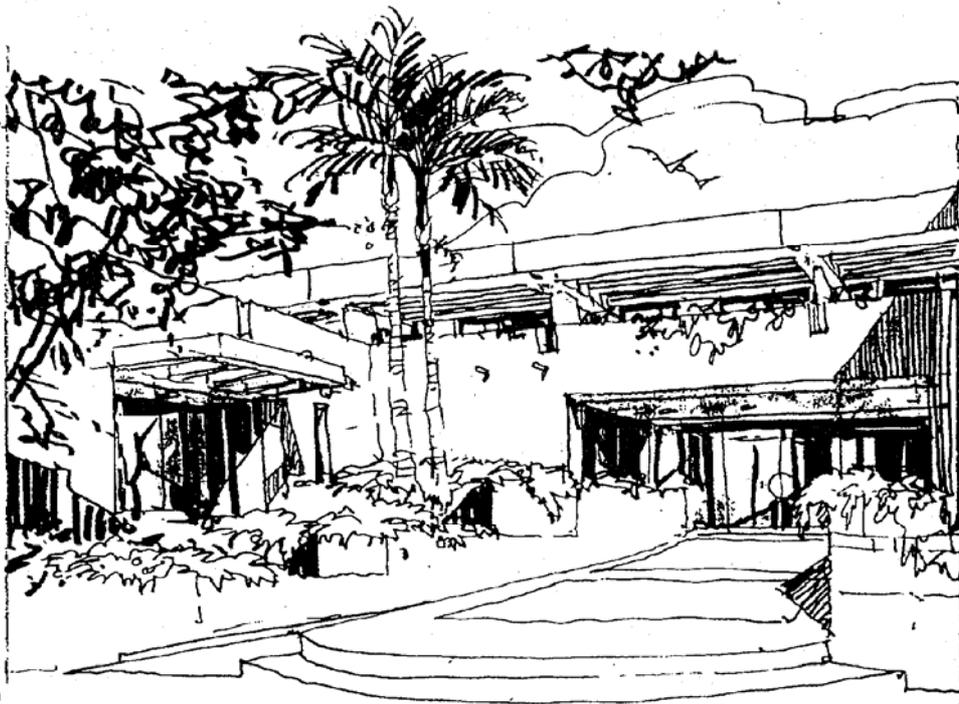
Deep Layered Facades

Figure 2.6



Semi-Enclosed Exterior Spaces

Figure 2.7



Semi-Outdoor Spaces

Figure 2.8

3.0 IMPLEMENTATION

3.1 Planning Areas

In order to guide the intensity and form of future development within the Corporation Area, a hierarchy of Planning Areas has been nominated by the Corporation (refer to Figure 3.1). These Planning Areas help define and control the location of private, built-form development, the extent of publicly accessible, non-developed areas and the requirements for the interactive areas between the public and private spaces.

The Corporation Area has been divided into precincts. Within each of the Precincts, various Development Areas and Special Access Areas have been identified. Each Development Area encompasses the land associated with the proposed private development and is further divided into Building Envelopes and Transition Areas. The Special Access Areas incorporate all the land within the Corporation Area that will provide public access for pedestrians and vehicles.

3.2 Precincts

3.2.1 Extent of Precincts

For the purposes of the Development Plan, the Corporation Area is divided into precincts. A total of nine (9) precincts have been nominated (refer Table 3.1 and Section 14.0). The division of the Corporation Area into precincts will enable the control of land uses and development intensities within specified areas. The precincts allow for greater control of the future planning and urban design proposals for the Corporation Area.

For the purposes of the Plan the precincts cover all those parts of the Corporation Area:

- (a) Bordered by a heavy solid black line in Figure 3.2; and
- (b) Containing within that border in Figure 3.2, a number which is the Precinct Number

The total site area of the Corporation Area IS approximately 41.5 hectares. The Corporation intends the reclamation of 1.4 hectares of land along the River bank, making a site total of more or less 42.9 hectares (see Figure 1 .I).

The proposed reclamation area of 1.4 hectares has been included in the Corporation Area pursuant to a variation in accordance with the provision of Section 12 of the Act, 1989. This variation of the Corporation Area will be sought prior to the request for the approval of the Plan. The site approximate areas of each of the Precincts are shown in Table 3.1.

3.2.2 Development Intensity within Precincts

The development of the land within the Corporation Area will be guided by the use of planning and urban design controls within each of the precincts. The intents for each precinct will generally define the preferred future development form, encourage the physical segregation of incompatible uses and prevent built development at undesirable intensities. Planning and urban design controls will be nominated for Development Areas within each precinct.

The planning and urban design controls will indicate for each precinct and for the Development Areas within each precinct, the particular types of development proposed as either "Preferred Development" or alternatively, "Other Suitable Development. Further, these controls will identify building bulk requirements for each precinct. Through this mechanism land uses, building height limits and gross floor area maxima can be nominated to direct the intensity and scale of development in all precincts.

Table 3.1

Approximate Area of Precincts

Precinct Number	Precinct Name	Approximate Site Area (hectares)
1	Maritime	2.2
2	International Hotel	2.3
3	Parkland (includes 1.4 hectares of riverfront reclamation)	15.8
4	Boulevard	11.7
5	Convention Centre	7.5
6	Colchester Street	1.1
7	Melbourne Street	1.8
8	Performing Arts Complex	0.5
	Total	42.9

Note - The provisions of Section 14.0 identify the approximate site area of Precinct Nine. The inclusion of this precinct reduces the areas of Precincts Two, Three and Four.

Table 3.2

Optimum Gross Floor Areas for Predominant Land Uses within Precincts

Precinct	Number/Name	Preferred Optimum GFA (m²)
1	Maritime	3,125
2	Southern Hotel	73,760
3	Parkland	13,170
4	Boulevard	213,070
5	Convention Centre	73,250
6	Colchester Street	16,500
7	Melbourne Street	29,925
8	Performing Arts Complex	19,200
	Total	442,000

Note -The provisions of Section 14.0 identify the preferred Optimum GFA (m²) for Precinct Nine, which in turn alters the preferred optimum GFA (m²) for other precincts.

The Plan applies a site maximum of 442,000 m² of gross floor area for all land uses within the total Corporation Area, as stated in Section 1.4 of this report. This maximum gross floor area contains 300,000 m² in the central area of the site, incorporating the areas of Precincts Two, Three and Four. The site maximum of 442,000 m² gross floor area for all uses is divided between the precincts within the Corporation Area as shown in Table 3.2.

3.3 Development Areas

Within each precinct, Development Areas will be allocated to control and facilitate the building development within the Corporation Area. The Development Areas incorporate Building Envelopes and Transition Areas which help to further define the extent of the proposed built form. For the purposes of the Plan, the Corporation Area has been divided into individual Development Areas and these are defined in Figure 3.3 and within Section 14.0. Some of these individual Development Areas may be designed and/or development as one site, or subdivided into a number of sites.

The Development Areas delineate the sites available for building development within the precincts. These Development Areas are equivalent to individual development packages and will be subject to a variety of urban design and development control requirements. Each Development Area will abut the Special Access Areas to ensure public access to each of the development parcels.

The optimum amount of gross floor area has been defined for the predominant land uses located within each of the Development Areas. The sum of the gross floor area optima for the Development Areas are limited by the overall site maximum for all predominant land uses.

3.3.1 Building Envelopes

The Building Envelopes encompass three-dimensionally the built form proposed in the Development Areas. For each Building Envelope the Plan defines a series of planning and urban design requirements to control future development within the Corporation. These requirements include limits to gross floor area, building heights and building setbacks, as well as circulation and access requirements.

3.3.1.1 Site Arrangement and Massing

The site coverage and building arrangement and massing guidelines are established for the buildings within the Development Areas. These measurements will include building form clearances and building envelope. Elements such as beams, columns, pergolas, sunshades, planters etc may be permitted outside the building envelope at the discretion of the Corporation.

3.3.1.2 Building Heights

Maximum building heights above the Australian Height Datum are defined for each of the buildings within the Development Areas. Lift motor rooms and plant rooms are permissible above this level but must be set back a minimum of four metres from the parapet. Plant Rooms shall be generally grouped around lift motor rooms. Building heights are stated in terms of absolute maximum for the building excluding the mechanical plant. All mechanical plants shall be incorporated in the overall composition and design of buildings and be screened from view by appropriate shaping of roof forms. Performance criteria detailed in Section 14.0 apply to the height, bulk and appearance of buildings in Precinct Nine.

3.3.1.3 Building Envelope Setbacks

Minimum setbacks are defined for each of the Buildings Envelopes within each Development Area. Setbacks for building envelopes are nominated from the respective Development Area boundaries.

In order to accurately define the boundaries of the Development Areas, in terms of acceptable reference points, an artificial, 20 metre grid has been allocated to the Corporation Area (refer Figure 3.4). This grid allows any point along the boundaries of the Development Areas to be identified by a coordinate based on the Corporation's Reference Grid. The building setback from this nominated point can then be accurately established.

3.3.1.4 Circulation and Access

The design of buildings at or near ground level is of great importance, as this is principally where pedestrians gain their initial impression of the urban environment. The City of Brisbane Town Plan outlines that the basic objective of this environment is to be safe, comfortable, convenient and pleasant for those moving about or passing within it.

This objective shall be achieved by providing more space, light and shelter for pedestrians, 'green' pedestrian areas and encouraging the sensitive and imaginative design of buildings at these levels. Specific requirements for each Development Area are dealt with in the sections on Transition Area Requirements.

Pedestrian access into and within the site is a major design determinant and provision for interaction, activity, circulation and protection for pedestrians forms the basis for the layout and interrelationship of major elements. Treatment of individual pedestrian access points from the surrounding areas is covered in detailed within the specific precincts. All circulation and access provision should be carried out in accordance with AS 1428.1 - 1988 "Design for Access and Mobility - Part 1".

Provision for vehicles within the Corporation Area has been limited to site entries/address points from existing cross-streets and a vehicular corridor located generally along the former Grey Street alignment between Russell and Vulture Streets, below the proposed pedestrian-only boulevard.

Passenger and service vehicles to the retail/commercial precincts west of the waterway access the site via Tribune, Ernest and Glenelg Streets. Service and emergency vehicles to the parkland and associated buildings east of the waterway enter the site from either end and access along the Promenade into the Park. Provisions in Section 14.0 supersede some of the circulation and access arrangements outlined above.

3.3.1.5 Building Envelope Landscaping

A proportion of each Building Envelope shall be provided as usable landscaped space in accordance with the Urban Design Guidelines in Section 2.3 and Section 14.0 of the Development Plan, and to suit the function and character of each Precinct or Development Area. This space shall be designed as an integral part of the related architectural design and the extent and treatment of such spaces is covered in detail within the specific Development Areas.

The landscaping within the Building Envelopes, in general, should be maintained and capable of being used as garden, courtyard, or paved open space for pedestrian circulation, interaction and relaxation, together with planting and soft landscaping as an integral part of the building proper. The landscape treatment should be coordinated within each Development Area and in context with the total site design in order to achieve the stated design theme of the "Park within the Building within the Park" in terms of various landscape elements. Landscape elements proposed for the Corporation Area include planting, surface treatments, lighting, signage, furniture, and water elements.

The introduction of hard landscaping elements around the perimeter of the building will create an area of transition between areas of soft landscaping and the building proper. The extensive use of landscaping on the external face of the building is encouraged, with its design fully integrated with the design of the building. The extensive provision of landscaped terraces, landscaped balconies and landscaped roof gardens will create the opportunity for landscaping to extend beyond the ground level.

3.3.2 Transition Areas

The Transition Areas within each Development Area contain the important interaction of internal and external spaces, in other words the interface between the park and building. These Areas provide a landscape and pedestrian zone and are shown in general terms only. The Building Envelope is negotiable within the Transition Areas.

Any of the elements set out in Section 2.0 that assist in the theme of the "Park within the Building within the Park" would be acceptable in the Transition Areas. It is envisaged that the Transition Areas would remain in private ownership but allow full public access. Some Transition Areas will be subject to certain special provisions, for example, emergency vehicle access, at the discretion of the Corporation.

Specific landscape requirements within Transition Areas are as follows:

- (a) Provision of sufficient paved circulation space to enable access into and around each Building Envelope in keeping with pedestrian circulation/access as set out below. Paving type(s) should be in keeping with overall design guidelines and adjacent surface treatments to achieve a consistent and appropriate finish to pedestrian areas;
- (b) Provision of unobstructed access for emergency and/or service vehicles where necessary or as indicated in Section 3.4;
- (c) Minimum widths of circulation areas around Building Envelopes should be three metres for pedestrian access and five metres for service and emergency vehicle access. Vehicle access to be ramped between levels at a grade of 13; and
- (d) Planting areas shall be provided in association with development of circulation, gathering and entry spaces, and extensions of the built form into the landscape by way of pergolas, courtyards, walls, screens, steps, and awnings.

3.4 Special Access Areas

3.4.1 Special Access Area - Ground Level

The areas allocated solely for pedestrian access within the Corporation Area and which exclude any built form, are shown in the Special Access Area Plan - Ground Level Access (refer to Figure 3.5). These areas will incorporate all the land within the Corporation Area, external to the nominated Development Areas, that is accessible to the pedestrian or cyclist. The Grey Street Boulevard, the parkland and the major transverse pathways are all to be included within these Areas.

The Special Access Areas will be subject to a variety of urban design and development control requirements that will help to facilitate public pedestrian access to each Development Area and throughout the Corporation Area. Pedestrian access will be maintained throughout the Special Access Areas thereby providing unrestricted public access to the majority of the Corporation Area and specifically to the nominated public areas. The planning requirements for the Special Access Areas within the different Precincts are covered in detail within the relevant sections of this document. Building setbacks and public thoroughfares within the Corporation Area will be defined in relation to Special Access Area boundaries. In this manner the Special Access Areas are similar to the footpaths, roadways and pedestrian malls within the Brisbane City centre.

3.4.2 Special Access Area - Sub-Boulevard Level

Service and emergency vehicles will have restricted access through the Special Access Area Sub-Boulevard Level within the Corporation Area (refer Figure 3.6). Provision has been made for service vehicle access to retail developments within the Parkland Precinct during particular hours.

Service vehicles will also have access along the Grey Street Boulevard during restricted hours. Retail, commercial and residential precincts west of the Waterway are to be serviced via the system of service docks linked to existing cross-street entries and the Sub-Boulevard Address Network.

3.4.3 Landscape Design Within Special Access Areas

Landscape design within the Special Access Areas shall be in accordance with Section 2.0. Urban Design Principles and to the approval of the Corporation. Specific landscape requirements related to each precinct are covered in detail in those sections.

Hierarchy of Planning Areas within the Corporation Area

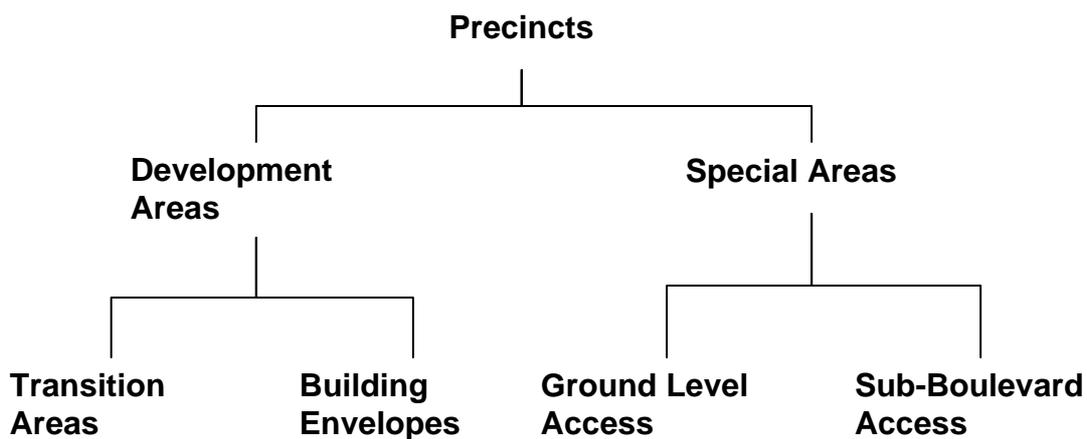
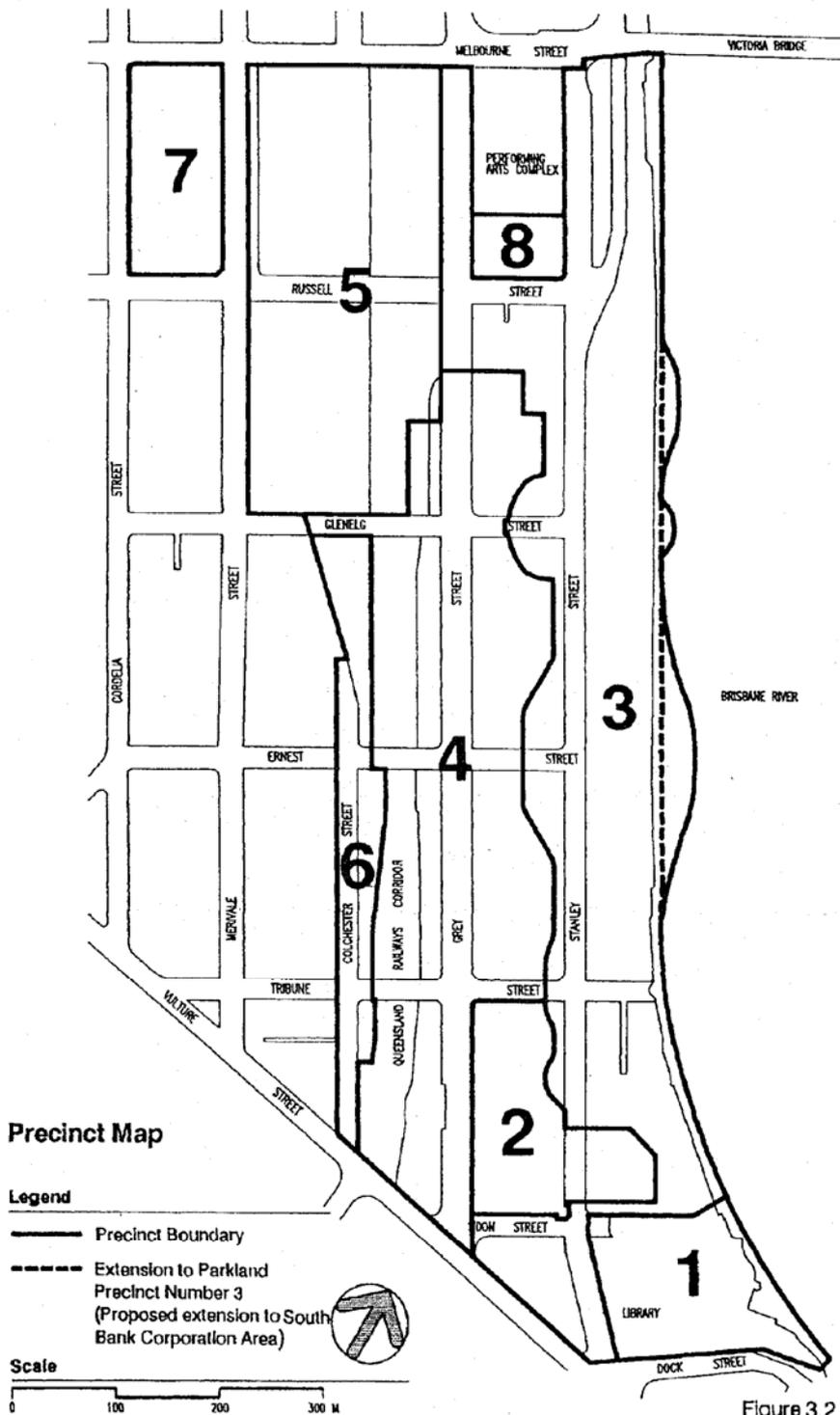


Figure 3.1



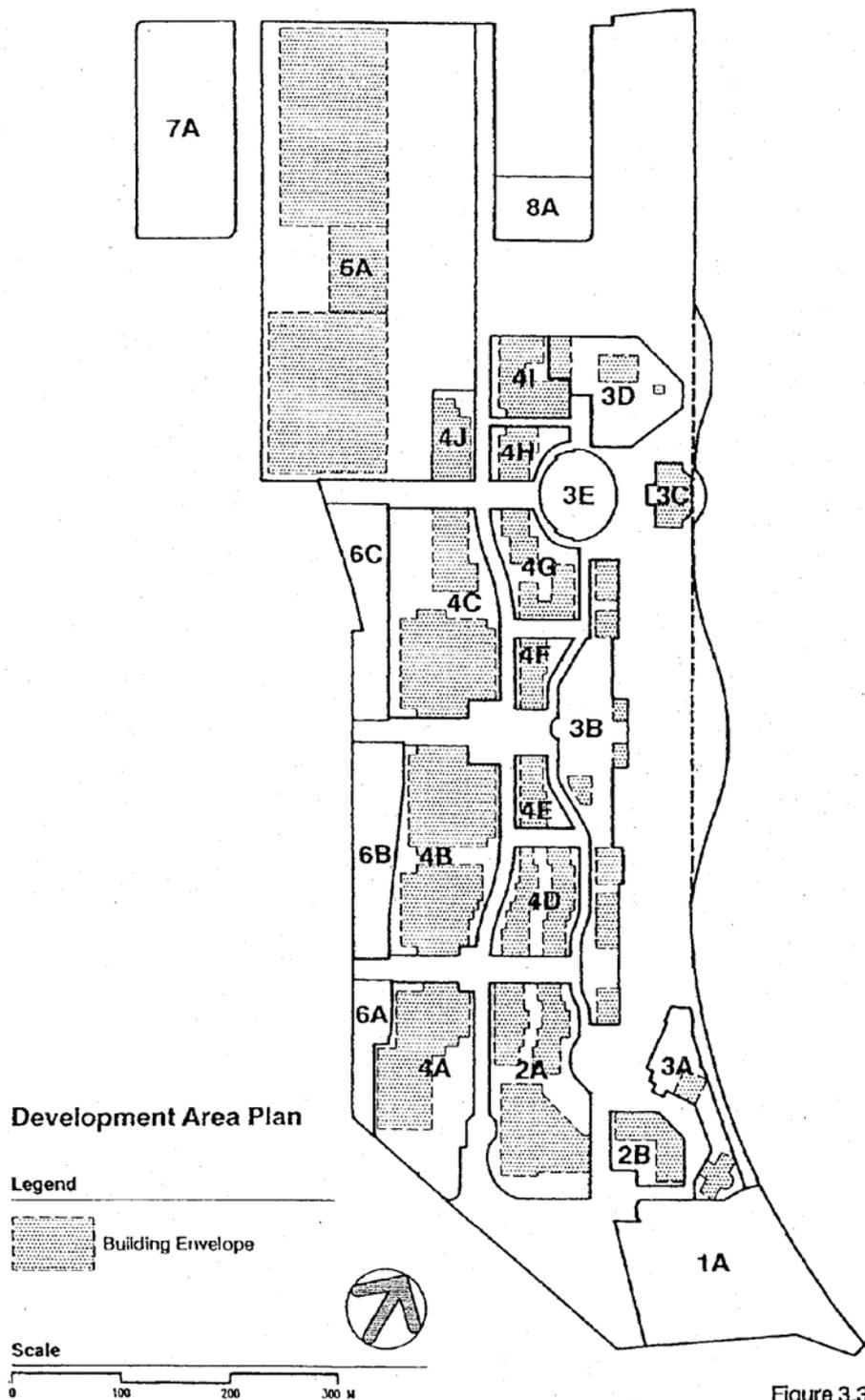


Figure 3.3

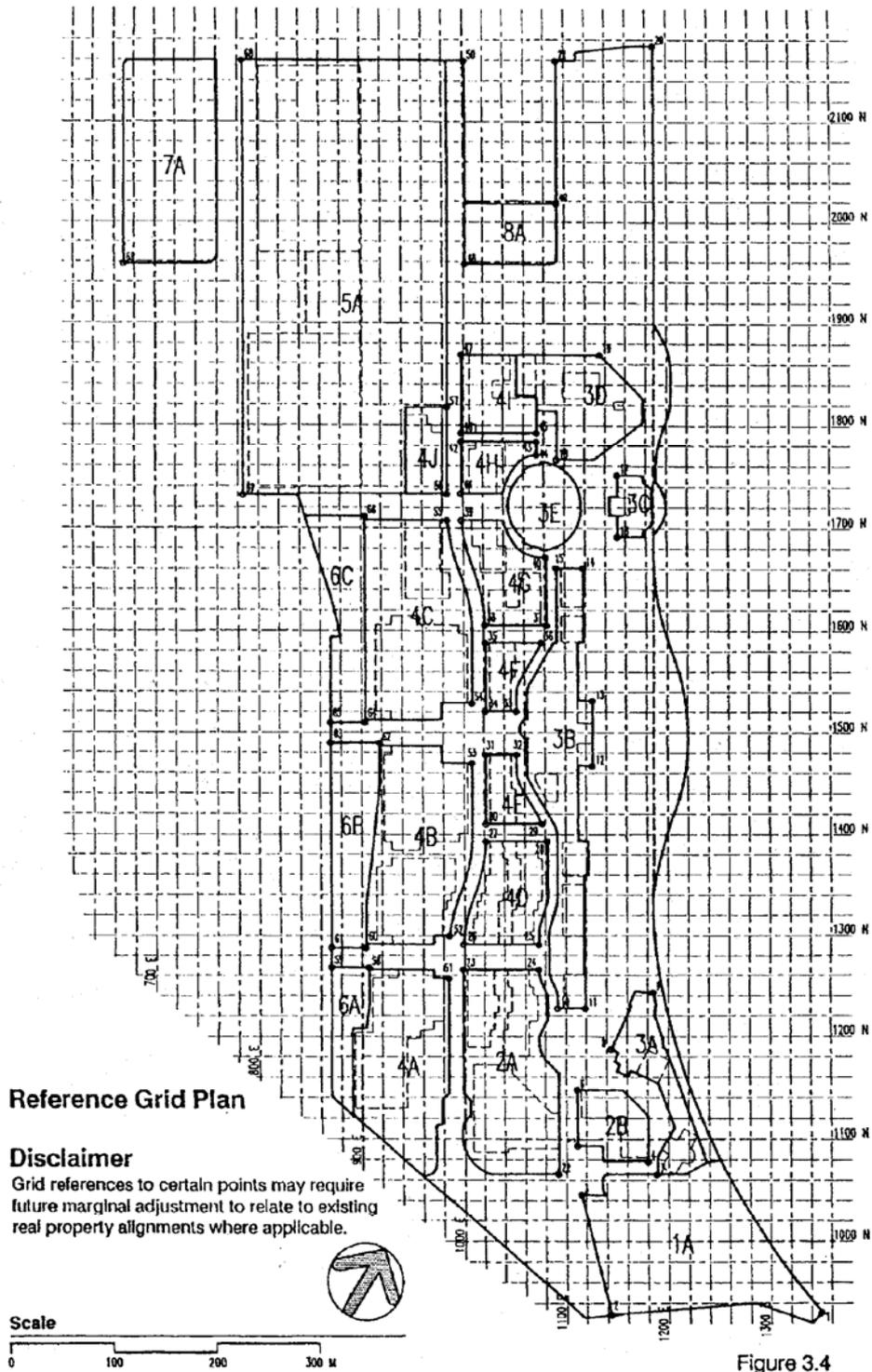


Figure 3.4

Figure 3.4 (cont...)

Reference Grid Plan

Point#	North	East	Point#	North	East
1	931.613	-1349.592	35	1588.898	-1021.345
2	926.272	-1143.016	36	1588.898	-1076.376
3	1046.272	-1114.527	37	1605.898	-1081.339
4	1079.157	-1179.392	38	1605.898	-1021.141
5	1073.682	-1110.589	39	1707.898	-998.039
6	1147.960	-1110.589	40	1671.734	-1081.339
7	1066.515	-1188.706	41	1733.782	-997.838
8	1187.814	-1143.653	42	1784.782	-997.838
9	1243.788	-1185.048	43	1784.398	-1072.088
10	1227.657	-1091.339	44	1771.191	-1072.088
11	1227.657	-1118.839	45	1792.898	-1072.088
12	1467.454	-1126.453	46	1792.898	-997.838
13	1531.860	-1126.453	47	1869.398	-997.838
14	1661.407	-1117.589	48	1958.052	-1001.350
15	1661.407	-1091.339	49	2018.120	-1092.017
16	1692.002	-1151.563	50	2159.888	-1001.564
17	1751.502	-1151.563	51	1257.398	-983.838
18	1766.398	-1092.088	52	1299.898	-984.620
19	1869.398	-1134.088	53	1469.898	-1007.345
20	2174.689	-1187.263	54	1529.398	-1007.345
21	2159.910	-1092.017	55	1707.898	-984.020
22	1066.635	-1091.623	56	1733.398	-983.838
23	1265.898	-997.838	57	1817.898	-983.838
24	1265.898	-1072.839	58	1267.986	-906.239
25	1291.398	-1072.839	59	1267.986	-869.239
26	1291.398	-998.013	60	1288.102	-903.239
27	1393.398	-1021.117	61	1288.102	-869.239
28	1393.398	-1081.339	62	1489.605	-917.239
29	1410.398	-1076.385	63	1489.605	-869.239
30	1410.398	-1021.345	64	1509.731	-903.262
31	1478.398	-1021.345	65	1509.731	869.239
32	1478.398	-1051.589	66	1711.148	-903.468
33	1520.898	-1051.589	67	1731.991	-784.783
34	1520.898	-1021.345	68	2160.273	-784.985
			69	1958.186	-669.145

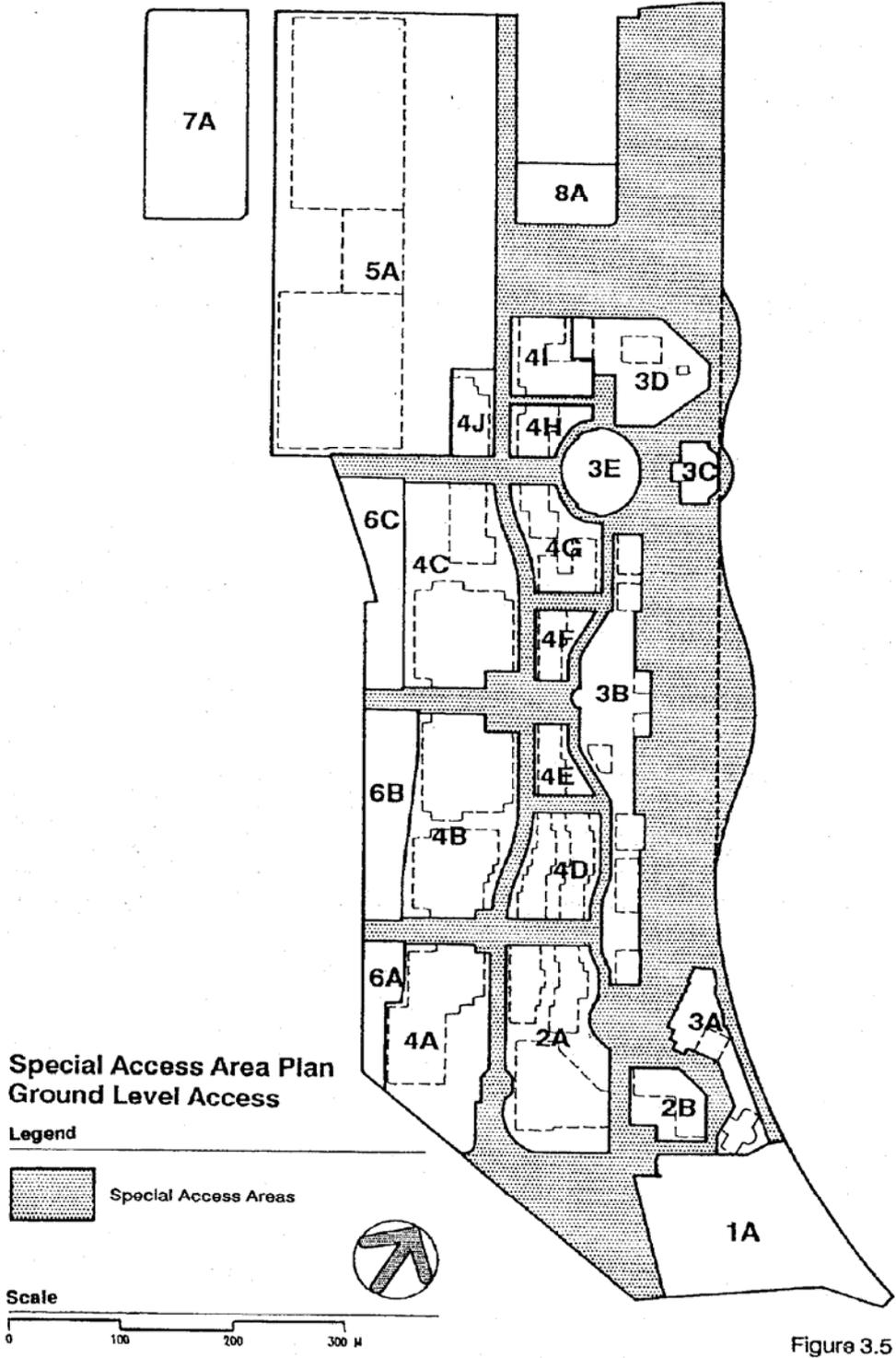


Figure 3.5

Note - Ground level access arrangements are superseded by the provisions of Section 14.0

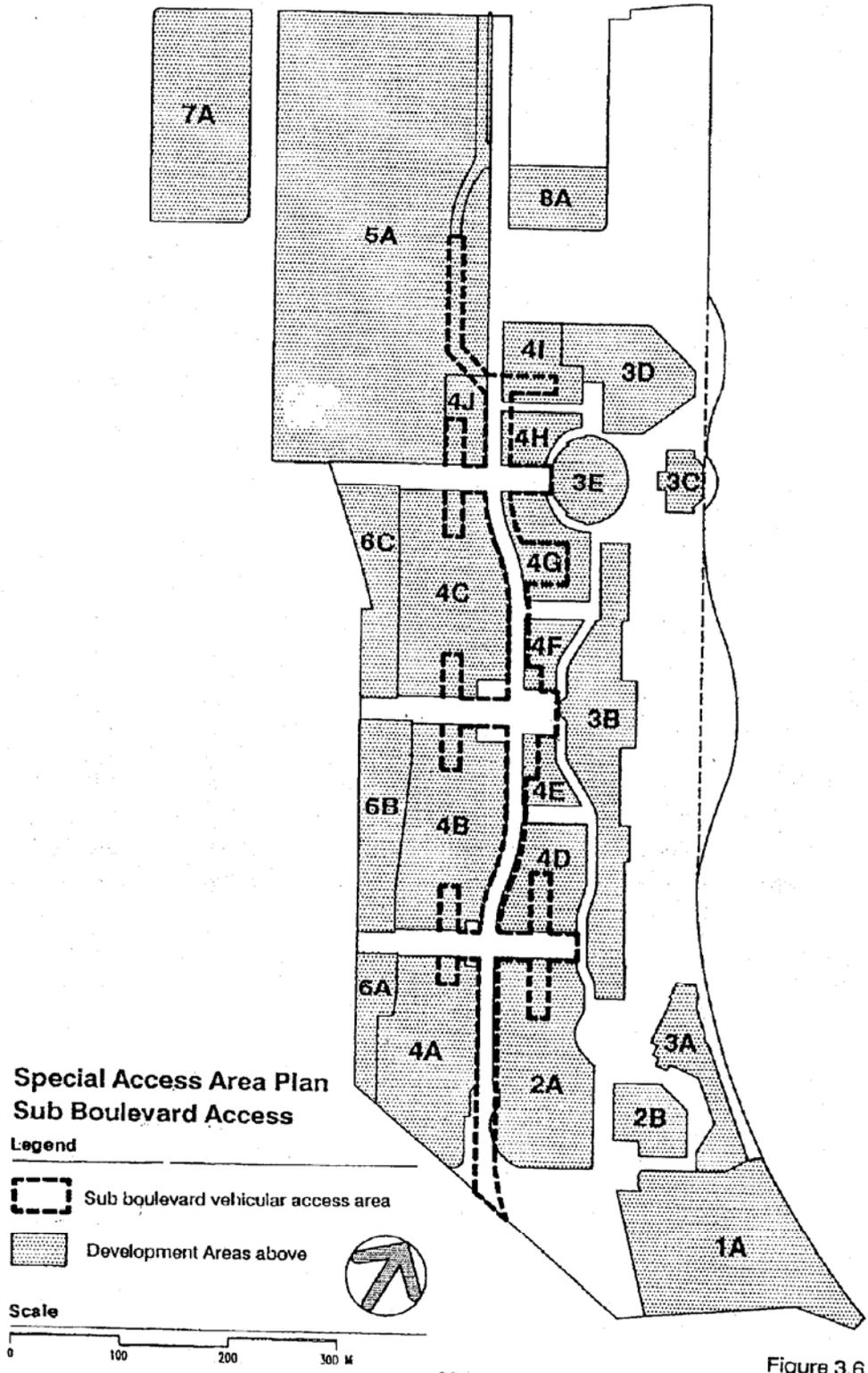


Figure 3.6

Note - Sub Boulevard access arrangements are superseded by the provisions of Section 14.0

4.0 PRECINCT ONE – MARITIME PRECINCT

4.1 Intent

The intent of this precinct is to upgrade the Maritime Museum and to refurbish the historical elements in sympathy with this function, while still respecting the historical ambience of the 1880's maritime facilities. Ancillary tourist and visitor facilities will be incorporated with the museum function.

It is intended to establish uses in the South Brisbane Library which are generally compatible with the Maritime Museum and tourist visitor facilities.

4.2 Development Principles

4.2.1 Development Intensity

The optimum gross floor areas for the predominant land uses in Precinct One are outlined below in Table 4.1.

Table 4.1

Gross Floor Area of Predominant Land Uses - Precinct One

Predominant Land Use Optimum	Gross Floor Area (m ²)
Public Purpose	3,125

4.2.2 Car Parking

Based on the Corporation's Car Parking Standards, a maximum of 63 car parking spaces shall be allowable within Precinct One to service the requirements of the land uses located in the Precinct.

4.2.3 Preferred Development

The preferred development within this precinct and other suitable development that may also be considered as appropriate are outlined in Table 4.2 below.

Table 4.2

Table of Development - Precinct One

Preferred Development	Other Suitable Development
Kiosk	Landing
Museum	Occasional Market
Park	Place of Assembly
Public Premises	Other uses compatible with the intent
Utility Installation	of the precinct.

4.3 Urban Design Requirements

4.3.1 Conservation Plan

Prior to any building work or demolition occurring in this precinct a detailed professional conservation plan should be carried out which would establish the cultural significance of the buildings and their setting. The conservation plan would establish guidelines under which future development in this precinct could take place, at the discretion of the Corporation.

An exemption from the conservation study guidelines would be temporary work carried out on the Pavilion of promise. Such work would be carried out at the discretion of the Corporation.

4.3.2 Graphics and Advertising

All external graphics and advertising should be coordinated with the themes of the Maritime Precinct, and should be designed in conjunction with the Corporation or its appointed representative.

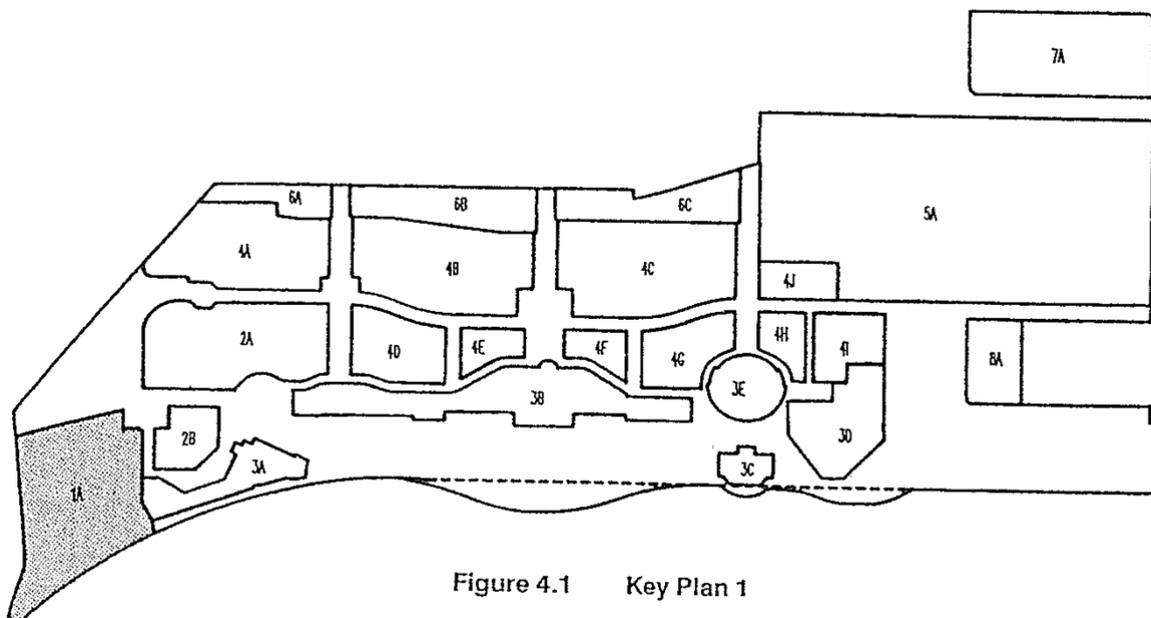


Figure 4.1 Key Plan 1

5.0 PRECINCT TWO – INTERNATIONAL HOTEL PRECINCT

5.1 Intent

This precinct is intended to provide a location for an International Hotel and accompanying residential, retail and recreational facilities. The residential uses include those associated with the International Hotel and other permanent residential accommodation. The Ship Inn is an integral component of the precinct and will be maintained.

5.1A Precinct

Provisions relating to part of this precinct have been superseded to the extent that part of this precinct is contained in Precinct Nine. Precinct Nine comprises parts of Precincts Two, Three, Four and Five.

To ensure minimal changes and maximise convenience for Development Plan users, revised provisions for those parts of affected precincts are contained wholly in one section, being Section 14.0 - Precinct Nine.

Where there is conflict between this section and Section 14.0 with regard to that part of Precinct Two contained in Precinct Nine, the provisions of Section 14.0 prevail.

5.2 Development Principles

5.2.1 Development Intensity

The preferred optimum gross floor areas for the predominant land uses in Precinct Two are outlined below in Table 5.1.

Table 5.1

Optimum Gross Floor Area of Predominant Land Uses - Precinct Two

Predominant Land Uses	Optimum Gross Floor Area (m ²)
Commercial	630
Food and Beverage	1,500
International Hotel	40,000
Residential	31,110
Retail	520

5.2.2 Car Parking

Based on the current car parking standards of the Corporation, a maximum of 814 car parking spaces shall be allowable within Precinct Two to service the requirements of the land uses located in that Precinct.

5.2.3 Preferred Development

The preferred development within this precinct and other suitable development that may also be considered as appropriate are outlined in Table 5.2 below.

Table 5.2

Table of Development - Precinct Two

Preferred Development	Other Suitable Development
Apartment Building	Car Park
Attached House	Club
Business Premises	Hotel
International Hotel	Indoor Sport and Recreation
Licensed Club	Outdoor Sport and Recreation
Specialist Shop	Park
Utility Installation	Other uses compatible with the intent of the precinct.

5.2.4 Urban Design Principles

The principal building in this precinct will be the International Hotel and guidelines shall reflect this important role. The International Hotel also has a transitional role, lying between the Maritime Precinct and the larger commercial buildings along the south western edge of the Grey Street Boulevard. This suggests that while the building will have a residential feel, its scale will assist that transition.

The International Hotel has a key position in the planning geometry of the site. It must be located in such a way as to link the development along the Grey Street Boulevard to that within the Maritime Precinct. The principal entry of the International Hotel is adjacent to the intersection of the Grey Street Boulevard and Vulture Street, and its principal orientation is diagonally across the site towards the south-western end of the Waterway. The area between the Waterway and the International Hotel is intended as a Garden Forecourt and should be one of the major features of the site.

The six to eight level residential buildings associated with the International Hotel should extend its boundary and assist in defining the layout of the precinct. The boundary should also be extended by the retail and commercial buildings associated with the International Hotel and, as a result, this will define the entry to the south-western end of the Grey Street Boulevard.

The configuration of buildings adjacent to the Maritime Precinct will contribute to the definition of the open space lying between the two Precincts. This space will be one of the public entry ways to the Park and buildings on the perimeter should be designed accordingly. Buildings adjacent to the Park should generally parallel its irregular borders. Buildings elsewhere should generally maintain maximum uninterrupted facades averaging 25 metres in length.

Buildings lying between the Maritime Precinct and the International Hotel should be scaled to assist in the gradual transition between the Maritime Precinct and the larger scaled International Hotel. Particular attention should be paid to ensure that new buildings located close to existing or relocated buildings are of a similar scale.

The theme of "the Park within the Building within the Park" applies to this Precinct and to the International Hotel in particular. Strategies to achieve this character include:

- (a) The use of overhangs at the first level above ground, creating semi-enclosed spaces and/or arcades around the perimeter of the building;
- (b) The recession of entries beyond the building face, allowing the external space to penetrate the building volume;
- (c) The use of clear glazing at ground level, ameliorating the barrier effect of an opaque wall;
- (d) The maximum use of recessed forms generally around the perimeter of the building, blurring the distinction between internal and external space; and

- (e) The use of a variety of architectural components beyond the building creating a defined edge to the building surround which is both building and landscape. Such components would include terraces, pergolas, ramps and stairs, retaining walls and gateways.

5.3 Special Access Areas

5.3.1 Pedestrian Access Requirements

The Special Access Area between Development Areas 2A and 2B shall be maintained as a public 24 hour pedestrian access to a minimum width of five metres. This Special Area shall provide pedestrian access to Development Areas 2A, 2B and the Parkland.

5.3.2 Vehicular Access Requirements

This Special Access Area shall provide emergency and service vehicular access to the parkland and car park access to Development Areas 2A and 2B. Ramped access may be allowed within the Special Area to basement car parks in Development Areas 2A and 2B at the discretion of the Corporation. A minimum width of five metres shall be maintained for emergency and vehicular access to the Parkland.

5.3.3 Landscape Design

Landscape Design within the Special Access Areas of Precinct Two are to be in accordance with Section 2.0 Urban Design Principles and to the approval of the Corporation. Specific landscape requirements related to the special areas in this precinct are as follows:

- (a) Continuation of the theme planting to visually link the site entrance to the Park; and
- (b) Use of similar or complementary paving types within the pedestrian access areas to provide an extension of the surface treatment in adjoining areas.

5.4 Development Area 2A

5.4.1 Optimum Gross Floor Areas

The gross floor area optima for predominant Land uses within Development Area 2A are outlined below in Table 5.3.

Table 5.3

Gross Floor Areas of Predominant Land Uses - Development Area 2A

Predominant Land Uses Optimum	Gross Floor Area (m²)
International Hotel	40,000
Food and Beverage	1,500
Commercial	630
Retail	520
Residential	17,850

5.4.2 Urban Design Requirements for Building Envelopes

5.4.2.1 Site Arrangement and Massing

The area available for building shall be restricted to the Building Envelopes indicated in Figure 5.1(b). The massing of Building Envelopes shall be as indicated in Figures 5.1(e), (f) and (i). The following minimum distances between Building Envelopes shall be maintained to allow adequate light, ventilation, privacy and vistas:

- (a) 15 metres between Building Envelopes 9 and 10.

The maximum length and treatment of facades shall comply with Section 2.2.1.

5.4.2.2 Building Heights

The maximum parapet level of the Building Envelopes within Development Area 2A are outlined in Table 5.4 below.

Table 5.4

Maximum Building Heights - Development Area 2A

Building Envelopes	Maximum Parapet Level
Building Envelope 9	AHD 54 metres
Building Envelope 10	AHD 44 metres

The maximum level shall not be continuous over the whole Building Envelope and shall comply with Figures 5.1 (e), (f) and (i). Refer to section 3.3.1 for exclusions.

5.4.2.3 Building Setbacks

The Building Envelopes shall comply with the setbacks indicated in Figures 5.1(e), (f) and (i). The ground floor of Building Envelope 10 along the Grey Street Boulevard shall be setback 4.5 metres to provide pedestrian circulation outside the Transition Area.

5.4.2.4 Circulation and Access

Pedestrian access shall be provided within the Development Area 2A from the Special Access Areas to Building Envelopes to a standard suitable for disabled use. Refer to Section 5.4.2 for circulation and access requirements in the Transition Area.

Vehicle access shall be provided to the Building Envelopes via:

- (a) Visitor access to Building Envelope 9 from Vulture Street;
- (b) Service and car park access to Building Envelope 9 from Stanley Street;
- (c) Visitor access to Building Envelopes 10 from Tribune Street; and
- (d) Service and car park access to Building Envelopes 10 from Tribune Street.

5.4.2.5 Building Envelope Landscaping

Landscape treatment for the International Hotel entry and porte cochere shall be in accordance with Section 2.0 Urban Design Principles, and shall provide a significant statement of entry. A landscaped public access space of a minimum four metres wide shall be provided and linked to the Boulevard frontage of Building Envelope 10. This space shall be not less than ten percent of the Building Envelope.

5.4.3 Transition Area Requirements

The Transition Areas within Precinct Two shall be developed in accordance with Section 3.3.2 and cater for the following specific requirements:

- (a) Provision of walkway, a link to waterway landing and through to the Park;
- (b) Provision of emergency vehicle access from the Boulevard to Building Envelopes 10;
- (c) Pedestrian access of minimum width 9.8 metres between Building Envelope 10 and the South Bank Waterway and through to the Park;
- (d) Special provisions may apply for the introduction of private residential courts and hotel recreation areas at the discretion of the Corporation;
- (e) Entries into the Building Envelopes shall be developed to reflect the function and significance of these areas within the transition area; and
- (f) The area between the Waterway and Building Envelope 9 shall be developed as a landscaped outdoor recreation and relaxation area. The area shall provide a pedestrian link from the Building Envelope into the Park and to a Waterway Boat Landing. An essential part of the design shall include a water feature at this higher level linking visually with the Waterway and Stream into the Park.

5.5 Development Area 2B

5.5.1 Optimum Gross Floor Areas

The optimum gross floor areas for predominant land uses within Development Area 2B are outlined below in Table 5.5.

Table 5.5

Gross Floor Areas of Predominant Land Uses - Development Area 2B

Predominant Land Use Optimum	Gross Floor Area (m2)
Residential	13,260

5.5.2 Urban Design Requirements for Building Envelopes

5.5.2.1 Site Arrangement and Massing

The area available for building shall be restricted to the Building Envelope indicated in Figure 5.2(b). The massing of the Building Envelopes shall be as indicated in Figure 5.2(c).

The maximum length and treatment of facades within Development Area 2B shall comply with Section 2.2.1.

5.5.2.2 Building Heights

The maximum parapet level of Building Envelope 23 shall be AHD 43.8 metres. The maximum level shall not be continuous over the whole of Building Envelope 23 and shall comply with Figures 5.2(c). Refer to Section 3.3.1.3 for general Building Height Principles.

5.5.2.3 Building Setbacks

The buildings within Building Envelope 23 shall comply with the setbacks indicated in Figure 5.2(b).

5.5.2.4 Circulation and Access

Pedestrian, private vehicle and service vehicle access shall all be provided from Stanley Street.

5.5.2.5 Building Envelope Landscaping

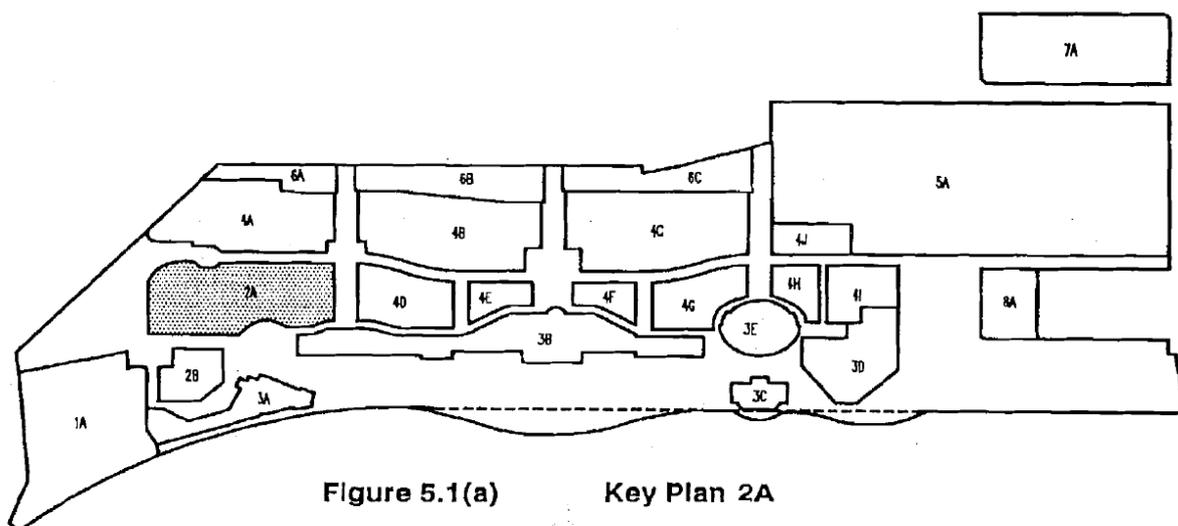
Landscape treatment for Building Envelope 23 shall be in accordance with Section 2.0 Urban Design Principles with provision for private terrace areas to individual condominiums with a minimum of thirty-five percent soft landscape treatment to each terrace.

5.5.3 Transition Area Requirements

The Transition Areas within Development Area 2B will be developed in accordance with Section 3.3.2 and cater for the provision of a landscaped courtyard area incorporating a pedestrian entry to the Building Envelope from the site entry at Stanley Street.

5.5.4 Visitor Car Parking

The number of visitor car parks contained within Development Area 2B shall be not less than 25% of the total number of dwelling units.



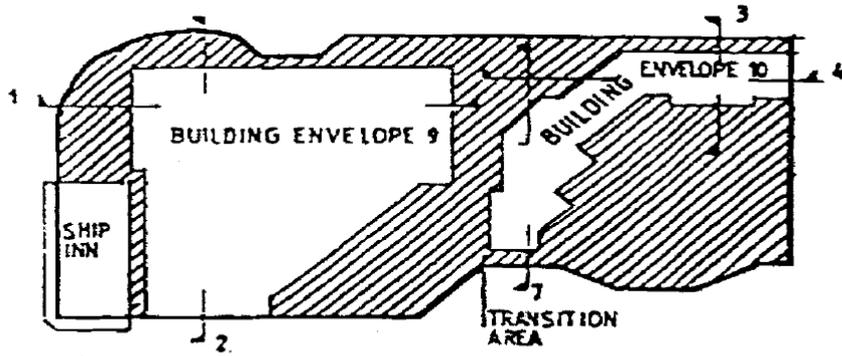


Figure 5.1(b) Development Area 2A Plan

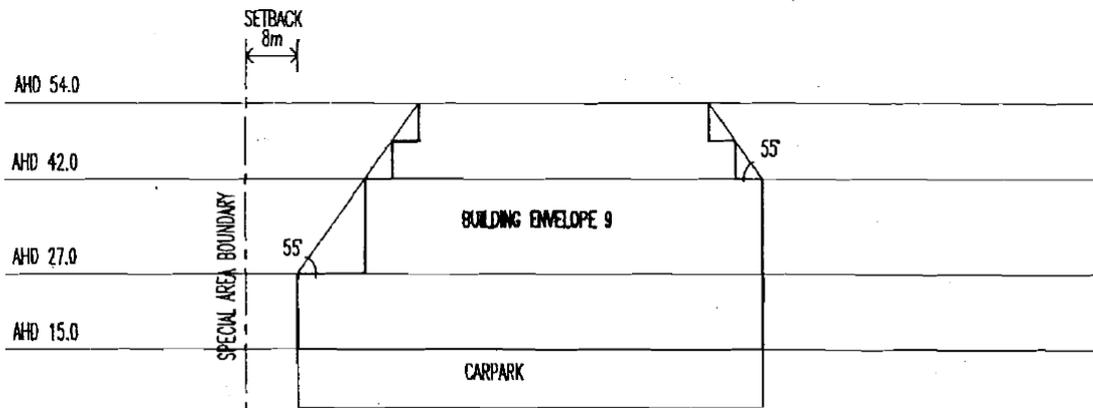


Figure 5.1(c) Section 1 Building Envelope 9

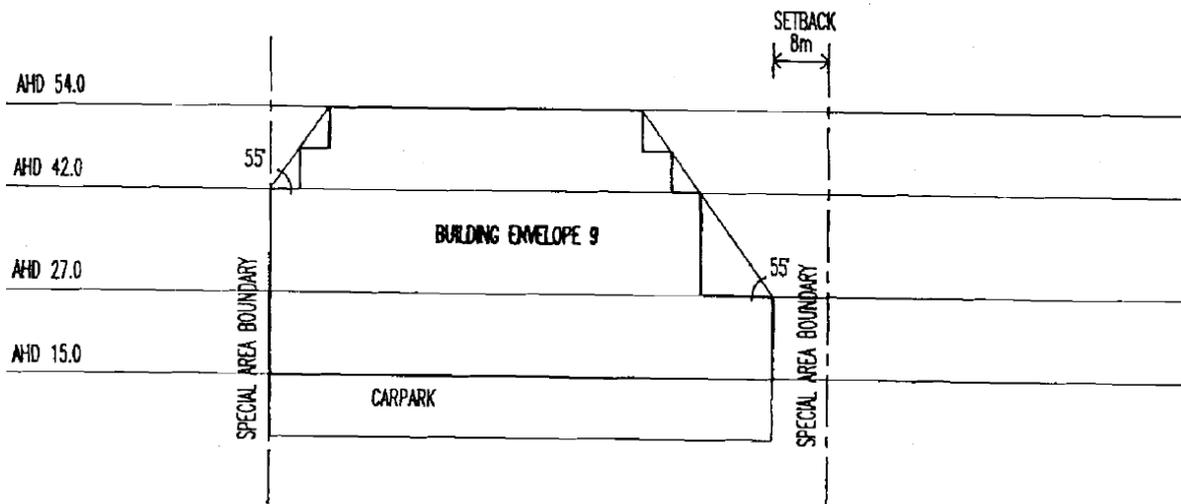


Figure 5.1(d) Section 2 Building Envelope 9

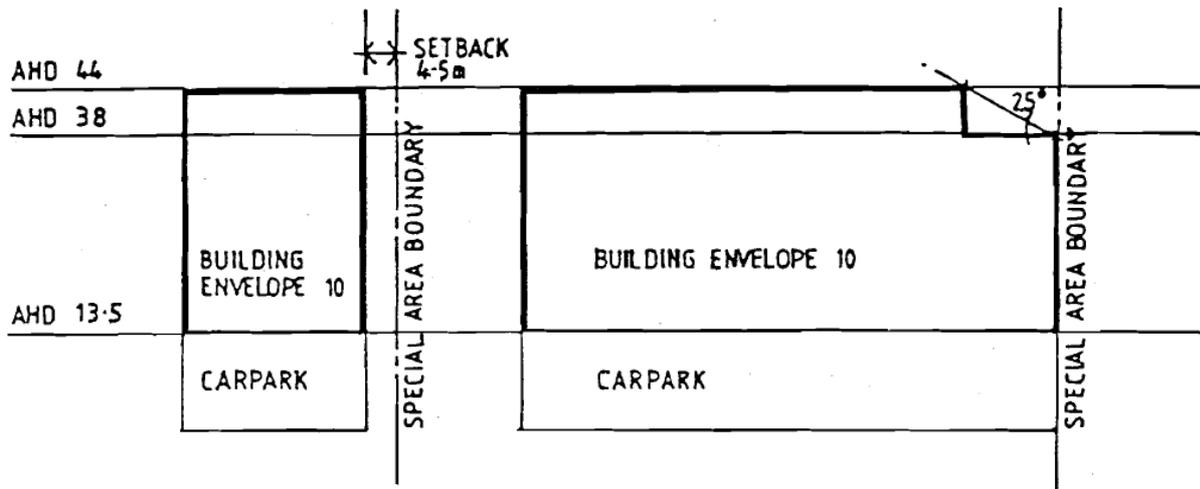


Figure 5-1 (e)
Section 3
Building Envelope 10

Figure 5-1 (f)
Section 4
Building Envelope 10

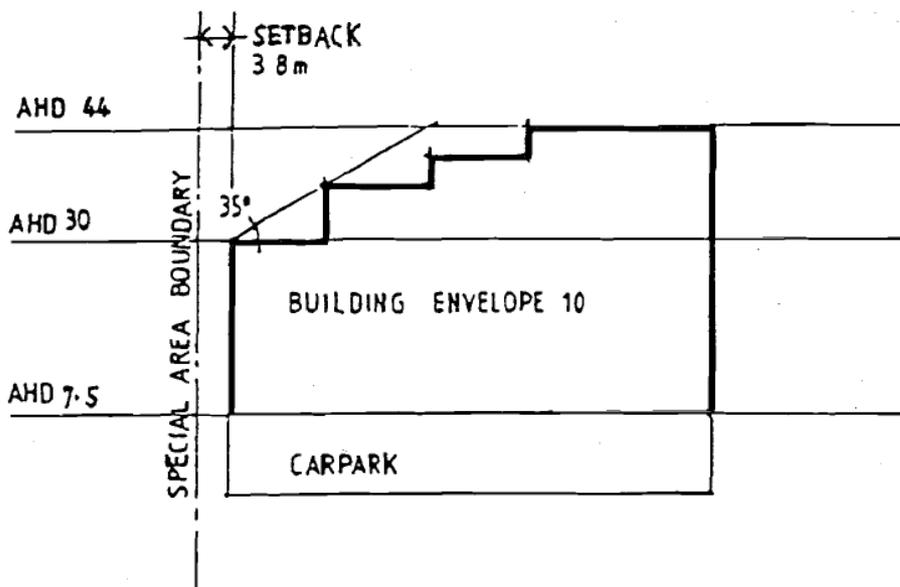


Figure 5-1 (i) Section 7 Building Envelope 10

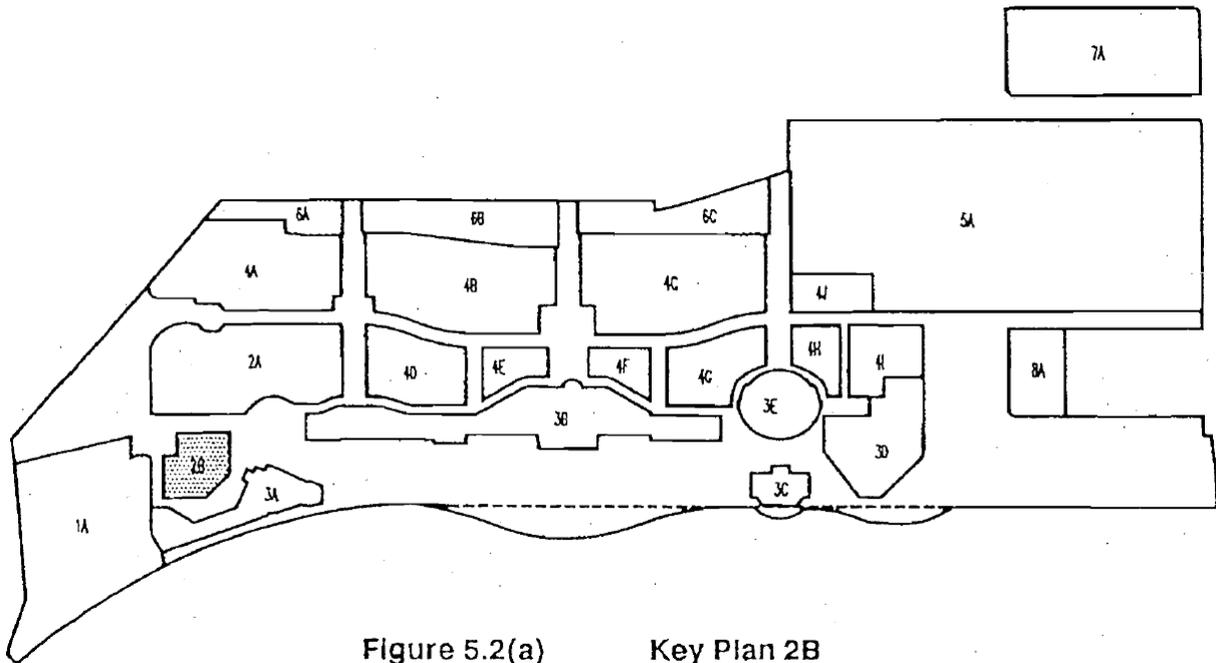


Figure 5.2(a) Key Plan 2B

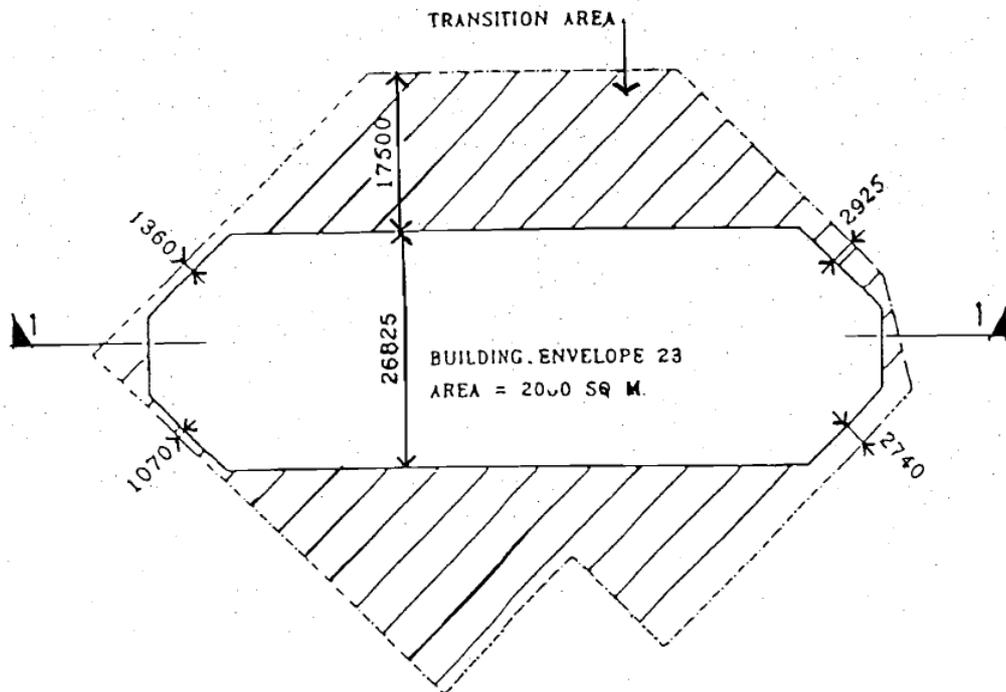


FIG 5.2(b) PLAN
DEVELOPMENT AREA 2B

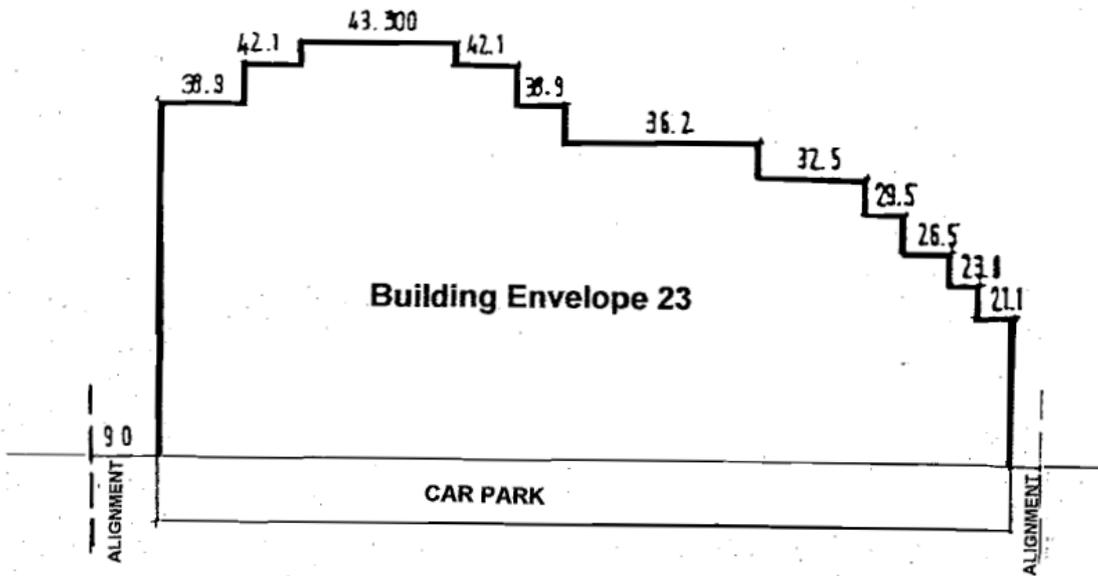


FIG 5.2 (d) SECTION 1 BUILDING ENVELOPE 23

6.0 PRECINCT THREE – PARKLAND PRECINCT

6.1 Intent

The land included in this Precinct is primarily intended for the provision of public open space by retaining all riverside land within this Precinct for informal and casual recreational pursuits. This will provide maximum public accessibility for both residents and visitors alike. Additionally the historical buildings, the Plough Inn and Allgas buildings will be retained.

The parkland area will also contain various entertainment facilities such as water gardens, an entertainment piazza, a lagoon and beaches. Additional facilities servicing visitors and tourists to the site will be located within this precinct, including restaurants, specialist retailing outlets such as kiosks and souvenir shops and some commercial activities.

At the northern end of this precinct, adjacent to the Performing Arts Complex, the primary intent is for a cultural area providing a sympathetic turf area to the existing Cultural Centre and to provide a suitable entry to the site. Proposed uses within this area include a sculpture court and flagged court. Other uses that are compatible with and offer synergies with the cultural area are intended.

Public access along the riverfront will be provided to enable an integrated riverside open space network. This Precinct will also provide an appropriately landscaped edge to the Brisbane River, enhancing its visual amenity and its use for recreational purposes.

6.1A Background

Provisions relating to part of this precinct have been superseded to the extent that part of this precinct is contained in Precinct Nine. Precinct Nine comprises parts of Precinct Two, Three, Four and Five.

To ensure minimal changes and maximise convenience for Development Plan users, revised provisions for those parts of affected precincts are contained wholly in one section, being Section 14.0 – Precinct Nine.

Where there is conflict between this section and Section 14.0 with regard to that part of Precinct Three contained in Precinct Nine, the provisions of Section 14.0 prevail. In addition, the form style and structural elements of the Parklands components of Precinct Three are superseded by the provisions of Section 14.0, and its reference to and reliance on the 1997 Masterplan.

6.2 Development Principles

6.2.1 Development Intensity

The preferred optimum gross floor area and the predominant land uses in Precinct Three (Development Area A) are outlined below in Table 6.1.

Table 6.1

Gross Floor Areas of Predominant Land Uses – Precinct Three (Development Area A)

Predominant Land Uses	Optimum Gross Floor Area (m ²)
Business Premises Food and Beverage Public Purpose Retail	2,000*

* Excludes outdoor dining and public toilets

The preferred optimum gross floor area for the predominant land uses in Precinct Three (Development Areas B-E) are outlined below in Table 6.2.

Table 6.2

Gross Floor Areas of Predominant Land Uses – Precinct Three (Development Areas B-E)

Predominant Land Uses	Optimum Gross Floor Area (m ²)
Business Premises	4,800
Food and Beverage	10,525
Public Purpose	1,880
Retail	720

The preferred optimum gross floor area and the predominant land uses in Precinct Three (Development Area F) are outlined below in Table 6.3.

Table 6.3

Gross Floor Areas and Predominant Land Uses – Precinct Three (Development Area F)

Predominant Land Uses	Optimum Gross Floor Area (m ²)
Business Premises	16,000*
Food and Beverage	
Place of Assembly	
Public Purpose	
Radio Station	
Retail	

*Excludes any roof terrace.

6.2.2 Car Parking

A maximum of 452 car parking spaces shall be allocated to uses within Precinct Three to service the requirements of its land uses. This number includes an allocation of 187 car parking spaces for the open space areas. These car parking spaces will be located in parking structures within other Precincts of the Corporation Area.

Additional below ground level parking for the redevelopment of the Butterfly House may be provided at that site, with access linking from the existing public car park that straddles the boundary of Precincts 3 and 9. Development Area 3F may also include the provision of additional below ground parking.

6.2.3 Preferred Development

The preferred development within this precinct and other suitable development that may also be considered as appropriate are outlined in Table 6.4 below.

Table 6.4

Table of Development – Precinct Three

Preferred Development	Other Suitable Development
Business Premises	Child Care Centre
Landing	Entertainment Piazza
Park	Indoor Sport and Recreation
Utility Installation	Other uses compatible with the intent of the precinct
Kiosk	
Museum	

Outdoor Sport and Recreation
Place of Assembly
Radio Station
Restaurant
Shop
Take-Away Food Store
Zoo

6.2.4 Urban Design Principles

All buildings and structures within the Park Precinct must be designed to the highest standards and in conjunction with the detailed design intentions for the Park. Buildings and structures will vary, but character and form should be appropriate to use. All buildings should be designed in accordance with the best principles of contemporary architectural practice, with a degree of refinement appropriate to their location within the Corporation Area, but drawing also on the informal recreational nature of the Park itself.

6.3 Special Access Areas

6.3.1 Pedestrian Access Requirements

Pedestrian access shall be provided in the Special Access Areas within Precinct Three as follows:

- (a) Access from Vulture Street/Stanley Street into parkland through entrance court adjacent to the Ship Inn and between Precincts One and Two;
- (b) Access across the Waterway from Tribune, Ernest and Glenelg Galleries and from intermediate links between Building Envelopes 4D and 4E, 4F and 4G;
- (c) Access from ferry terminal and charter cruise terminal;
- (d) Access to Grey Street Boulevard from Melbourne Street, from Merivale Street via Russell Street link and from Victoria Bridge, suitable for disabled use; and
- (e) Access from Merivale Street via Russell Street link suitable for disabled use.

6.3.2 Vehicular Access Requirements

The following vehicular access is to be provided in the Special Access Areas within Precinct Three:

- (a) Service and emergency vehicle access from Melbourne and Stanley Streets into the precinct via the Promenade;
- (b) Service vehicle access to backstage/dock area at Entertainment Piazza from Glenelg Street;
- (c) Service equipment and ceremonial vehicles to the Performing Arts Complex from Melbourne Street;
- (d) Service vehicle access via Sidon Street and Tribune Street to Precinct 3A and private vehicle access from Stanley Street and Sidon Street to Precinct 3A.

6.3.3 Landscape Design

Landscape design for all spaces within the Special Access Areas of Precinct Three shall be in accordance with Section 2.0 Urban Design Principles, to the satisfaction of the Corporation.

6.4 Development Area 3A

6.4.1 Optimum Gross Floor Areas

The optimum gross floor areas for predominant land uses within the Development Area 3A are outlined below in Table 6.5.

Table 6.5

Gross Floor Areas of Predominant Land Uses – Development Area 3A

Predominant Land Uses	Optimum Gross Floor Area (m ²)
Business Premises Food and Beverage Public Purpose Retail	2,000*

* Excludes outdoor dining and public toilets

6.4.2 Urban Design Requirements for Building Envelopes

6.4.2.1 Site Arrangement and Massing

The areas available for building/s shall be restricted to the building area indicated in Figure 6.1(b). A maximum 1,000m² total Building Envelope/s (excluding outdoor dining and public toilets) is permitted in the building area. The location and size of the building area and Building Envelope/s shall not be changed except at the discretion of the Corporation. Public pedestrian access, permeability and view corridors shall be maintained at ground level through the building area. Uses that contribute to activation should be developed at ground level.

6.4.2.2 Building Heights

The maximum height of the Building Envelope/s within Development Area 3A shall be 1 storey (plus mezzanine) and 16.5m AHD.

6.4.2.3 Building Setbacks

There are no minimum setbacks required.

6.4.2.4 Circulation and Access

Public pedestrian access suitable for disabled use shall be provided from the Special Access Areas to the Building Envelope/s. Public vehicle access shall be permitted from Stanley Street and Sidon Street to the Building Envelope/s and service vehicle access shall be permitted from Stanley Street, Sidon Street and Tribune Street to the Building Envelope/s. Such access shall have restricted hours of operation at the discretion of the Corporation.

6.4.2.5 Building Envelope Landscaping

Landscape treatment to the Building Envelope/s shall be in accordance with Section 2.0 Urban Design Principles to the approval of the Corporation.

6.4.3 Transition Area Requirements

The Transition Areas within Precinct Three shall be developed in accordance with Section 3.3.2, to the satisfaction of the Corporation.

6.5 Development Area 3B

6.5.1 Optimum Gross Floor Areas

The optimum gross floor areas for predominant land uses within the Development Area 3B are outlined below in Table 6.6.

Table 6.6

Gross Floor Area of Predominant Land Uses – Development Area 3B

Predominant Land Uses	Optimum Gross Floor Area (m ²)
Business Premises	4,800
Food and Beverage	5,375
Public Purpose	1,400
Retail	500

6.5.2 Urban Design Requirements for Building Envelopes

6.5.2.1 Site Arrangement and Massing

The areas available for building shall be restricted to the Building Envelopes indicated in Figures 6.2(b). The form, scale and materials of the building in Building Envelopes 30A and 30B or any redevelopment of other existing buildings, shall be sympathetic to the existing Plough Inn and Allgas buildings to the approval of the Corporation. The Plough Inn and Allgas Building shall be renovated to suit their new uses.

The Building Envelopes shall not be changed, except at the discretion of the Corporation. It is expected that the rear verandah of the Plough Inn will be reinstated and the one storey wing at the rear of the Plough Inn shall be removed at the discretion of the Corporation.

The following minimum distances between Building Envelopes shall be maintained to allow adequate landscaped areas and pedestrian circulation:

- (a) 30 metres between Building Envelopes 25 and 26A;
- (b) Eight metres between Building Envelopes 26A and 26B;
- (c) Four metres between Building Envelope 27 and the Allgas Building;
- (d) 20 metres between Building Envelope 30A and 30B; and
- (e) Eight metres between Building Envelope 31A and 31B.

Any plant and equipment location on the roof of any new development shall be incorporated into the overall design of the building so that housing this equipment contributes to the overall design, and is appropriately screened from view.

6.5.2.2 Building Heights

The maximum parapet levels of the Building Envelopes within Development Area 3B are outlined in Table 6.7 below.

Table 6.7

Maximum Building Heights – Development Area 3B

Building Envelopes	Maximum Parapet Level
Building Envelopes 25, 26Bs 27, 31A	AHD 14.0 metres
Building Envelopes 26A, 31B	AHD 10.5 metres
Building Envelopes 30A, 30B	AHD 16.0 metres
Building Envelope 30C	AHD 18.5 metres
Building Envelopes 28, 29	Existing parapet height
Building Envelope 27	AHD 15.5

6.5.2.3 Building Setbacks

There are no minimum setbacks required from the Special Access Areas except along the South Bank Waterway where a five metre setback to the Building Envelope shall be maintained to a minimum of 50% of the ground floor area of the Building Envelopes.

For Building Envelope 27 the upper most level shall be recessed along all boundaries to assist in minimising visual impacts on the residential uses in the Parklands and impacts on the Allgas Building.

For Building Envelope 30C, the fourth level shall be recessed from all side boundaries, including a 4 metre recess off the Plaza frontage.

6.5.2.4 Circulation and Access

Public pedestrian access suitable for disabled use shall be provided from the Special Access Areas to the Building Envelopes. Only Service vehicle access shall be permitted to the Building Envelopes from the Special Access Areas. Such access shall have restricted hours of operation at the discretion of the Corporation. There shall be no public or private car access with the exception of service vehicles, to the Development Area 3B.

6.5.2.5 Building Envelope Landscaping

Landscape design to Building Envelopes Development Area 3B shall be in accordance with Section 2.0 and include the following:

- (a) Paved courtyard area to Building Envelope 31B, minimum size of 25m², with minimum 20% soft landscaping (planting, water features etc); and
- (b) A landscaped space at ground floor within the Building Envelopes adjacent to the Waterways. This space shall be a minimum of four metres wide and be not less than 10% of the Building Envelopes.

6.5.3 Transition Area Requirements

The Transition Areas shall be developed in accordance with Section 2.0 and 3.3.2 and shall be to the approval of the Corporation. The following specific requirements shall apply:

- (a) Provision of a landscaped court between Building Envelopes 26A and 26B, 31A and 31B, with a minimum paved width of four metres;
- (b) Provision of paved pedestrian access adjacent to the South Bank Waterway to a minimum width of three metres;
- (c) Provision of landscaped area between Building Envelopes 25 and 26A as an extension of Tribune Gallery and Park. This area is to be developed as a classical garden relating to the Grand Stairs and

containing colourful formal planting, clipped hedges, sculptural elements, statuary and linear water features; and

- (d) Provision of a hard paved pedestrian plaza at the original street intersection of Stanley and Ernest Streets. This plaza is to accentuate the Stanley Street alignment through the use of paving and other hard landscape elements to create an expansive pedestrian zone fronting Allgas and Plough Inn buildings. This paved zone is also to be extended along Ernest Street as to link with Water Garden and Park. Planting to this area should consist primarily of spreading shade trees positioned to accentuate the historic street layout.

6.5.4 Special Provisions – Building Envelope 3C

The design of any building in this building envelope shall be complementary to the adjoining and nearby heritage listed buildings.

6.6 Development Area 3C

6.6.1 Optimum Gross Floor Areas

The optimum gross floor areas for the predominant land uses within Development Area 3C are outlined below in Table 6.8.

Table 6.8

Gross Floor Area of Predominant Land Uses – Development Area 3C

Predominant Land Use	Optimum Gross Floor Area (m²)
Food and Beverage	4,000

6.6.2 Urban Design Requirements for Building Envelopes

6.6.2.1 Site Arrangement and Massing

The area available for building shall be the entire Building Envelope indicated in Figure 6.3(b). A maximum 1500m² total Building Envelope/s is permitted in the building area. The location and size of the building area and Building Envelope/s shall not be changed except at the discretion of the Council*. Public pedestrian access, permeability and view corridors shall be maintained at ground level through the building area. Uses that contribute to activation should be developed at ground level.

* Brisbane City Council is the planning authority in accordance with Part 7 of the *South Bank Corporation Act, 1989*.

6.6.2.2 Building Heights

The maximum parapet level of the Building Envelope shall be AHD 18 metres.

6.6.2.3 Building Setbacks

There are no minimum setbacks required from the Special Access Areas.

6.6.2.4 Circulation and Access

Public pedestrian access suitable for disabled use shall be provided from the Special Access Areas to the Building Envelope. The pedestrian paths shall link the Entertainment Piazza to an entry terrace/court and the promenade to riverside terraces.

Only service and special event vehicle access shall be permitted to the Building Envelope/s through the Parklands. Such access shall have restricted hours of operation at the discretion of the Council*. There shall be no public or private car access to the Development Area 3C other than described above.

* Brisbane City Council is the planning authority in accordance with Part 7 of the *South Bank Corporation Act, 1989*.

6.6.2.5 Building Envelope Landscaping

Landscape treatment to the Building Envelope/s shall be in accordance with Section 2.0 Urban Design Principles to the approval of the Council*.

* Brisbane City Council is the planning authority in accordance with Part 7 of the *South Bank Corporation Act, 1989*.

6.7 Development Area 3D

6.7.1 Optimum Gross Floor Areas

The optimum gross floor areas for predominant land uses within Development Area 3D are outlined below in Table 6.9.

Table 6.9

Gross Floor Area of Predominant Land Uses – Development Area 3D

Predominant Land Use	Optimum Gross Floor Area (m²)
Public Purpose	480

6.7.2 Urban Design Requirements for Building Envelopes

6.7.2.1 Site Arrangement and Massing

The areas available for building shall be restricted to the Building Envelopes indicated in Figure 6.4(b).

6.7.2.2 Building Heights

The maximum parapet level of the Building Envelopes for Development Area 3D are outlined in Table 6.10 below.

Table 6.10

Maximum Building Heights – Development Area 3D

Building Envelope	Maximum Parapet Level
Building Envelope 34	AHD 14.0 metres

6.7.2.3 Building Setbacks

There are no minimum setbacks required from the Special Access Areas.

6.7.2.4 Circulation and Access

Public pedestrian access suitable for disabled use shall be provided from the Special Access Areas to Building Envelopes 33 and 34. Pedestrian access shall be provided via elevated Walkways linking Building Envelope 34 and the Promenade/Rainforest Area/Entry. Boat landings shall serve Building Envelope 33 and 34.

Only service vehicle access shall be permitted to the Building Envelopes from the Entrance Court Special Access Area. Such access shall have restricted hours of operation. There shall be no public or private car access to the Development Area 3D.

6.7.2.5 Building Envelope Landscaping

The landscape treatment shall continue the adjacent rainforest theme in planting and ground shaping in accordance with Section 2.0 Urban Design Principles.

6.7.2.6 Transition Area Requirements

The transition areas within Development Area 3D shall be developed in accordance with Section 2.0 and 3.3.2 and cater for the following specific requirements:

- (a) Provision of boat access to individual Building Envelopes 33 and 34; and
- (b) Provision of pedestrian and disabled access from Entrance Court, Aviary and Charter Cruise Terminal via elevated walkways or bridges to Building Envelope 34.

6.8 Development Area 3E

6.8.1 Optimum Gross Floor Area

The predominant use within Development Area 3E is the Entertainment Piazza. However, there is no gross floor area attributable to the Piazza, only to the land uses associated with the Piazza, namely the retail and food and beverage outlets. The associated land uses within this Development Area are outlined below in Table 6.11

Table 6.11

Gross Floor Area of Associated Land Uses – Development Area 3E

Associated Land Uses	Optimum Gross Floor Area (m²)
Retail	150
Food and Beverage	150

6.8.2 Urban Design Requirements for Building Envelopes

6.8.2.1 Circulation and Access

Public pedestrian access suitable for disabled use shall be provided from the Special Access Areas to Development Area 3E. Access pathways shall link the development area with the Grey Street Boulevard and the South Bank Waterway. In addition an elevated walkway will link the Development Area to Building Envelope 41. Service vehicle and stage door access shall be provided from Glenelg Street to the Development Area.

6.9 Development Area 3F

6.9.1 Optimum Gross Floor Area

The optimum gross floor areas for predominant land uses within Development Area 3F are outlined below in Table 6.12. The optimum gross floor area cannot be changed except at the discretion of the Corporation.

Table 6.12

Gross Floor Area of Associated Land Uses – Development Area 3F

Associated Land Uses	Optimum Gross Floor Area (m ²)
Business Premises	16,000*
Food and Beverage	
Place of Assembly	
Public Premises	
Radio Station	
Retail	

*Excludes any roof terrace.

6.9.2 Urban Design Requirements for Building Envelopes

6.9.2.1 Site Arrangement and Massing

The areas available for building shall be restricted to the Building Envelope indicated in Figure 6.6(b). The Building Envelope size shall not be changed except at the discretion of the Corporation. Uses that contribute to activation should be developed at ground level particularly on Grey and Russell Streets.

6.9.2.2 Building Heights

The maximum height of the Building Envelope for Development Area 3F is to be limited to 5 storeys and RL 29.5m AHD. The maximum height is measured to the top of parapet and excludes roof plant, antenna and transmission dishes.

6.9.2.3 Building Setbacks

The building is to be setback at ground level by a minimum 4.25m from the Russell Street kerb and 5.0m from the Grey Street kerb.

6.9.2.4 Circulation and Access

Service vehicle access to the Building Envelope shall only be permitted from Russell Street or Grey Street. A public set-down area for drop off access to Development Area 3F and Development Area 4H (incorporating 4I) shall be maintained at the Entrance Court.

Private vehicular access to any below ground car park within the Building Envelope shall be from Russell Street or Grey Street.

Public pedestrian access shall be maintained at ground level adjacent to the Building Envelope to Development Area 4I to the Corporation's satisfaction.

The need to integrate with adjoining uses must be reflected in any building design.

6.9.2.5 Building Envelope Landscaping

The landscape treatment shall be to the Corporation's satisfaction.

Figure 6.1 (a) Key Plan 3A

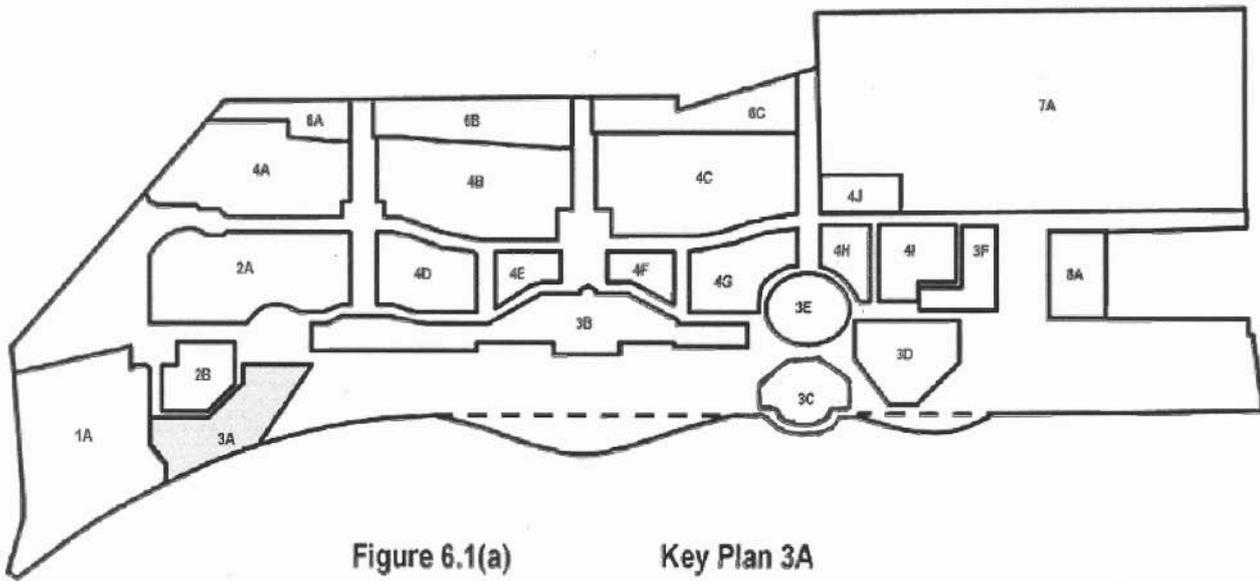


Figure 6.1 (b) 3A Building Area

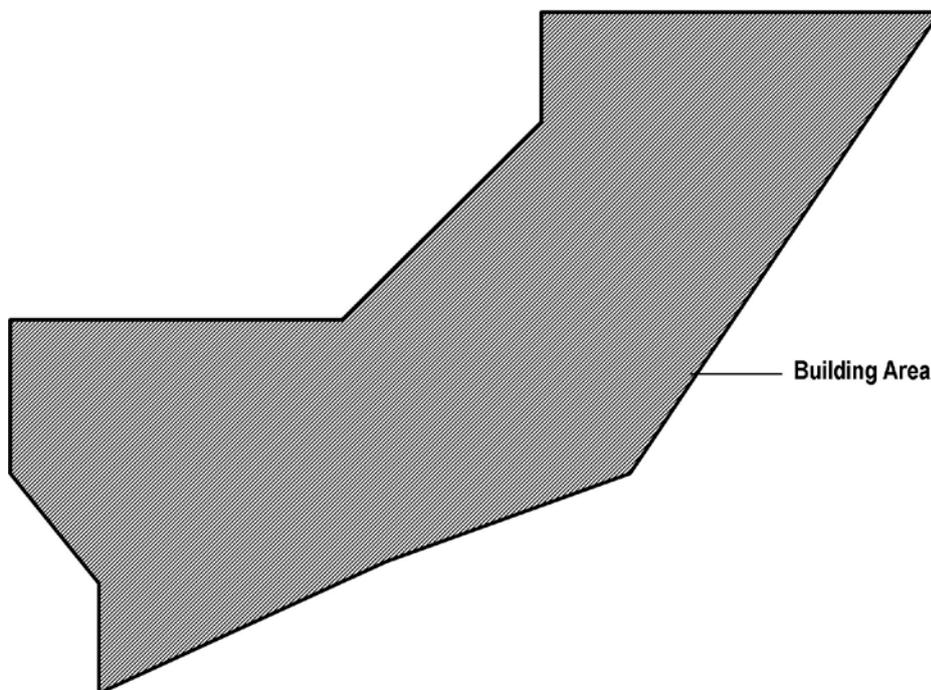


Figure 6.1(b) Building Area

Figure 6.2 (a) Key Plan 3B

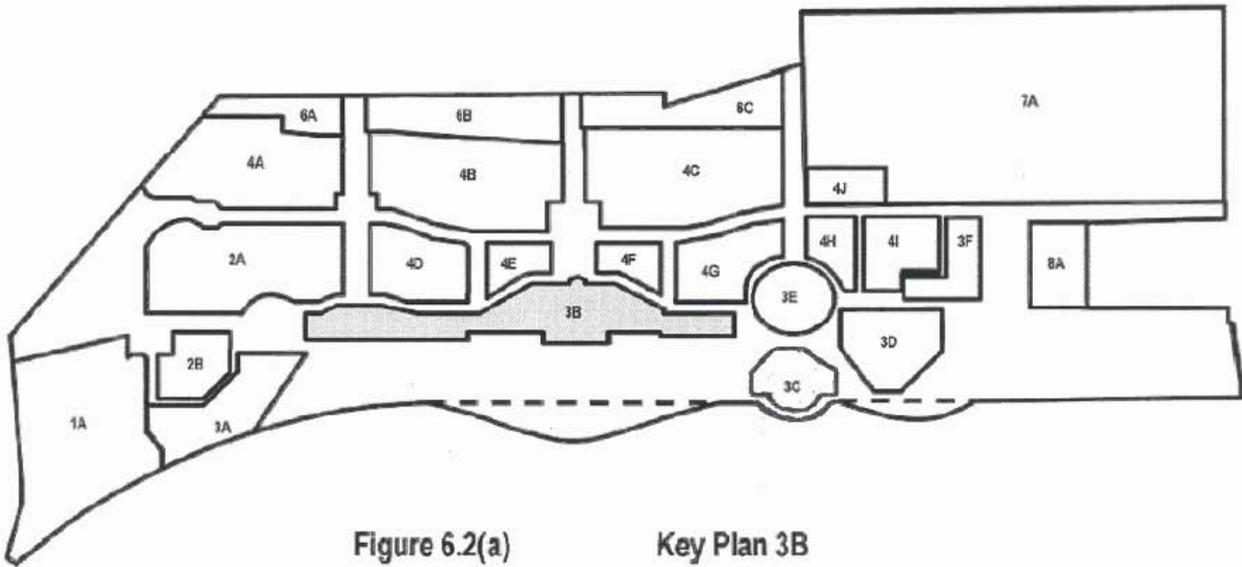


Figure 6.2(a) Key Plan 3B

Figure 6.2 (b) Development Area 3B Plan

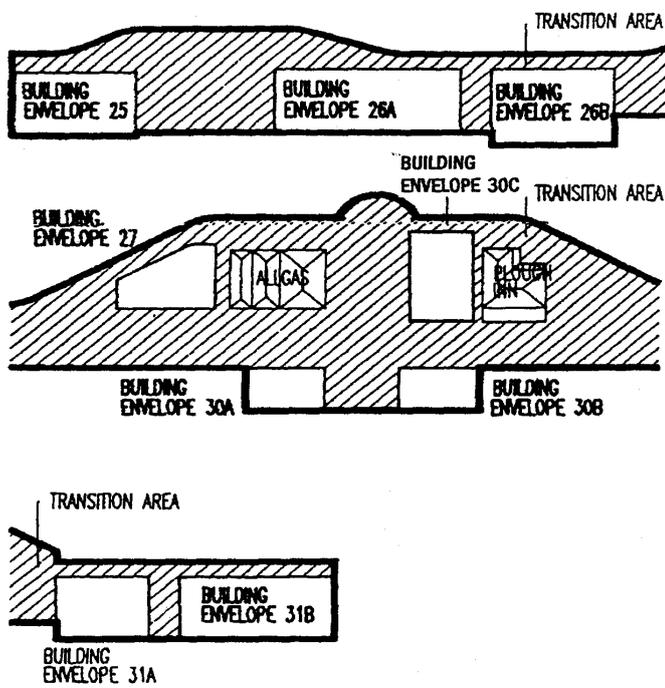


Figure 6.2(b) Development Area 3B Plan

Figure 6.3 (a) Key Plan 3C

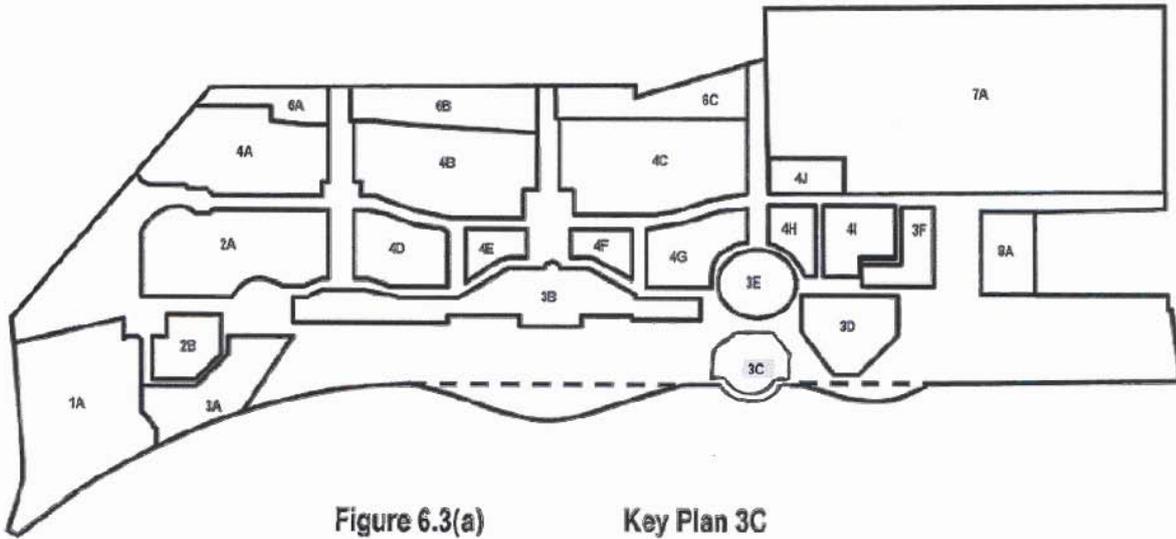


Figure 6.3(a) Key Plan 3C

Figure 6.3 (b) Development Area 3C Plan

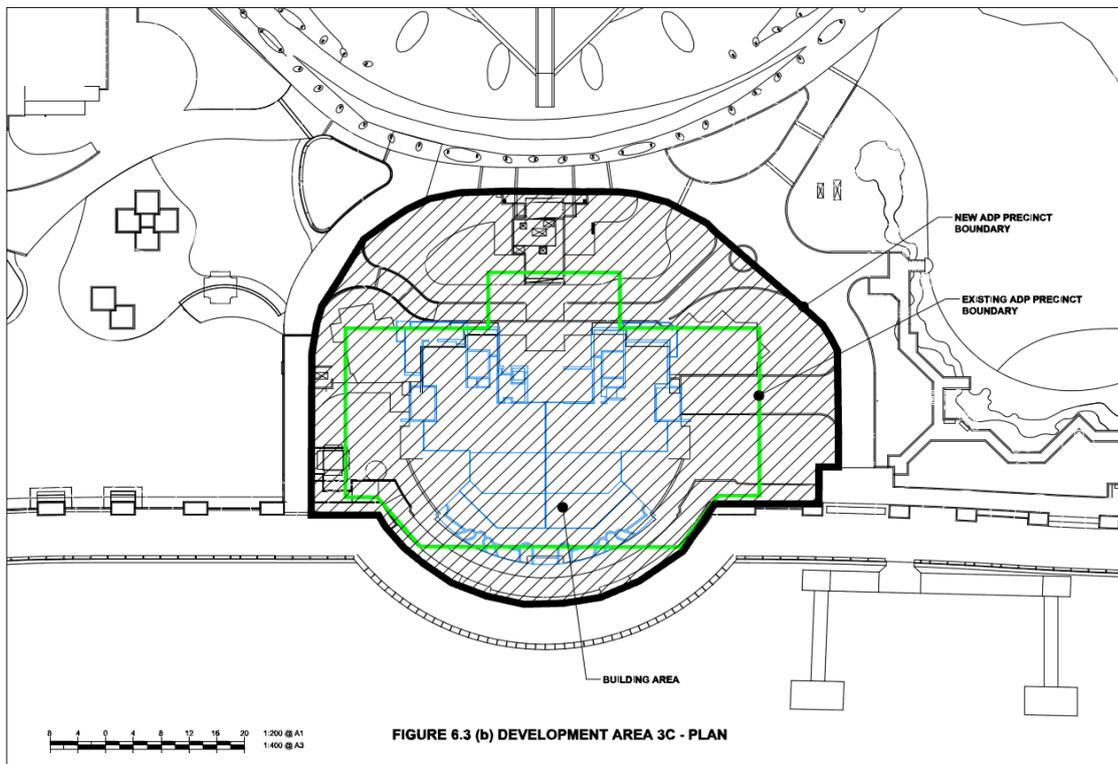


Figure 6.4 (a) Key Plan 3D

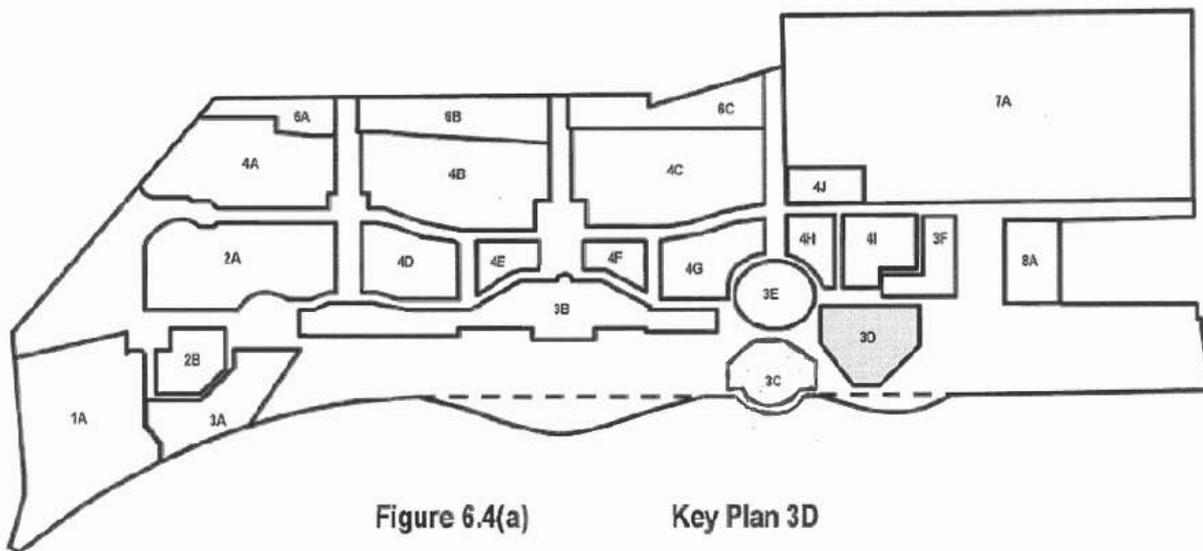


Figure 6.4 (b) Development Area 3D Plan

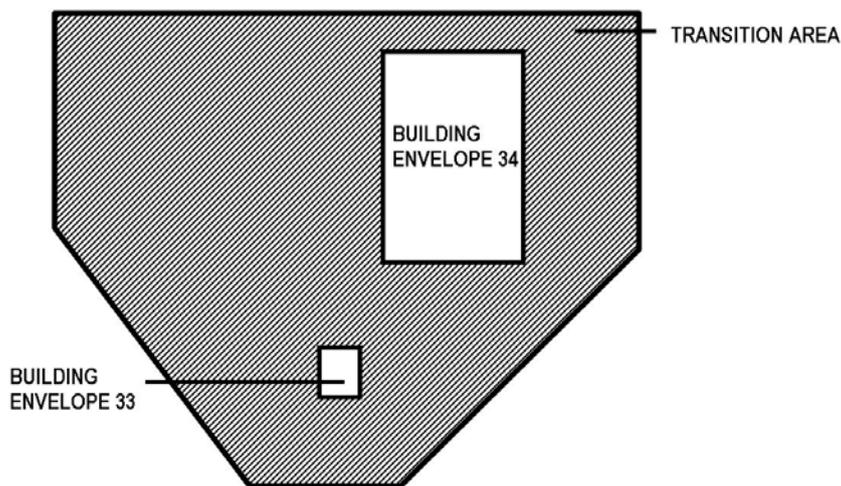


Figure 6.4(b) Development Area 3D Plan

Figure 6.5 (a) Key Plan 3E

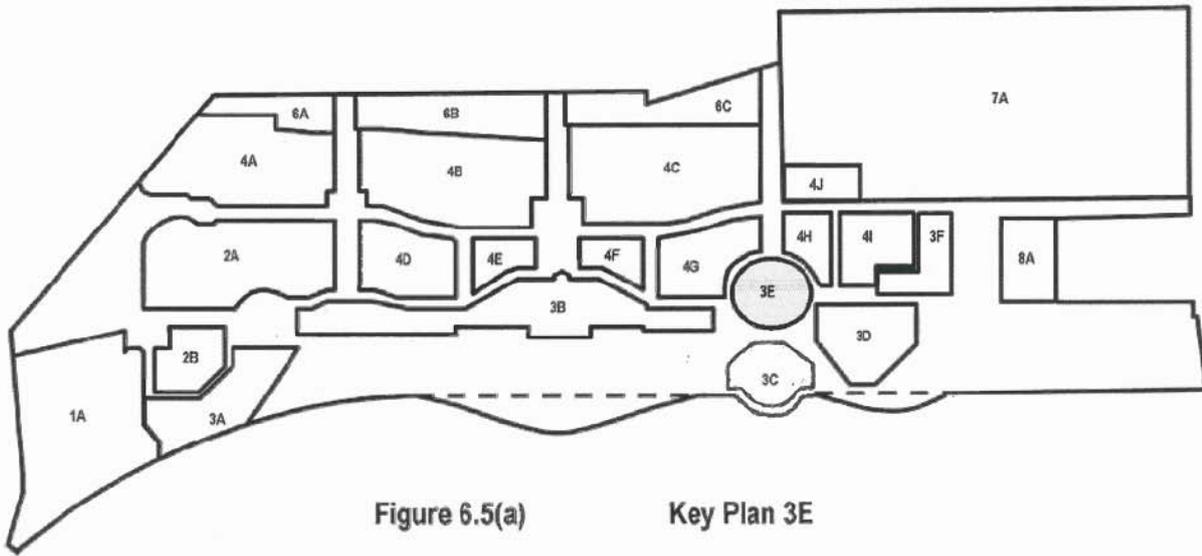


Figure 6.5(a) Key Plan 3E

Figure 6.6 (a) Key Plan 3F

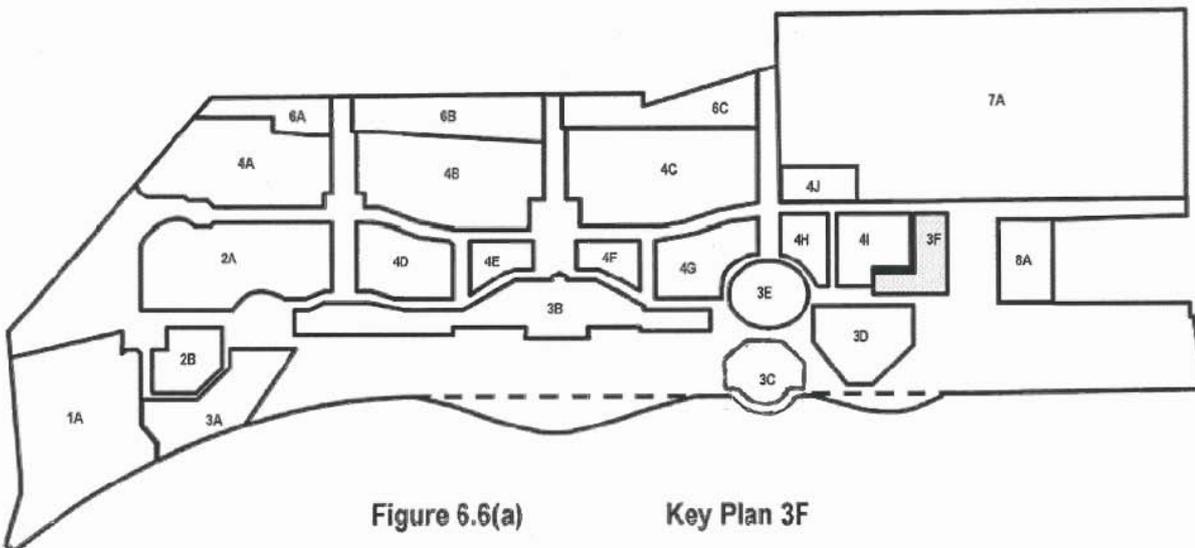


Figure 6.6(a) Key Plan 3F

Figure 6.6 (b) Development Area 3F Plan

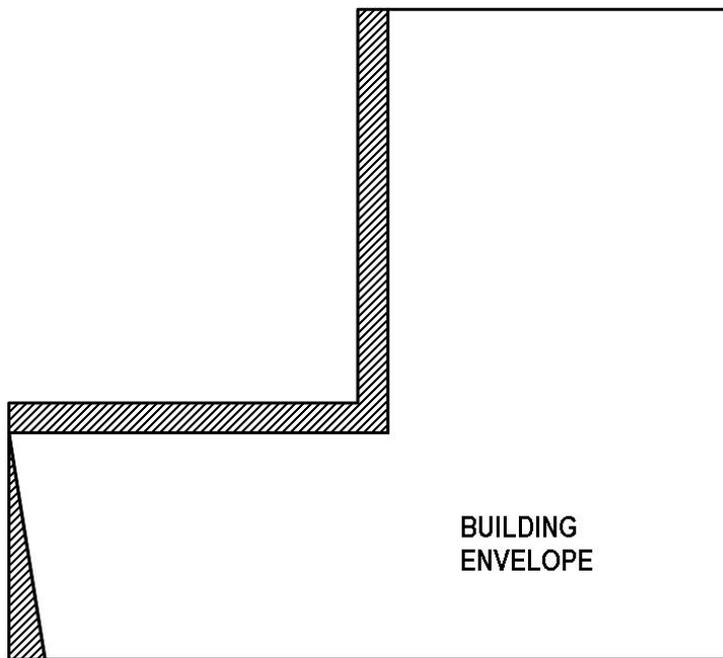


Figure 6.6(b) Development Area 3F Plan

7.0 PRECINCT FOUR – BOULEVARD PRECINCT

7.1 Intent

This precinct is basically intended to function as the primary commercial and mixed use area of the site. The commercial uses will be located predominantly abutting the railway corridor and within the air space above the corridor. Secondary commercial uses will be located on the riverside of the Grey Street Boulevard.

It is preferred that retail uses be located on the ground floor with commercial uses located directly above and will occupy sites along the major access thoroughfares extending the length of the Grey Street Boulevard. The retail outlets shall be orientated to provide pedestrian access from the Grey Street Boulevard, the South Bank Waterway and the Parkland. Specialist retail outlets servicing visitors, tourists and residents will be provided and include restaurants, and food and beverage establishments and boutique shopping.

The residential uses will be either in the form of dwelling units situated above retail and commercial uses or solely as residential buildings. Access to these residential areas will be via landscaped courtyards generally located behind the retail frontages. It is intended that commercial and retail uses on the riverside of the Boulevard will be of a scale and character compatible with residential development.

In addition to this type of residential accommodation the Boulevard Precinct will also include a variety of residential units classified as "Other Residential". These units will be of a smaller floor area and lower cost and therefore more affordable than the balance of the proposed South Bank residential units. This "Other Residential" category will accommodate residential uses such as tenement housing, hostels, student housing and community dwellings. The bulk of the "Other Residential" units will be accommodated in the residential towers at the northern end of the Boulevard.

The Public Transport/Bus Corridor which will be located approximately along the former Grey Street alignment, will run the length of the Precinct. Pedestrian access from the bus stops located along the corridor will be via the lifts and stairwells commercial buildings. The existing railway line will be bridged by the commercial buildings. Public transport access to the precinct and directly to the Grey Street Boulevard will be via the existing stations at Vulture Street and South Brisbane.

Car parking for this precinct will be located under the commercial and mixed-use buildings located on the river side of the railway corridor. Access directly to the Grey Street Boulevard from these car parks will be via lifts and stairways located adequately spaced along the Grey Street Boulevard.

A Science and Technology Museum is proposed to be located on the river side of the Grey Street Boulevard, at the northern end of the site. The location of this museum will complement the open plazas and the extension of the Queensland Performing Arts Complex located just to the north. Public pedestrian access to the Museum will be directly from the Grey Street Boulevard.

7.1A Background

Provisions relating to part of this precinct have been superseded to the extent that part of this precinct is contained in Precinct Nine. Precinct Nine comprises parts of Precincts Two, Three, Four and Five.

To ensure minimal changes and maximise convenience for Development Plan users, revised provisions for those parts of affected precincts are contained wholly in one section, being Section 14.0 - Precinct Nine.

Where this is conflict between this section and Section 14.0 with regard to that part of Precinct Four contained in Precinct Nine, the provisions of Section 14.0 prevail.

7.2 Development Principles

7.2.1 Development Intensity

The optimum gross floor areas for the predominant land uses in Precinct Four are outlined below in Table 7.1.

Table 7.1

Gross Floor Areas of Predominant Uses - Precinct Four

Predominant Uses	Optimum Gross Floor Area (m²)
Commercial	140,060
Residential	20,570
Other Residential	32,640
Public Purpose	71,000
Retail	12,800

7.2.2 Car Parking

Based on the Corporations Car Parking Standards, a maximum of 2,466 car parking spaces shall be allocated to uses within Precinct Four to service the requirements of land uses located in the Precinct. Additional car parking spaces associated with uses within other Precincts may be located within Precinct Four.

7.2.3 Preferred Development

The preferred development within this precinct and other suitable development that may also be considered appropriate are outlined in Table 7.2 below.

Table 7.2

Table of Development - Precinct Four

Preferred Development	Other Suitable Development
Apartment Building	Attached House
Business Premises	Child Care Centre
Car Park	Club
Community Dwelling	Hotel
Educational Establishment	Licensed Club
Museum	Local Store
Park	Place of Assembly
Public Premises	Restaurant
Shop	Retail Warehouse
Student Housing	Service Industry
Tenement Housing	Specialist Shop
Utility Installation	Take Away Food Store
	Welfare Premises
	Youth Club
	Other uses compatible with the intent of the precinct

7.2.4 Urban Design Principles

The configuration of all buildings with a frontage to the Grey Street Boulevard shall parallel the boundary of that Boulevard. This may be achieved by stepping individual structures. All buildings should generally maintain a 45 metre maximum facade length, with a preference for short stepped facades averaging 25 metres in length. Buildings along the park should also parallel the irregular boundary of the park.

Buildings should generally maintain a three storey elevation to the Grey Street Boulevard. Given the extra height of the commercial buildings on the south western side of the Grey Street Boulevard these buildings should step down to achieve some comparability of scale with these buildings on the opposite side. A variety of building heights is desirable along the length of the Grey Street Boulevard and the frontage to the park. The combined effect of development within the Precinct should be to produce an undulating elevation with a horizontal emphasis.

Residential and commercial/retail buildings should have a contemporary character clearly indicative of their use. However, given the close proximity of these buildings, their respective characters may need to be mediated in order to achieve compatibility between the two land uses. The character of all buildings in this Precinct should reflect the Urban Design Theme of "the Park within the Building within the Park". Strategies to achieve this character include:

- (a) The use of overhangs at the first level above ground, creating semi-enclosed spaces and/or arcades around the perimeter of the building;
- (b) The recession of entries beyond the building face, allowing the external space to penetrate the building volume;
- (c) The maximum use of recessed forms generally around the perimeter of the building, blurring the distinction between internal and external space;
- (d) The use of clear glazing at ground level, ameliorating the barrier effect of an opaque wall; and
- (e) The use of a variety of architectural components beyond the building face proper, creating a defined edge to the building surround which is both building and landscape. Such components would include terraces, pergolas, ramps and stairs, retaining walls and gateways.

Direct pedestrian access must be provided from Tribune, Ernest and Glenelg Streets through to the Grey Street Boulevard. This pedestrian access shall continue from the Boulevard through to the Park on the alignments with Tribune, Ernest and Glenelg Streets. The minimum width of such access is 25 metres. Minor pedestrian access from the Grey Street Boulevard to the Park should be provided between each Development Area.

All retail and commercial buildings should be directly accessible from either the Grey Street Boulevard or the South Bank Waterway. Access to residential units from landscaped courtyards behind the retail frontages is preferable.

7.3 Special Access Areas

7.3.1 Pedestrian Access Requirements

The following pedestrian access shall be provided in the Special Access Areas:

- (a) Boulevard circulation from Vulture Street to mid-way between Glenelg and Russell Streets to be suitable for disabled use;

- (b) Access from Tribune Street to Waterway Bridge (RL 9.0) suitable for disabled use. This ramped access is to run from the existing street level at Tribune Street entry to site, below the Grey Street Boulevard and through to the South Bank Waterway at the base of the Grand Stairs. Light wells are to be provided to ensure pedestrians are never more than 35 metres from a natural light source;
- (c) Access from Tribune Street to Grey Street Boulevard. Stepped/ramped access is to be provided from street level to Boulevard level;
- (d) Access from Tribune Street to the Bus Station. Pedestrian set-down area at the Bus Station links to pedestrian access from Tribune Street to Grey Street Boulevard and also to access ramp through to the South Bank Waterway;
- (e) Access from Tribune Street set-down/address points to vertical transportation system built in Building Envelopes 11 and 18 (and Building Envelopes 10 and 17 within Precinct Two) suitable for disabled use. Lifts and stairs from Sub-Boulevard address points up to Grey Street Boulevard and down to Waterway;
- (f) Access from Vulture Street to the Grey Street Boulevard suitable for disabled use;
- (g) Access to all Building Envelopes from the Grey Street Boulevard suitable for disabled use;
- (h) Access from Grey Street Boulevard to South Bank Waterway between Development Areas 4D and 4E, 4F and 4G, 4H and 4I;
- (i) Access from Ernest Street entry to Sub-Boulevard address level and to Grey Street Boulevard suitable for disabled use;
- (j) Access from Ernest Street through to Water Garden and Park suitable for disabled use;
- (k) Access from Boulevard to Park via the Water Garden;
- (l) Access from Glenelg Street entry to Grey Street Boulevard;
- (m) Access from Grey Street Boulevard to Park and Entertainment Piazza suitable for disabled use;
- (n) Access from Bus Station to Ernest Street address street (Sub-Boulevard) and to Park/Grey Street Boulevard (lifts/escalators);
- (o) Access from Ernest Street set-down/address points to vertical transportation system in Building Envelopes 12 and 13 and via stairs/ramps in Water Garden to Park/Grey Street Boulevard; and
- (p) Access from Glenelg Street set-down/address points to vertical transportation system in Building Envelopes 16 and 19.

7.3.2 Vehicular Access Requirements

The following vehicular circulation shall be provided in the Special Access Areas:

- (a) Resident and visitor access from Tribune, Ernest and Glenelg Streets to Sub-Boulevard address points and, drop-off zones serving Building Envelopes 11 and 18, 12 and 13 and 14 and 15 are provided from access roads one level below surface. The access levels are to have natural lighting, particularly at set-down points. Passenger set down points to be adjacent to vertical transportation systems in Development Areas;
- (b) Service vehicle access from Tribune Street to service dock areas below Development Areas 4A, 4B and 4D;
- (c) Service vehicle access from Ernest Street to service dock areas below Development Areas 4C, 4E and 4F;

- (d) Service vehicle access from Glenelg Street to service dock areas below Development Areas, 4C, 4J, 4G, 4H and 4I; and
- (e) A two-lane bus corridor with an additional two-lane reserve for the future inclusion of through traffic if necessary shall be provided below the Grey Street Boulevard entering from Vulture Street.

7.3.3 Landscape Design within Special Access Areas

Landscape design for all spaces within the Special Access Areas of Precinct Four is to be in accordance with Section 2.0 Urban Design Principles, and to the satisfaction of the Corporation. Specific landscape requirements related to the special areas in this precinct are as follows:

- (a) The Grey Street Boulevard is to be planted with two lines of trees 12 metres apart, set out on an even grid longitudinally along the Grey Street Boulevard. The grid should, where appropriate, align with the building grid and is in the order of 8.5 metre spacings;
- (b) The Grey Street Boulevard trees are to be of uniform species and size except at gallery nodes and in the centre of the public transport terminus where a different species is required as set out below. The trees shall be colourful subtropical trees with a spreading canopy;
- (c) The trees at the intersection of the Grey Street Boulevard with the Tribune, Ernest and Glenelg Galleries shall be of an equal size but different species and canopy density to provide a visual key. These trees shall be used along the length of the gallery to link the Grey Street Boulevard with the Park and the access streets;
- (d) The tree at the centre of the Grey Street Boulevard terminus shall be of a larger size and a different species to provide a nodal element at the end of the Boulevard. The trees at the centre of the northern and southern Boulevard termini shall be of equal size and species;
- (e) Tribune Gallery between the Grey Street Boulevard and the Park shall incorporate a grand staircase with a linear cascading water feature and light wells to the Sub-Boulevard pedestrian access spine. Trees in accordance with paragraph (c) above shall also be incorporated;
- (f) Ernest Gallery between the Grey Street Boulevard and the Park shall be developed in association with the Water Garden as a major interactive water element whilst still maintaining a strong axial link. Trees shall be incorporated in association with paragraph (c) above;
- (g) Glenelg Gallery shall form a formal link to the Park incorporating trees as described in paragraph (c) above;
- (h) The Special Access Areas between Building Areas 4D and 4E and between Building Areas 4F and 4G shall incorporate 24 hour public access between the Grey Street Boulevard and the South Bank Waterway. The area shall include trees to accentuate the vistas through to the Park;
- (i) The Special Access Areas to the west of the Grey Street Boulevard between Buildings 6B and 6C shall incorporate a recessed public meeting space 24 m²; and
- (j) The Special Access Areas in Colchester Street shall incorporate advanced street trees in appropriate locations at approximately 15 metre centres. The intersections with Tribune and Ernest Streets shall be paved with an approved alternative material to provide entry statements to the development.

7.4 Development Area 4A

7.4.1 Optimum Gross Floor Area

The gross floor area optima for the predominant land uses within Development 4A are outlined below in Table 7.3.

Table 7.3

Gross Floor Area of Predominant Land Uses - Development Area 4A

Predominant Land Uses Optimum Gross Floor Area (m²)

Commercial
Retail

7.4.2 Urban Design Requirements for Building Envelopes

7.4.2.1 Site Arrangement and Massing

The area available for building shall be restricted to the Building Envelope indicated in Figure 7.1(b). The massing of the Building Envelopes shall be as indicated in Figures 7.1(c) to 7.1(e).

The maximum height of any vertical facade shall not exceed 15 metres before stepping. Such steps shall be a minimum of four metres. The maximum length and treatment of facades shall comply with Section 2.2.1.

7.4.2.2 Building Heights

The maximum parapet level of the Building Envelope 1A and 19 shall be AHD 51 metres. The maximum level shall not be continuous over the whole Building Envelope and shall comply with Figures 7.1(c) to 7.1(e).

7.4.2.3 Building Setbacks

The Building Envelopes shall comply with the setbacks indicated in Figures 7.1(c) to 7.1(e). A minimum distance of 10 metres shall be maintained from Collins Place to the Building Envelope.

7.4.2.4 Circulation and Access

Pedestrian access suitable for disabled use shall be provided for the public from the Special Access Areas to the Building Envelope and within the Transition Area. This public access is to extend into the landscape space within the Building Envelope. Vehicular access for car parking and service vehicles shall be provided from Tribune Street.

7.4.2.5 Building Envelope Landscaping

The landscape space shall be open to the sky via a light well or atrium of minimum plan dimensions of 15 metres by 15 metres. Within the landscape space nominated above, a minimum of 35% of the area shall be developed as soft landscaped area in accordance with the circulation requirements of the building and the Urban Design Principles in Section 2.0.

7.4.3 Transition Area Requirements

The Transition Areas within Development Area 4A shall be developed in accordance with Section 3.3.2 and cater for the following requirements:

- (a) Provision of an open landscaped plaza around the existing "Collins Place" building to extend the pedestrian area from the Grey Street Boulevard and link with the landscaped area associated with Building Envelope IN1 B and with the Vulture Street Railway Station;
- (b) Landscape treatment to the surrounds of the existing "Southpoint" building to provide direct pedestrian access from the Grey Street Boulevard and adjacent pedestrian areas and to extend the landscape treatment in keeping with the overall Urban Design Principles; and
- (c) Provision of landscaped area incorporating pedestrian access, circulation and relaxation areas in conjunction with development within the Building Envelope.

7.5 Development Area 4B

7.5.1 Optimum Gross Floor Areas

The optimum gross floor areas for the predominant land uses within Development Area 48 are outlined below in Table 7.4.

Table 7.4

Gross Floor Area of Predominant Land Uses - Development Area 48

Predominant Land Uses	Optimum Gross Floor Area (m ²)
Commercial	
Retail	

7.5.2 Urban Design Requirements for Building Envelopes

7.5.2.1 Site Arrangement and Massing

The area available for building shall be restricted to the Building Envelopes indicated in Figure 7.2(b). The massing of the Building Envelopes shall be as indicated in Figure 7.2(c) to 7.2(f). A minimum distance of eight metres between Building Envelopes 2 and 3A shall be maintained to allow adequate light and ventilation:

The maximum height of any vertical facade shall not exceed 15 metres before stepping. Such steps shall be a minimum of four metres. The maximum length and treatment of facades shall comply with Section 2.2.1.

7.5.2.2 Building Height

The maximum parapet level of the Building Envelopes 2 and 3A within Development Area 48 are outlined in Table 7.5 below.

Table 7.5

Maximum Building Height - Development Area

Building Envelope	Maximum Parapet Level
Building Envelope 2	AHD 39.5 metres
Building Envelope 3A	AHD 47.5 metres

The maximum parapet levels shall not be continuous over the whole Building Envelope and shall comply with Figures 7.2(c) to 7.2(f).

7.5.2.3 Building Setbacks

The Building Envelopes shall comply with the setbacks indicated in Figures 7.2(c) to 7.2(f).

7.5.2.4 Circulation and Access

Public pedestrian access suitable for disabled use shall be provided from the Special Access Areas to the Building Envelopes and within the Transition Area. This public access is to extend into the landscape space within the Building Envelopes 2 and 3A from the Grey Street Boulevard.

The following vehicular access shall be provided to the Building Envelopes:

- (a) Private and service vehicle access to Building Envelope 2 from Tribune Street; and
- (b) Private and service vehicle access to Building Envelope 3A from Ernest Street.

7.5.2.5 Building Envelope Landscaping

A landscape space shall be provided within Building Envelopes 2 and 3A at ground floor level. The area of this space shall not be less than 25% of the Building Envelope plan area. Approximately 50% of these landscape spaces shall have a minimum height clearance of 11.5 metres. The remaining space shall have a height clearance of 7.5 metres.

The landscape space shall be open to the sky via a light well/atrium of minimum plan dimensions of 15 metres by 15 metres. This ground level landscape space shall open to the Grey Street Boulevard and be accessible to the public. Within this landscape space a minimum of 35% of the area shall be developed as soft landscaped area in accordance with the circulation requirements of the buildings and the Urban Design Principles in Section 2.0.

7.5.3 Transition Area Requirements

The transition areas within Development Area 48 shall be developed in accordance with Section 3.3.2 and cater for the following requirements:

- (a) Provision of pedestrian access from the Grey Street Boulevard, Building Envelopes within Development Area 48 and Building Envelope 3A, to link with landscaped space within the Building Envelopes; and
- (b) Treatment of the Grey Street Boulevard frontage to include provision of planting areas to a minimum of 50% of frontage.

7.6 Development Area 4C

7.6.1 Optimum Gross Floor Areas

The optimum gross floor areas for predominant land uses within Development Area 4C are outlined below in Table 7.6.

Table 7.6

Gross Floor Areas of Predominant Land Uses - Development Area 4C

Predominant Land Uses	Optimum Gross Floor Area (m ²)
Commercial	30,900
Retail	400
Other Residential	18,360

7.6.2 Urban Design Requirements for Building Envelopes

7.6.2.1 Site Arrangement and Massing

The area available for building shall be restricted to the Building Envelopes indicated in Figure 7.3(b). The massing of the Building Envelopes shall be as indicated in Figures 7.3(c) to 7.3(f). A minimum distance of 17 metres between Building Envelopes 3B and 4 shall be maintained to allow adequate privacy, light and ventilation.

The maximum height of any vertical facade of Building Envelope 3B shall not exceed 15 metres before stepping. Such steps shall be a minimum of four metres. The maximum length and treatment of facades shall comply with Section 2.2.1.

7.6.2.2 Building Height

The maximum parapet level of the Building Envelopes 3B and 4 within Development Area 4C are outlined below in Table 7.7.

Table 7.7

Maximum Building Heights - Development Area 4C

Building Envelope	Maximum Parapet Level
Building Envelope 3B	AHD 47.5 metres
Building Envelope 4	AHD 46.0 metres

The maximum levels shall not be continuous over the whole of Building Envelopes 3B and 4 and shall comply with figures 7.3(c) to 7.3(f). Refer to Section 3.2.1.3 for exclusions.

7.6.2.3 Building Setbacks

The Building Envelopes shall comply with the setbacks indicated in Figures 7.3(c) to 7.3(f).

7.6.2.4 Circulation and Access

Public pedestrian access suitable for disabled use shall be provided from the Special Access Areas to the Building Envelopes and within the Transition Area. This public access is to extend into the landscape space within the Building Envelope 3B.

The following vehicular access shall be provided to the Building Envelopes:

- (a) Private and service access to Building Envelope 3A from Ernest Street; and
- (b) Private and service access to Building Envelope 4 from Glenelg Street.

7.6.2.5 Building Envelope Landscaping

A landscaped space shall be provided within Building Envelope 38 at ground floor level. The area of this space shall not be less than 25% of the Building Envelope plan area. Approximately 50% of this landscape space shall have a minimum height clearance of 11.5 metres, and the remainder a height clearance of 7.5 metres.

The landscaped space shall be open to the sky via a lightwell atrium of minimum plan dimensions of 15 metres by 15 metres. This ground level landscape space shall open to the Grey Street Boulevard and be accessible to the public. Within this landscaped space a minimum of 35% of the area shall be developed as soft landscaped area in accordance with the circulation requirements of the Building Envelopes and the Urban Design Principles in Section 2.0.

7.6.3 Transition Area Requirements

The Transition Areas within Development Area 4C shall be developed in accordance with Section 3.3.2 and cater for the following requirements:

- (a) Provision of pedestrian access from the Boulevard to link with landscaped spaces within Building Envelopes;
- (b) Provision of soft landscape incorporating planting, grass, water features to a minimum of 35% of the Transition Area; and
- (c) Provision of landscaped outdoor recreation court over the railway adjacent to Building Envelope 4.

7.7 Development Area 4D

7.7.1 Optimum Gross Floor Areas

The optimum gross floor areas for predominant land uses within Development Area 4D are outlined below in Table 7.8.

Table 7.8

Gross Floor Areas of Predominant Land Uses - Development Area 4D

Predominant Land Uses	Optimum Gross Floor Area (m ²)
Commercial	2,760
Retail	2,470
Residential	13,090

7.7.2 Urban Design Requirements for Building Envelopes

7.7.2.1 Site Arrangement and Massing

The area available for building shall be restricted to the Building Envelopes as indicated in Figure 7.4(b). The massing of the Building Envelopes shall be as indicated in Figures 7.4(c) to 7.4(f).

A minimum distance of 12 metres between Building Envelopes 11 and 18 shall be maintained to allow adequate light, ventilation, privacy and vistas. The maximum length and treatment of facades shall comply with Section 2.2.1.

7.7.2.2 Building Heights

The maximum parapet level of Building Envelopes 11 and 18 within Development Area 4D are outlined below in Table 7.9.

Table 7.9

Maximum Building Heights - Development Area 4D

Building Envelope	Maximum Parapet Level
Building Envelope 11	AHD 38.5 metres
Building Envelope 18	AHD 25.5 metres

The maximum level should not be continuous over the total Building Envelope and shall comply with Figures 7.4(c) to 7.4(f).

7.7.2.3 Building Setbacks

The Building Envelopes shall comply with the setbacks indicated in Figures 7.4(c) to 7.4(f).

7.7.2.4 Circulation and Access

Public pedestrian access suitable for disabled use shall be provided from the Special Access Areas to all Building Envelopes. Vehicular access for car parking and service vehicles shall be provided from Tribune Street.

7.7.2.5 Building Envelope Landscaping

Landscape treatment within Building Envelope 11 and 18 shall be in accordance with the Urban Design Principles in Section 2.0 and include the following:

- (a) A landscaped access space of minimum dimension four metres to Grey Street Boulevard frontage within Building Envelope 11. This space shall be open to the Boulevard and accessible to the public;
- (b) A landscaped space at ground floor within Building Envelope 18 adjacent the South Bank Waterway. This space shall be a minimum four metres wide and shall be not less than 10% of the building envelope; and
- (c) Pedestrian link to be minimum of three metres wide and shall be located to relate to Sub-Boulevard address point.

7.7.3 Transition Area Requirements

The Transition Areas within Development Area 4D shall be in accordance with Section 3.3.2 and cater for the following requirements:

- (a) Provision of hard paved pedestrian access from the Boulevard and Park/Waterway Special Access Areas linking with the landscape areas within the Building Envelopes;
- (b) Provision of landscaped courtyard areas to the west of Building Envelope 18 at lowest residential level (RL.10.5 metres), courtyards to be a minimum five metres wide and contain a minimum 50% soft landscape treatment;
- (c) Provision of emergency vehicles access between Building Envelopes 11 and 18 through a landscaped court (with a minimum width of five metres);
- (d) Pedestrian access of a minimum width of three metres between Building Envelope 18 and the South Bank Waterway; and
- (e) Provision of soft landscape treatment to a minimum of 35% of the Transition Areas.

7.8 Development Area 4E

7.8.1 Optimum Gross Floor Areas

The optimum gross floor areas for predominant land uses within Development Area 4E are outlined below in Table 7.10.

Table 7.10

Gross Floor Areas of Predominant Land Uses - Development Area 4E

Predominant Land Uses	Optimum Gross Floor Area (m ²)
Retail	31,620
Residential	30,740

7.8.2 Urban Design Requirements for Building Envelopes

7.8.2.1 Site Arrangement and Massing

The area available for building shall be restricted to the Building Envelope indicated in Figure 7.5(b). The massing of the Building Envelopes shall be as indicated in Figures 7.5(c) and 7.5(d). The maximum length and treatment of facades within Development Area 3E shall comply with Section 2.2.1.

7.8.2.2 Building Heights

The maximum parapet level of the Building Envelope 12 shall be AHD 31 metres. The maximum level shall not be continuous over the whole Building Envelope and shall comply with Figures 7.5(c) and 7.5(d).

7.8.2.3 Building Setbacks

The Building Envelopes shall comply with the setbacks indicated in Figures 7.5(c) and 7.5(d).

7.8.2.4 Circulation and Access

Public pedestrian access suitable for disabled use shall be provided from the Special Access Areas to Building Envelope 12. Car park and service vehicular access shall be provided from Ernest Street.

7.8.2.5 Building Envelope Landscaping

Landscape treatment within Building Envelope 12 shall be in accordance with Section 2.0 Urban Design Principles and includes the following:

- (a) A landscape space shall be provided within the Building Envelope at the ground level adjacent to the South Bank Waterway (RL 7.0). The area of this space shall not be less than 20% of the Building Envelope. At least 25% of this landscape area shall have a minimum height clearance of 11.5 metres. The remaining space shall have a height clearance of 3.5 metres. This space shall be linked to the Grey Street Boulevard and be accessible to the public; and
- (b) Provision of landscaped access zone of a minimum of four metres wide to Boulevard frontage of Building Envelope. This space shall be not less than 10% of the Building Envelope and shall be accessible to the public.

7.8.3 Transition Area Requirements

The Transition Areas within Development Area 4E shall be in accordance with Section 3.3.2 and cater for the following requirements:

- (a) Provision of landscaped circulation and access area from the Building Envelope 12 to Grey Street Boulevard and the South Bank Waterway; and
- (b) Provision of minimum 35% soft landscape treatment to these areas.

7.9 Development Area 4F

7.9.1 Optimum Gross Floor Areas

The optimum gross floor areas for predominant land uses within Development Area 4F are outlined below in Table 7.1 1.

Table 7.1 1

Gross Floor Areas of Predominant Land Uses - Development Area 4F

Predominant Land Uses Optimum	Gross Floor Area (m ²)
Retail	31,620
Residential	31,740

7.9.2 Urban Design Requirements for Building Envelopes

7.9.2.1 Site Arrangement and Massing

The area available for building shall be Restricted to the Building Envelopes indicated in Figure 7.6(b). The massing of the Building Envelopes shall be as indicated in Figures 7.6(c) and 7.6(d). The maximum length and treatment of facades shall comply with Section 2.2.1.

7.9.2.2 Building Height

The maximum parapet level of Building Envelope 13 shall be AHD 31 metres. The maximum level shall not be continuous over the whole Building Envelope and shall comply with Figures 7.5(c) and 7.5(d).

7.9.2.3 Building Setbacks

The Building Envelopes shall comply with the setbacks indicated in Figures 7.6(c) and 7.6(d). The ground floor of the Building Envelope along the Grey Street Boulevard shall be set back four metres to provide pedestrian circulation outside the transition area. The ground floor of the Building Envelope along the South Bank Waterway shall be set back four metres to facilitate external activities.

7.9.2.4 Circulation and Access

Public pedestrian access suitable for disabled use shall be provided from the Special Access Areas to all Building Envelopes. Vehicular access for car parking and service vehicles shall be provided from Ernest Street.

7.9.2.5 Building Envelope Landscaping

Landscape treatment within Building Envelope 13 shall be in accordance with Section 2.0 Urban Design Principles, and include the following:

- (a) A landscaped space within the Building Envelope at the ground level adjacent to the South Bank Waterway (RL 7.0). The area of this space shall not be less than 20% of the Building Envelope. At least 25% of this landscaped area shall have a minimum height clearance of 11.5 metres. The remaining space shall have a height clearance of 3.5 metres; and
- (b) Provision of landscaped access zone of a minimum of four metres wide to the Grey Street Boulevard frontage of the Building Envelope. This space shall be not less than 10% of Building Envelope and shall be accessible to the public. This space shall be open to the Grey Street Boulevard and accessible to the public.

7.9.3 Transition Area Requirements

The Transition Areas within Development Area 4F shall be in accordance with Section 3.3.2 and cater for the following requirements:

- (a) Provision of landscaped circulation and access area from the Building Envelope 13 to the Grey Street Boulevard and Waterway Special Access Areas; and
- (b) Provision of minimum 35% soft landscape treatment to these areas.

7.10 Development Area 4G

7.10.1 Optimum Gross Floor Areas t

The optimum gross floor areas for predominant land uses within Development Area 4G are outlined below in Table 7.12.

Table 7.12

Gross Floor Area of Predominant Land Uses - Development Area 4G

Predominant Land Uses	Optimum Gross Floor Area (m²)
Commercial	9,240
Retail	775

7.10.2 Urban Design Requirements for Building Envelopes

7.10.2.1 Site Arrangement and Massing

The area available for building shall be restricted to the Building Envelopes indicated in Figure 7.7(b). The massing of the Building Envelopes shall be as indicated in Figures 7.7(c) to 7.7(9). The minimum distances between Building Envelopes 14 and 19 shall be 12 metres to allow adequate light, ventilation, privacy and vistas. The maximum length and treatment of facades shall comply with Section 2.2.1.

7.10.2.2 Building Height

The maximum parapet level of Building Envelopes 14 and 19 within Development Area 4G are outlined in Table 7.13.

Table 7.1 3

Maximum Building Heights - Development Area 4G

Building Envelope	Maximum Parapet Level
Building Envelope 14	AHD 31.0 metres
Building Envelope 19	AHD 20.5 metres

The maximum level shall be continuous over the whole Building Envelope and shall comply with figures 7.7(c) to 7.7(9).

7.10.2.3 Building Setbacks

The Building Envelopes shall comply with the setbacks indicated in Figures 7.7(c) to 7.7(9).

7.10.2.4 Circulation and Access

Public pedestrian access suitable for disabled use, shall be provided from the Special Access Areas to all Building Envelopes. Private and service vehicle access, shall be provided to the Building Envelopes from Glenelg Street.

7.10.2.5 Building Envelope Landscaping

Landscape treatment within Building Envelopes 14 and 19 shall be in accordance with Section 2.0 Urban Design Principles and include the provision of a landscaped space within Building Envelope 19 at the ground level adjacent to the South Bank Waterway (RL 7.0) and linking through to a courtyard enclosed by the building form.

The area of this space shall be not less than 20% of the Building Envelope, with a height clearance of 3.5 metres and shall be accessible to the public from the South Bank Waterway and Grey Street Boulevard.

7.10.3 Transition Area Requirements

The Transition Area within Development Area 4G shall be in accordance with Section 3.3.2 and cater for the following requirements:

- (a) Provision of a landscaped courtyard area incorporating pedestrian access between Building Envelopes 14 and 19, from the Grey Street Boulevard to the South Bank Waterway;
- (b) Provision of a landscaped retail court adjacent to Building Envelope 32; and
- (c) Provision of a minimum of 35% of soft landscape treatment to these areas.

7.11 Development Area 4H: Amalgamation of Development Areas 4H and 4I

7.11.1 Optimum Gross Floor Areas

The optimum gross floor areas for predominant land uses within Development Area 4H are outlined below in Table 7.14.

Table 7.14

Gross Floor Area of Predominant Land Uses - Development Area 4H

Predominant Land Uses	Optimum Gross Floor Area (m ²)
Public Purpose	16,500

7.11.2 Urban Design Requirements for Building Envelopes

7.11.2.1 Site Arrangement and Massing

The area available for building shall be restricted to the Building Envelope indicated in Figure 7.8(b). The massing of the Building Envelope shall be as indicated in Figures 7.8(c) and 7.8(d).

7.11.2.2 Building Height

The maximum parapet level of Building Envelope shall be AHD 29 metres. The maximum level shall not be continuous over the whole Building Envelope and shall comply with Figures 7.8(c) and 7.8(d).

7.11.2.3 Building Setbacks

The Building Envelope shall comply with the setbacks indicated in Figures 7.8(c) and 7.8(d).

7.11.2.4 Circulation and Access

Public pedestrian access suitable for disabled use shall be provided from the Special Access Areas to the Building Envelope. Private and service vehicle access shall be provided to the Building Envelope from Grey Street.

7.11.2.5 Building Envelope Landscaping

Landscape treatment within Building Envelope 15 shall be in accordance with Section 2.0 Urban Design Principles.

7.11.3 Transition Area Requirements

The Transition Areas with Development Area 4H shall be in accordance with Section 3.3.2 and shall cater for the following requirements:

- (a) Provision of landscaped open space areas incorporating pedestrian access to Building Envelope 15 from the Grey Street Boulevard, the South Bank Waterway and Building Envelope 32; and
- (b) (b) Provision of minimum 35% soft landscape treatment to these areas.

7.12 Development Area 41

7.12.1 Optimum Gross Floor Areas

The optimum gross floor areas for predominant land uses within Development Area 4J are outlined below in Table 7.15.

Table 7.1 5

Gross Floor Areas of Predominant Land Uses - Development Area dl

Predominant Land Uses	Optimum Gross Floor Area (m²)
Hotel	20,000

7.12.2 Urban Design Requirements for Building Envelopes

7.12.2.1 Site Arrangement and Massing

The area available for building shall be restricted to the Building Envelope indicated in Figure 7.9(b). The massing of the Building Envelopes shall be as indicated in Figures 7.9(c) and 7.9(d). The maximum length and treatment of facades shall comply with Section 2.2.1.

7.12.2.2 Building Height

The maximum parapet level of the Building Envelope shall be AHD 47 metres and shall comply with Figure 7.9(c) and 7.9(d).

7.12.2.3 Building Setbacks

The Building Envelopes shall comply with the setbacks indicated in Figures 7.9(c) and 7.9(d).

7.12.2.4 Circulation and Access

Pedestrian Access suitable for disabled use shall be provided to the Building Envelopes from the Grey Street Boulevard and Special Access Areas. Private and service vehicular access shall be provided from Glenelg Street.

7.12.2.5 Building Envelope Landscaping

Landscape treatment within Building Envelope 5 shall be in accordance with Section 2.0 Urban Design Principles.

7.12.3 Transition Area Requirements

The Transition Area within Development Area 4J shall be in accordance with Section 3.3.2 and cater for the following requirements:

- (a) Provision of paved pedestrian access from the Grey Street Boulevard to link with the Building Envelope 5; and
- (b) Provision of planting areas to a minimum of 50% of the Building Envelope frontage to the Grey Street Boulevard.

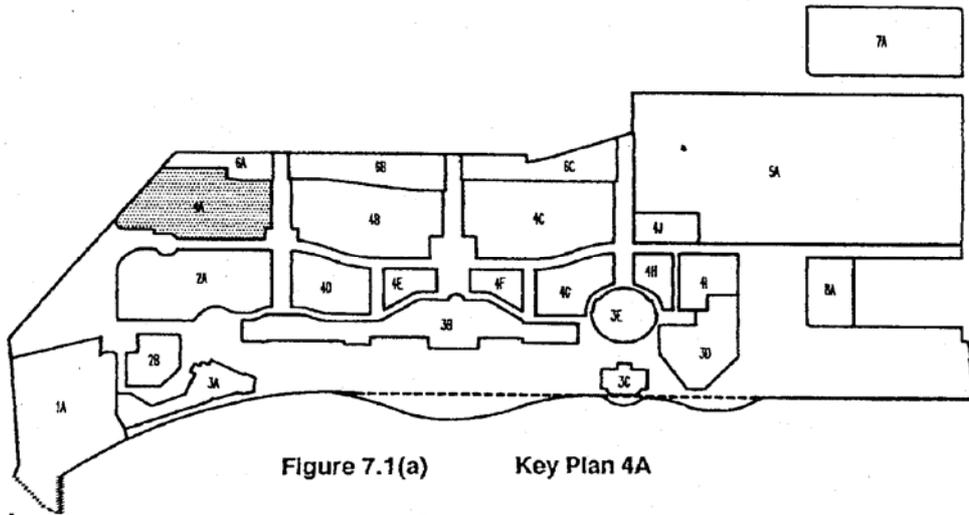


Figure 7.1(a) Key Plan 4A

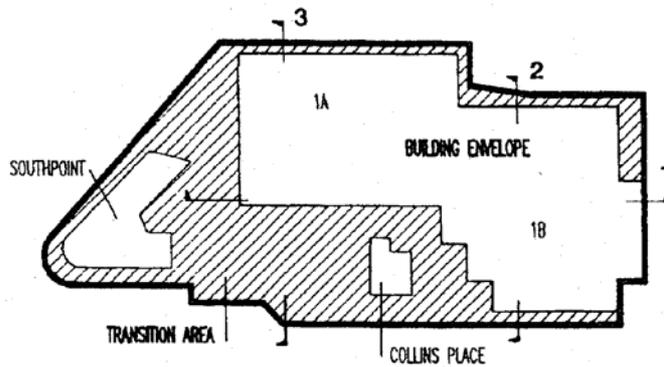


Figure 7.1(b) Development Area 4A Plan

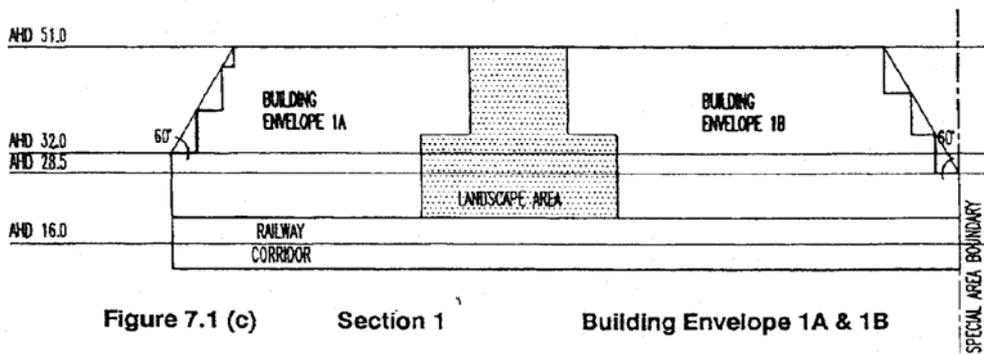


Figure 7.1 (c) Section 1 Building Envelope 1A & 1B

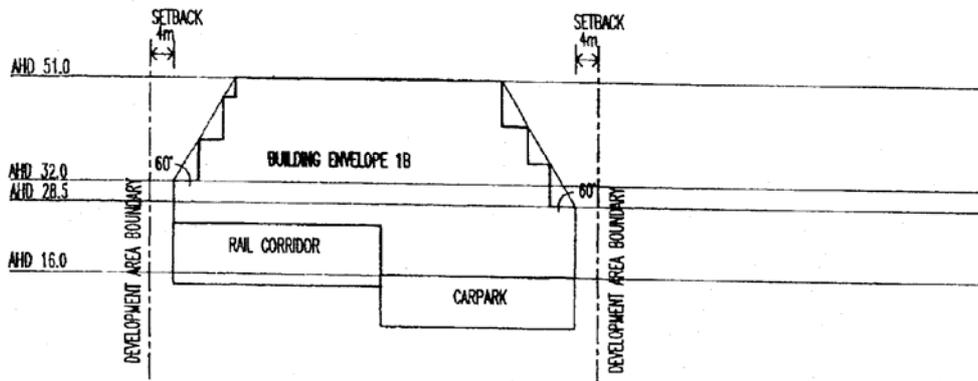


Figure 7.1 (d) Section 2 Building Envelope 1B

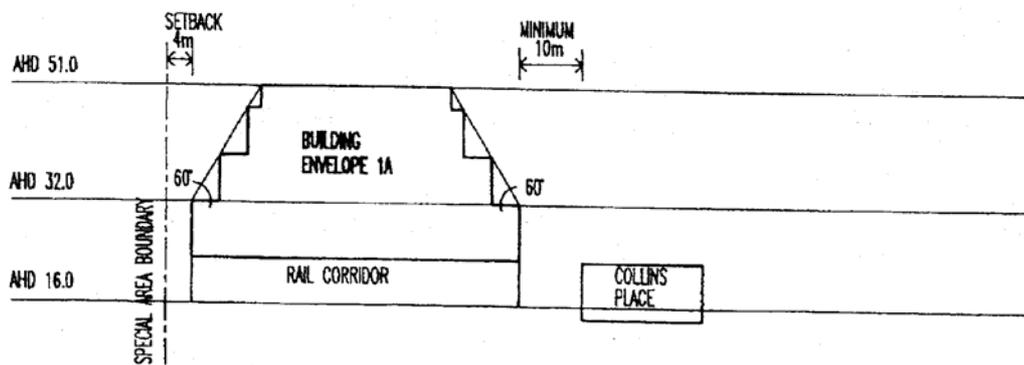


Figure 7.1 (e) Section 3 Building Envelope 1A

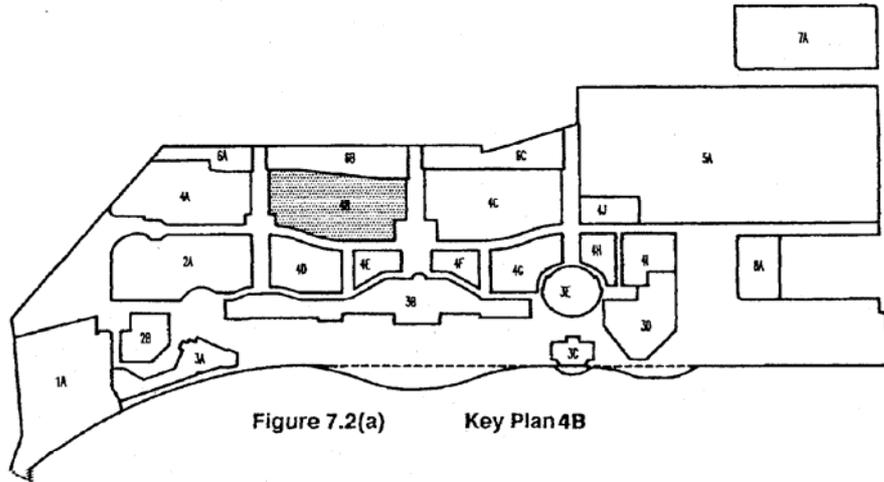


Figure 7.2(a) Key Plan 4B

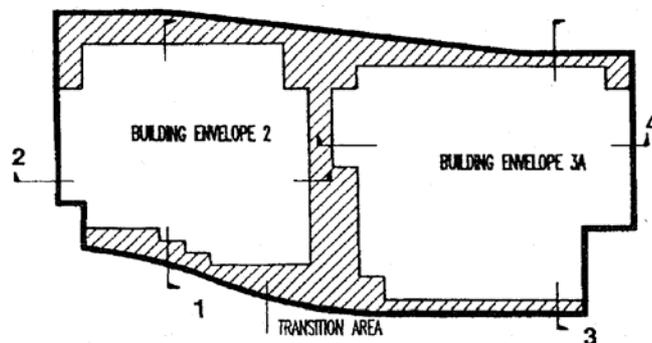


Figure 7.2(b) Development Area 4B Plan

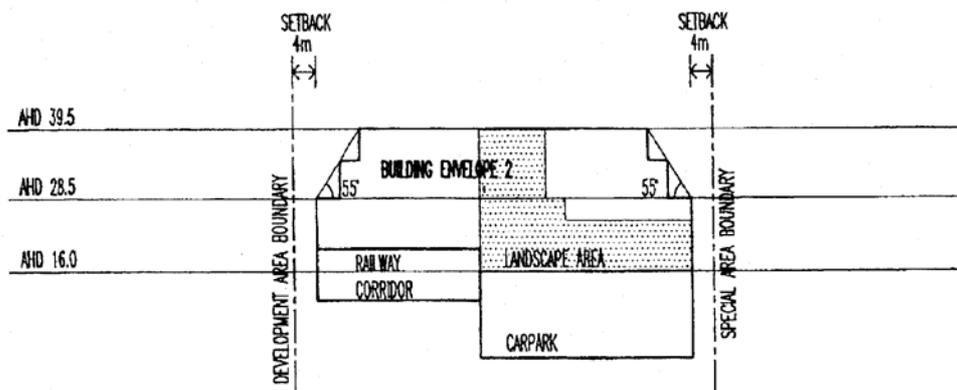


Figure 7.2 (c) Section 1 Building Envelope 2

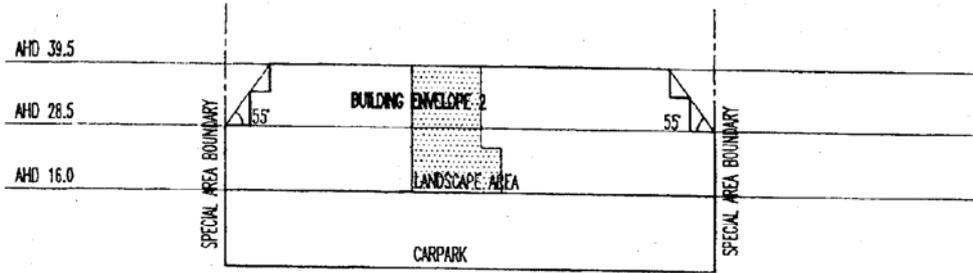


Figure 7.2 (d) Section 2 Building Envelope 2

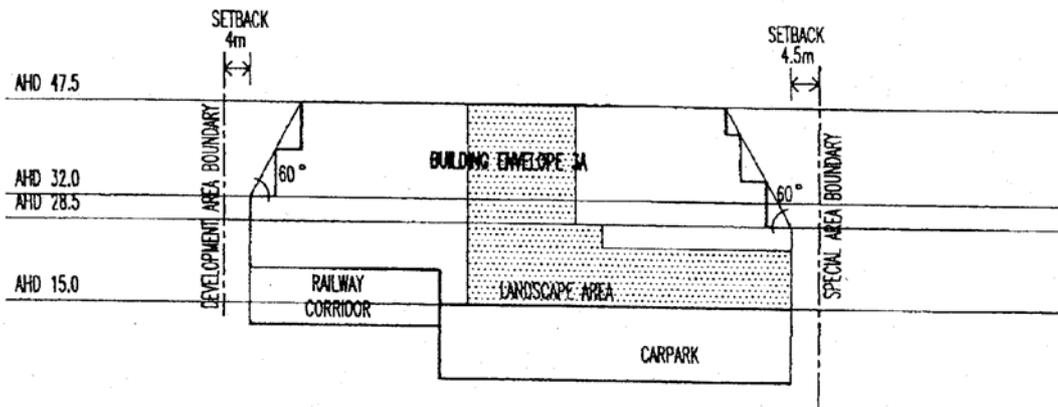


Figure 7.2 (e) Section 3 Building Envelope 3A

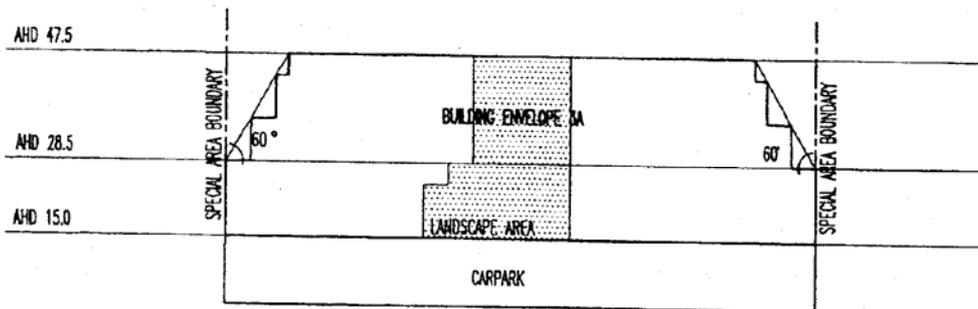
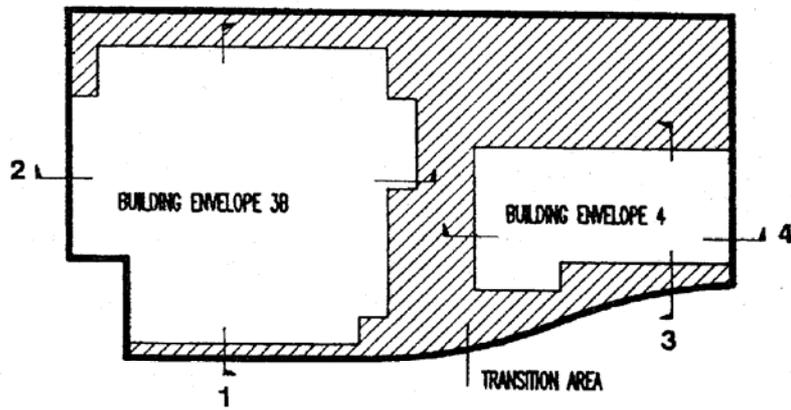
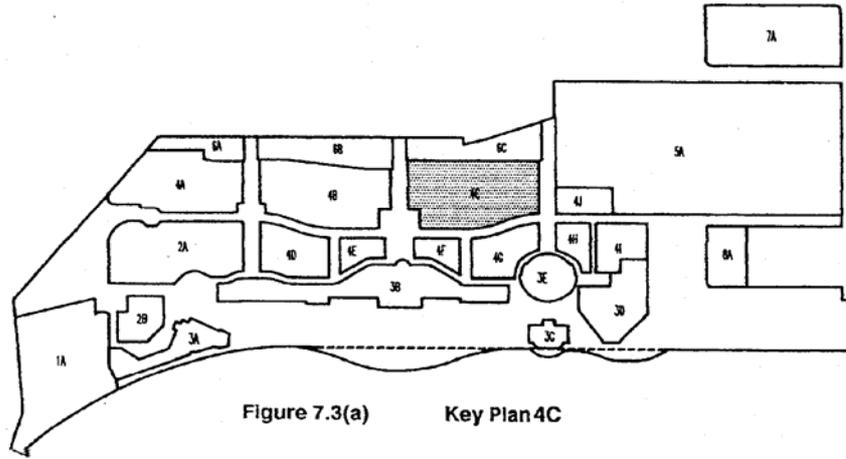


Figure 7.2 (f) Section 4 Building Envelope 3A



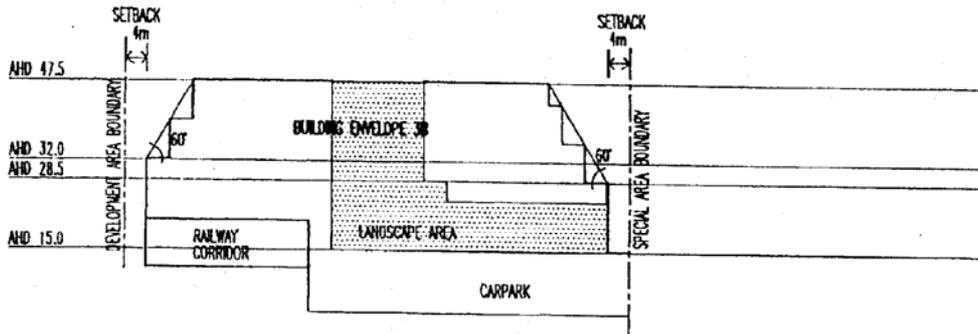


Figure 7.3 (c) Section 1 Building Envelope 3B

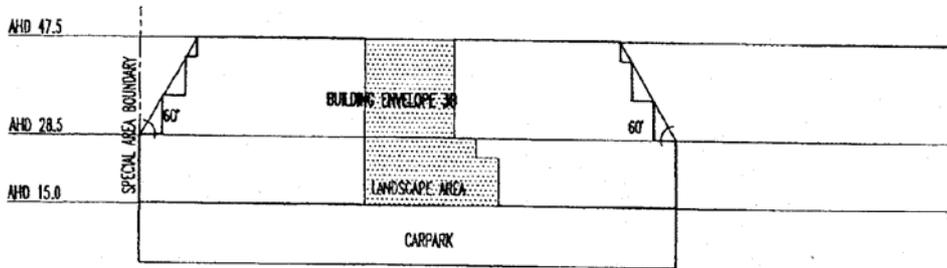


Figure 7.3 (d) Section 2 Building Envelope 3B

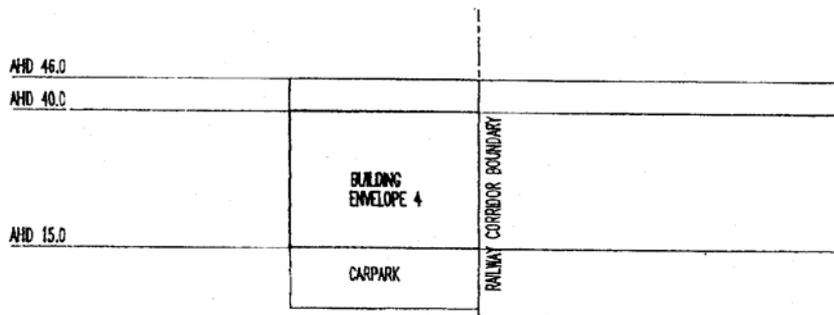


Figure 7.3 (e) Section 3 Building Envelope 4

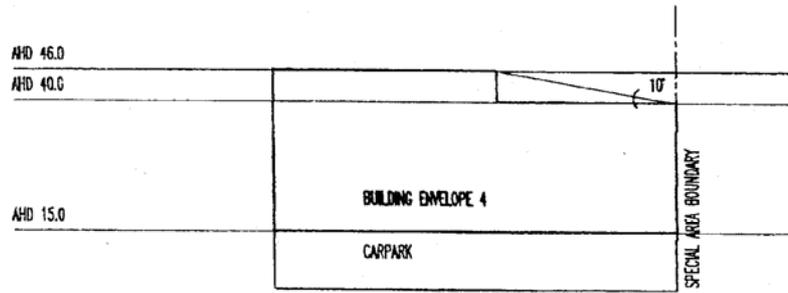


Figure 7.3 (f) Section 4 Building Envelope 4

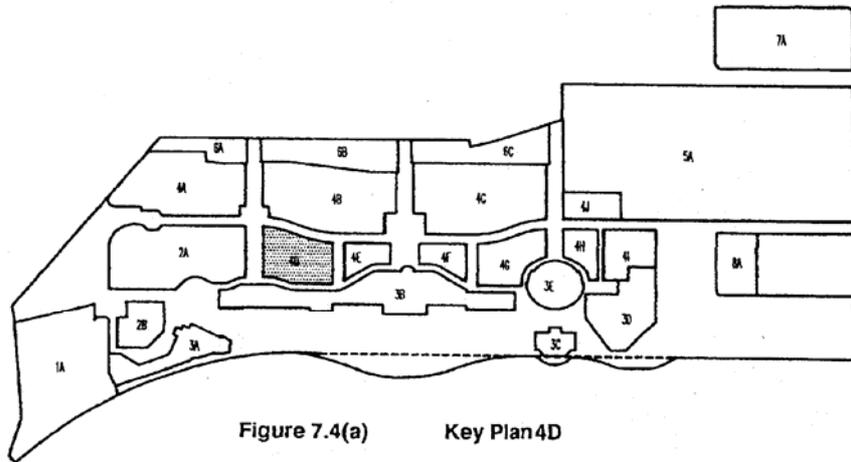


Figure 7.4(a) Key Plan 4D

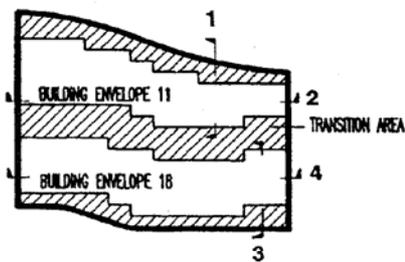


Figure 7.4(b) Development Area 4D Plan

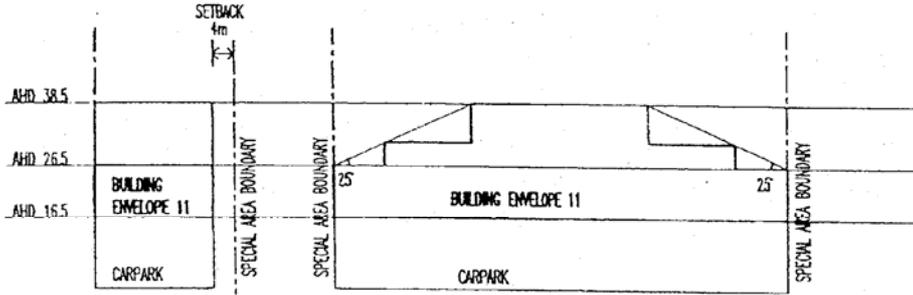


Figure 7.4 (c)
Section 1
Building Envelope 11

Figure 7.4 (d)
Section 2
Building Envelope 11

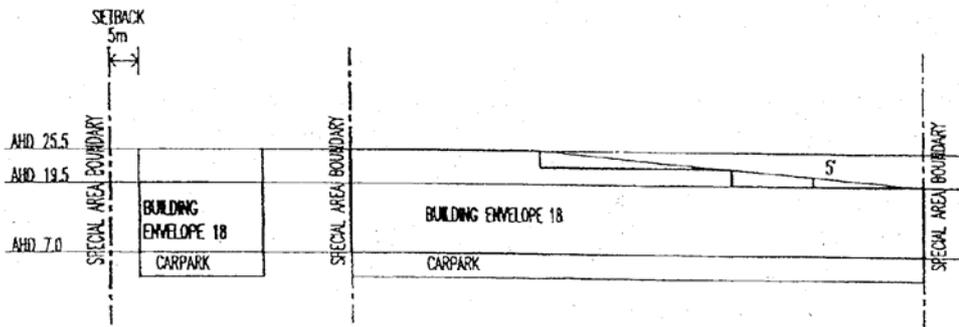


Figure 7.4 (e)
Section 3
Building Envelope 18

Figure 7.4 (f)
Section 4
Building Envelope 18

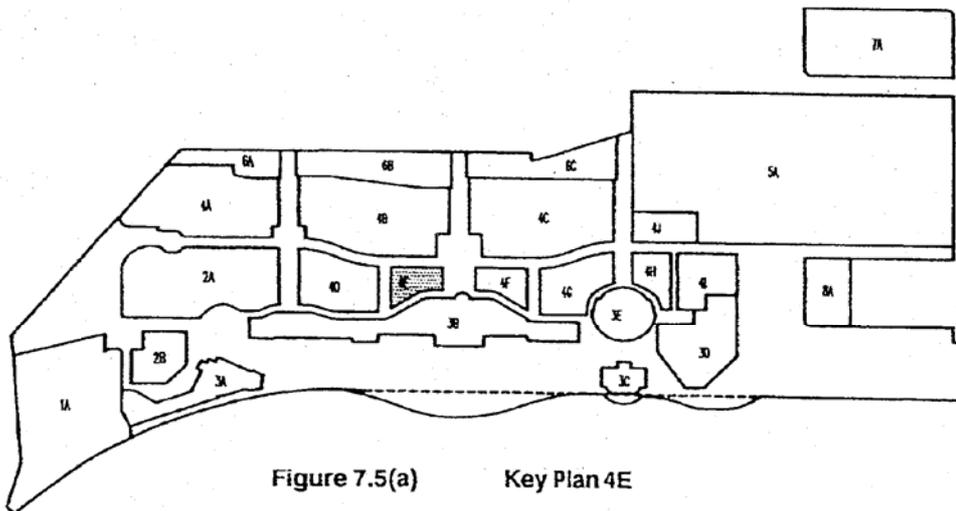


Figure 7.5(a) Key Plan 4E

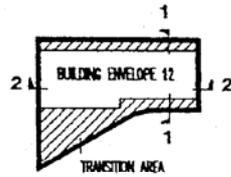


Figure 7.5(b) Development Area 4E Plan

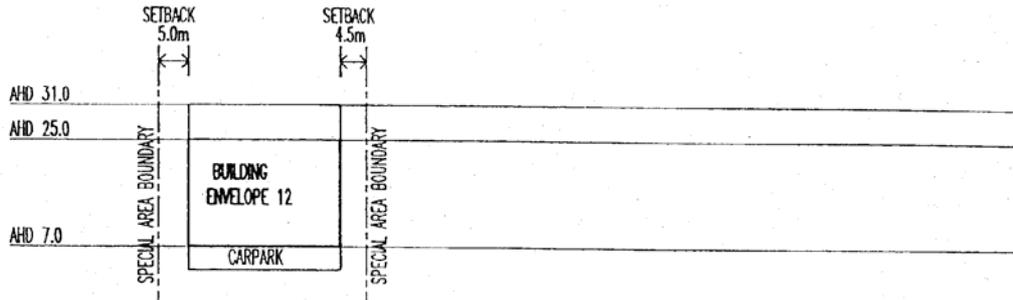


Figure 7.5 (c) Section 1 Building Envelope 12

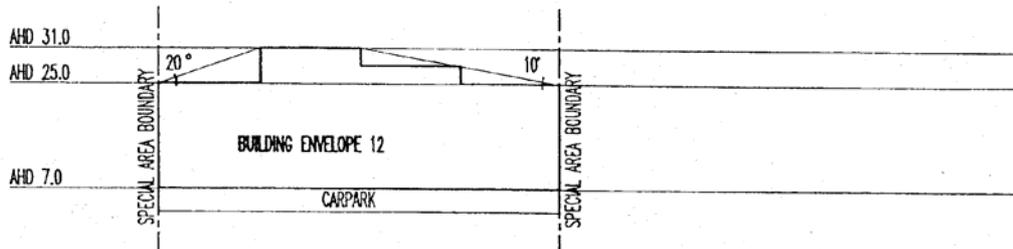


Figure 7.5 (d) Section 2 Building Envelope 12

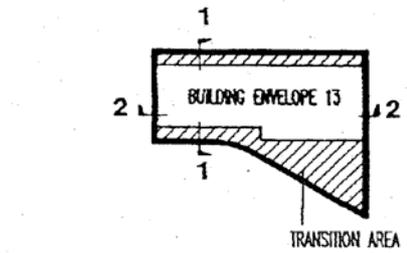
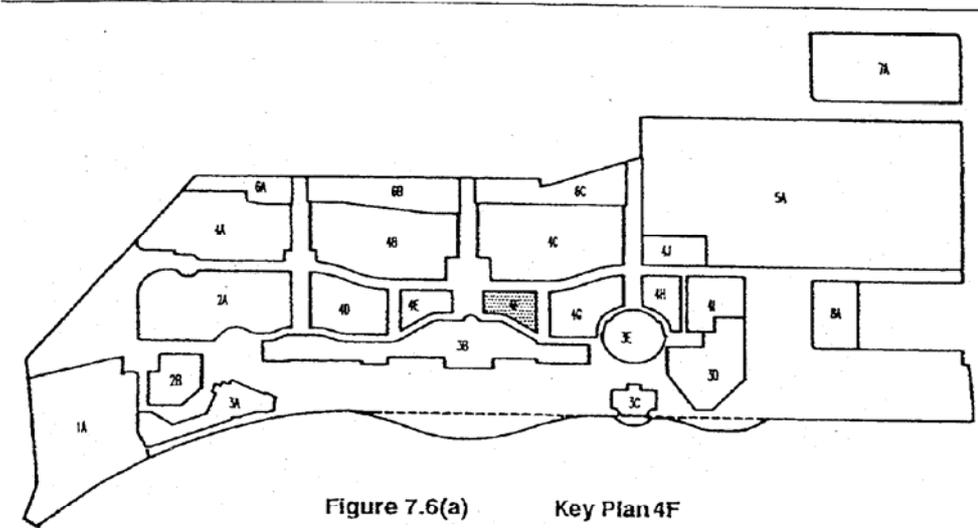


Figure 7.6(b) Development Area 4F Plan

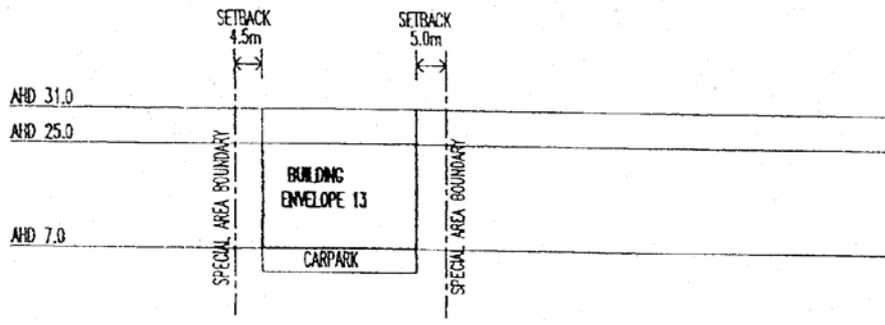


Figure 7.6 (c) Section 1 Building Envelope 13

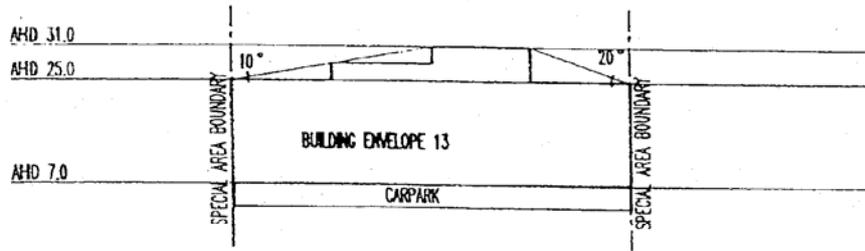


Figure 7.6 (d) Section 2 Building Envelope 13

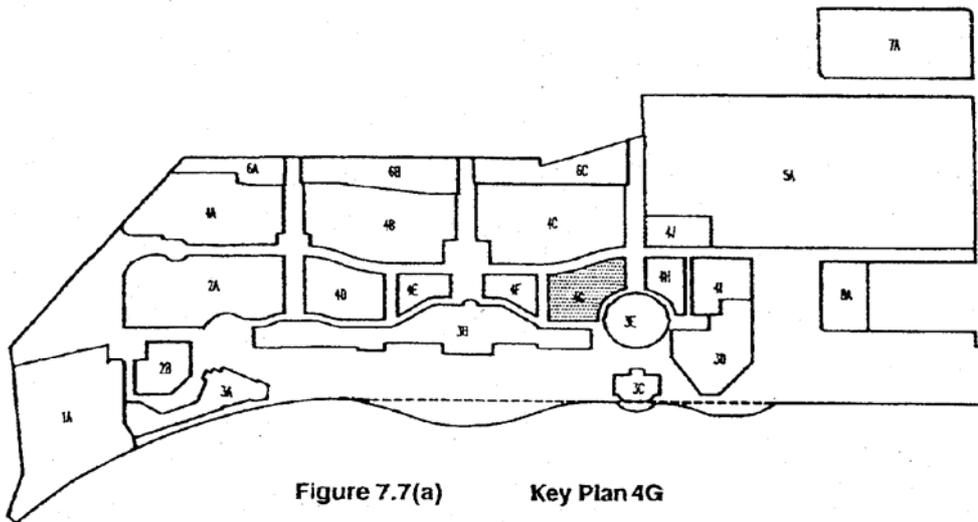


Figure 7.7(a) Key Plan 4G

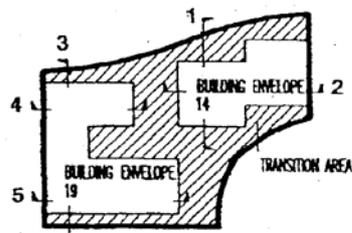


Figure 7.7(b) Development Area 4G Plan

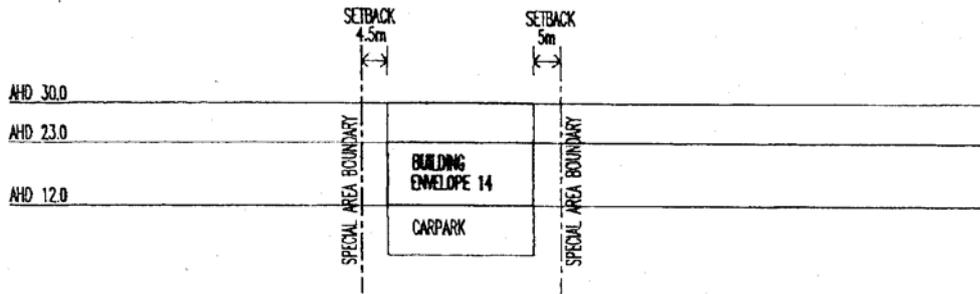


Figure 7.7 (c) Section 1 Building Envelope 14

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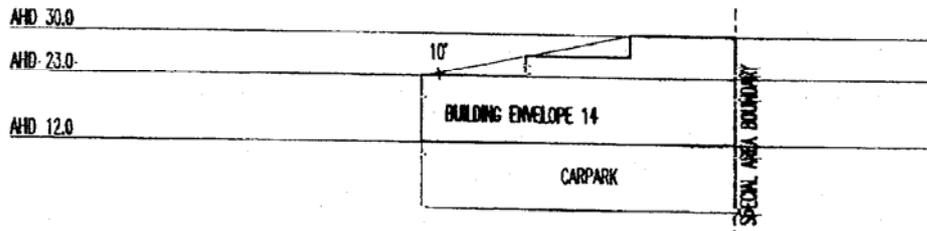


Figure 7.7 (d) Section 2 Building Envelope 14

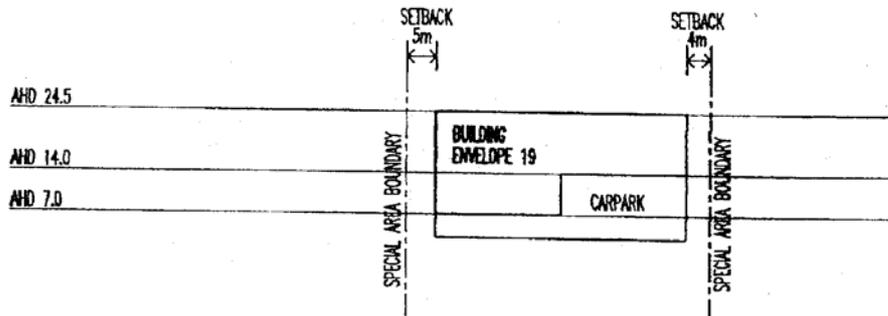


Figure 7.7 (e) Section 3 Building Envelope 19

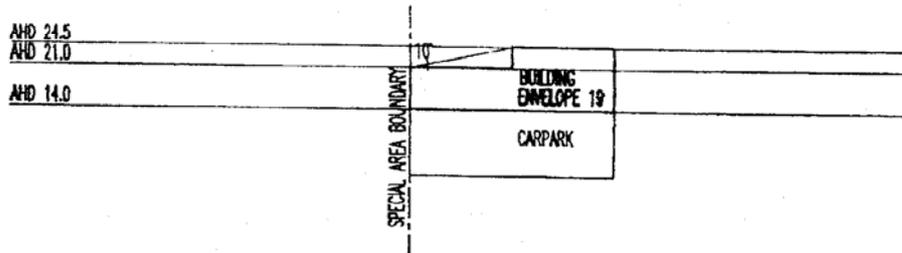


Figure 7.7 (f) Section 4 Building Envelope 19

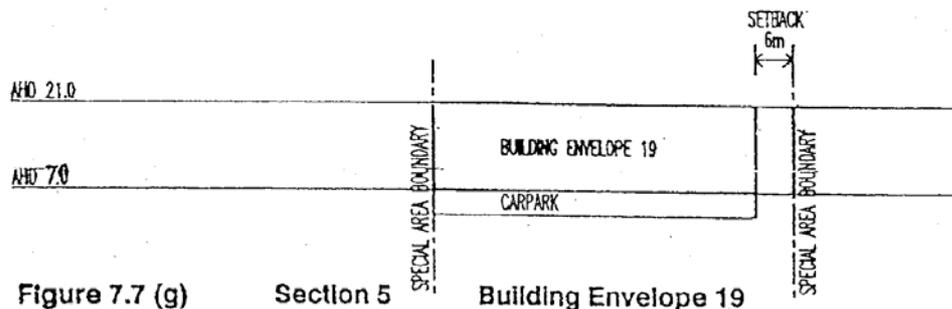


Figure 7.7 (g) Section 5 Building Envelope 19

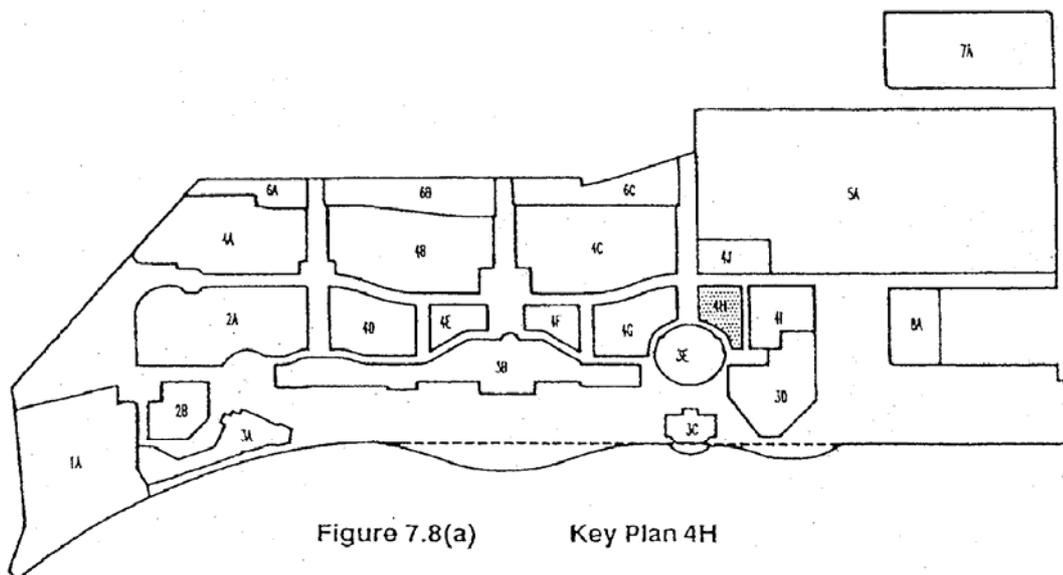


Figure 7.8(a) Key Plan 4H

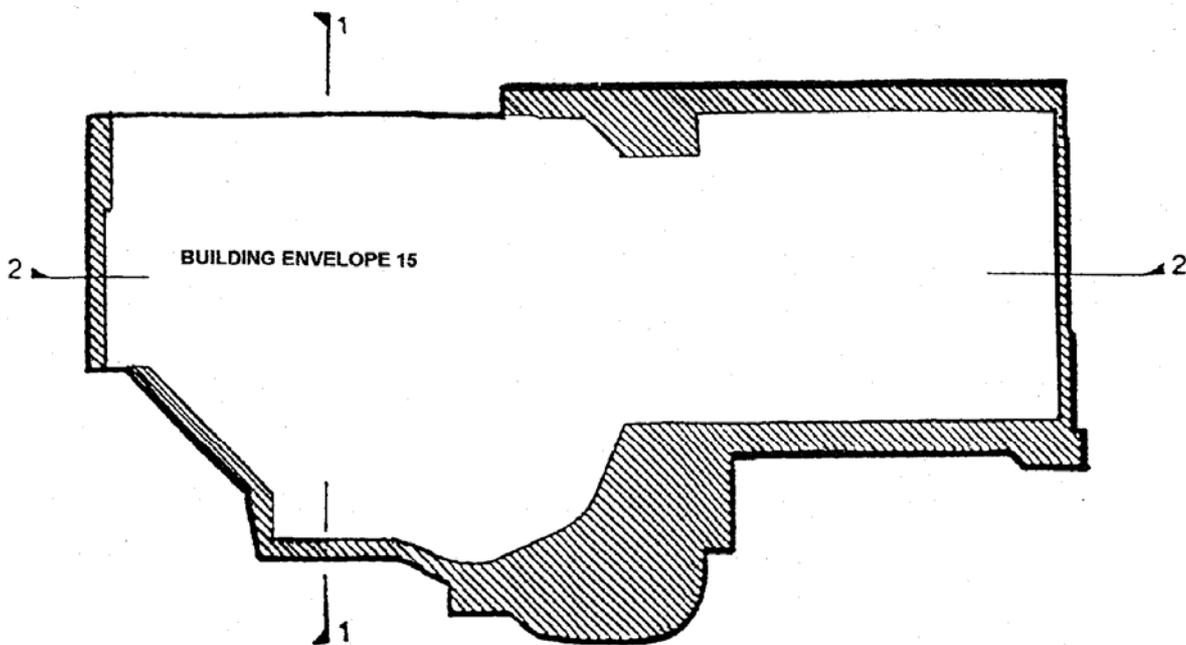


Figure 7.8(b) Development Area 4H Plan

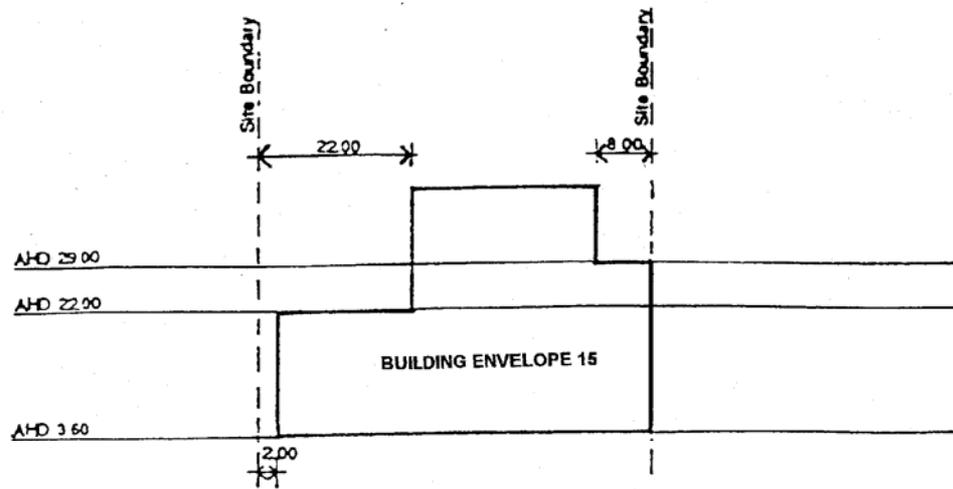


Figure 7.8(c) Section 1

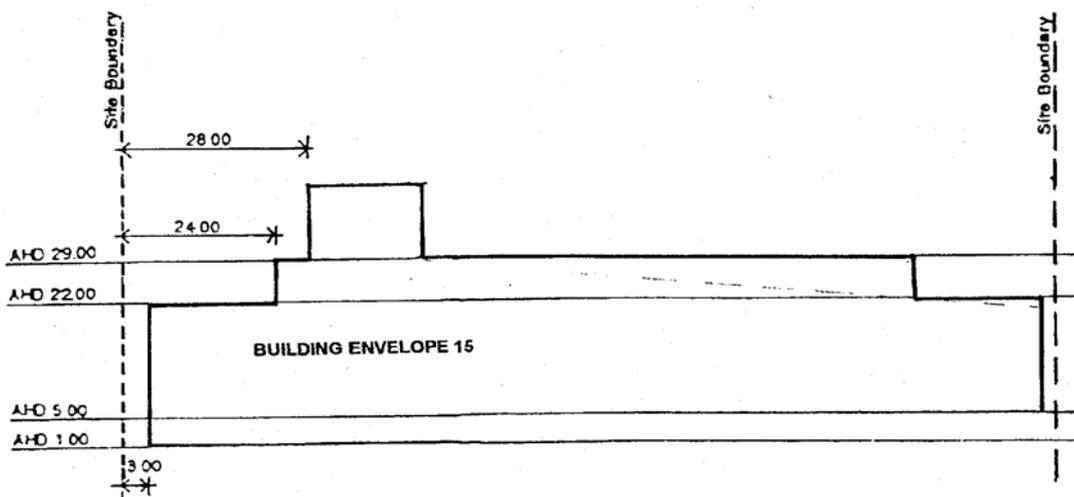


Figure 7.8(d) Section 2

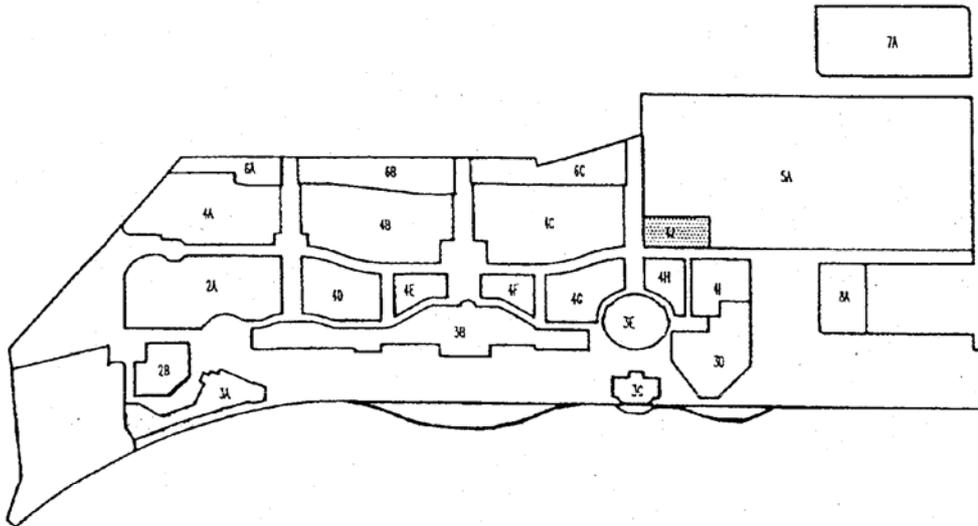


Figure 7.9(a) Key Plan 4J

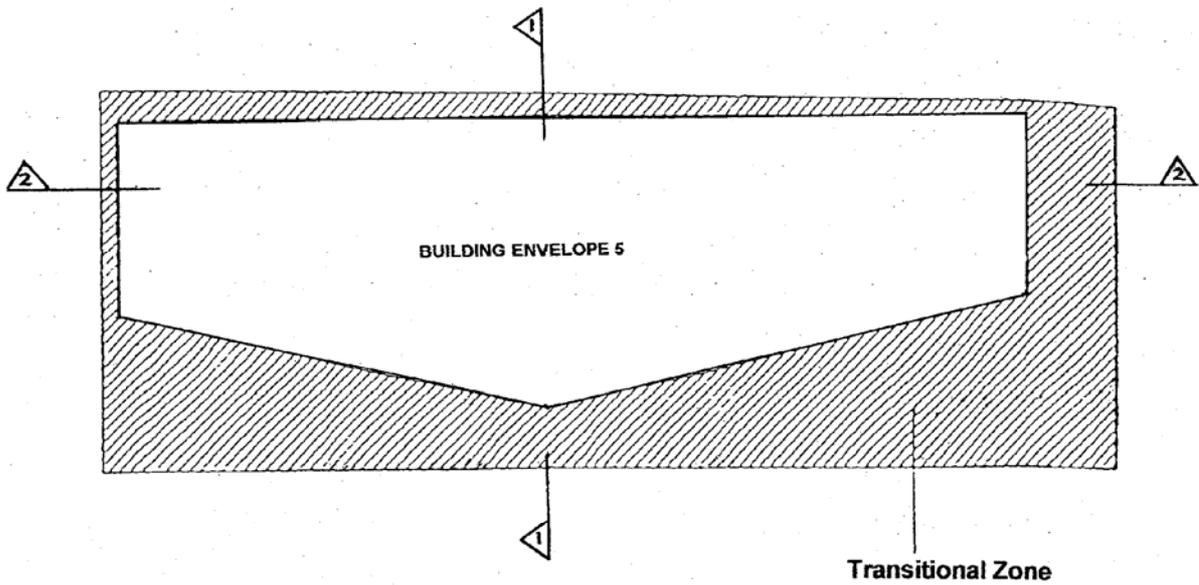


Figure 7.9(b) Development Area 4J Plan

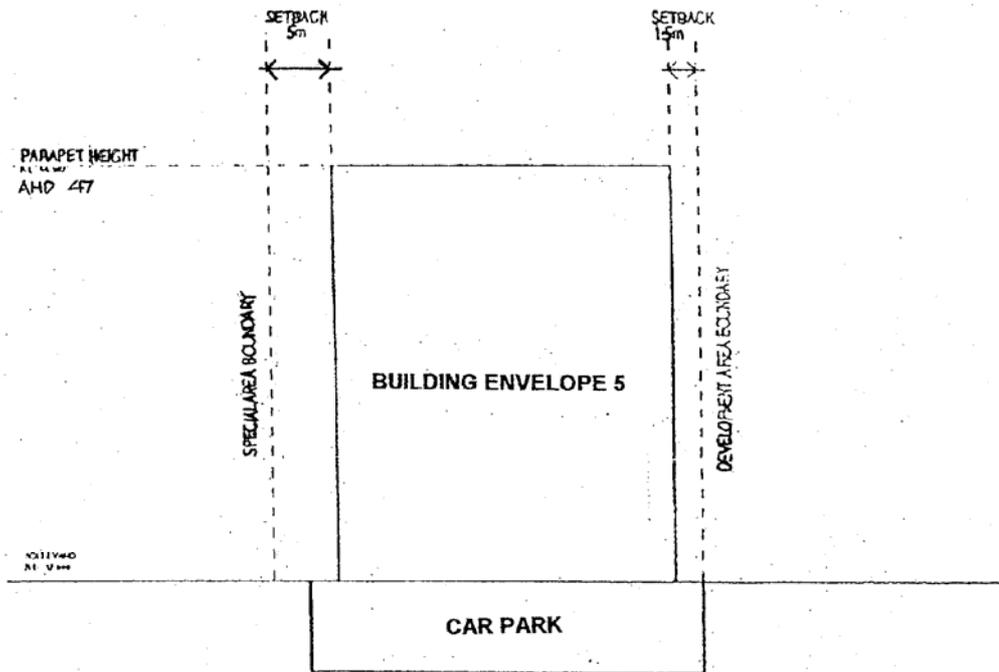


Figure 7.9(c) Section 1

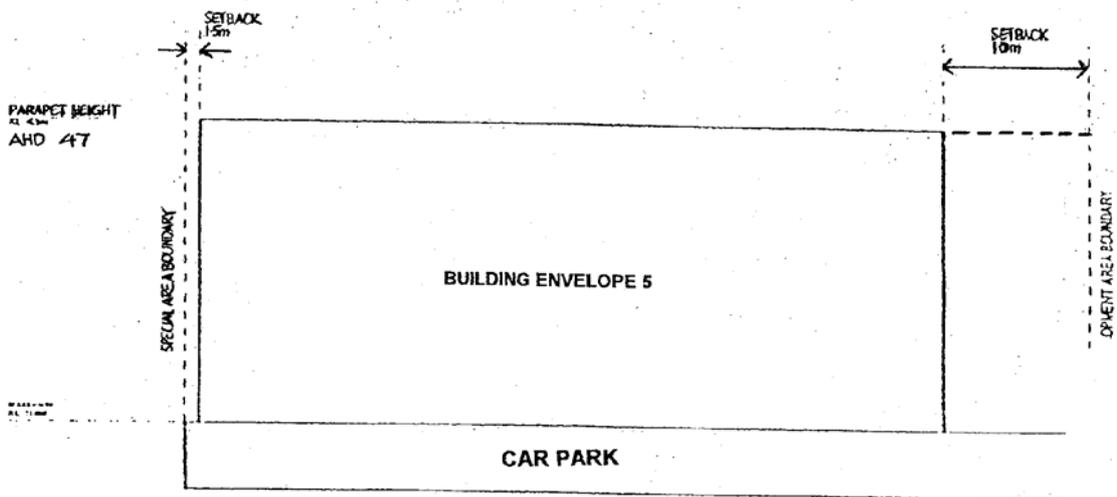


Figure 7.9(d) Section 2

8.0 PRECINCT FIVE - CONVENTION CENTRE PRECINCT

8.1 Intent

This Precinct is intended to function as an extension to the public purposes uses associated with the existing Performing Arts Complex. The primary uses in this Precinct are an Exhibition and Convention Centre complex with an associated International Hotel to accommodate convention delegates.

The Convention Centre complex is proposed to be one of the major components of the South Bank site and will act as a landmark feature and a major activity node for the site. Convention delegates would have convenient access to the parkland and open space of the Corporation Area as well as the retail and commercial uses located along the Grey Street Boulevard. Public transport access to the complex would be adequately provided for with both bus and train stops located within 100 metres of the buildings and a taxi rank located off Merivale Street. Car parking for delegates using the Convention Centre complex will be maintained within the Precinct to ensure adequate provision of car parking spaces at all times.

An International Hotel is also located within this precinct providing accommodation for convention delegates as well as for visitors to the Science and Technology Museum, Performing Arts Complex, and the area in general. The International Hotel would include associated retail activities such as restaurants and specialist shops.

The Corporation, in conjunction with the Department of Transport, also proposes to locate a bus and coach interchange within the exhibition area of the Convention Centre complex. This interchange would provide parking and set-down facilities for buses, tour coaches and mini buses, allowing passengers direct access to the Convention Centre and the surrounding facilities of the Corporation Area. Pedestrian access would be facilitated from the interchange to the South Brisbane Station, the Melbourne Street bus stop and the South Bank ferry terminal.

8.1A Background

Provisions relating to part of this precinct have been superseded to the extent that part of this precinct is contained in Precinct Nine. Precinct Nine comprises parts of Precincts Two, Three, Four and Five.

To ensure minimal changes and maximise convenience for Development Plan users, revised provisions for those parts of affected precincts are contained wholly in one section, being Section 14.0 - Precinct Nine.

Where there is conflict between this section and Section 14.0 with regard to that part of Precinct Four contained in Precinct Nine, the provisions of Section 14.0 prevail.

8.2 Development Principles

8.2.1 Development Intensity

The optimum gross floor areas for the predominant land uses within Precinct Five are outlined below in Table 8.1.

Table 8.1

Gross Floor Areas of Predominant Land Uses - Precinct Five

Predominant Land Uses	Optimum Gross Floor Area
Convention	45,000
International Hotel	28,250

8.2.2 Car Parking

Based on the Corporation's Car Parking Standards, a maximum of 1,236 car parking spaces shall be allowable within Precinct Seven to service the requirements of the land uses located in the Precinct.

8.2.3 Preferred Development

The preferred development within this precinct and other suitable development that may also be considered as appropriate are outlined in Table 8.2 below.

Table 8.2

Table of Development - Precinct Five

Preferred Development

Convention Centre
Hotel
International Hotel
Licensed Club
Place of Assembly
Public Premises
Specialist Shop
Utility Installation

Other Suitable Development

Business Premises
Car Park
Child Care Centre
Educational Establishment
International Hotel
Restaurant
Take-Away Food Store
Other uses compatible with the intent of the precinct

8.2.4 Urban Design Principles

The Convention Centre Hotel, Convention and Exhibition Centre complex should conform with the overriding theme of "The Park within the Building within the Park". Strategies to achieve this character include:

- (a) The use of overhangs at the first level above ground, creating semi-enclosed spaces and/or arcades around the perimeter of the building; and
- (b) The recession of entries beyond the building face, allowing the external space to penetrate the building volume.

8.3 Special Access Areas

There are no Special Access Areas within this Precinct. Pedestrian and vehicular access within the Precinct will be provided in accordance with Section 8.4.1.5.

8.4 Development Area 5A

8.4.1 Optimum Gross Floor Areas

The optimum gross floor areas for predominant land uses within Development Area 5A are outlined below in Table 8.3

Table 8.3

Gross Floor Areas of Predominant Land Uses - Development Area 5A

Predominant Land Uses Optimum	Gross Floor Area (m²)
Convention	30,000
Exhibition	15,000
Hotel	28,250

8.4.2 Urban Design Requirements for Building Envelopes

8.4.2.1 Site Arrangement and Massing

The area available for building shall be restricted to the Building Envelope indicated in Figure 8.1(b). The massing of the Building Envelopes shall be as indicated in Figures 8.1(c) to 8.1(h). The maximum length and treatment of facades shall comply with Section 2.2.1.

8.4.2.2 Building Heights

The maximum parapet level of Building Envelopes 46, 47 and 48 within Development Area 5A are outlined in Table 8.4 below.

Table 8.4

Maximum Building Heights - Development Area 5A

Building Envelope	Maximum Parapet Level
Building Envelope 46	AHD 30.0 metres
Building Envelope 47	AHD 44.0 metres
Building Envelope 48	AHD 25.0 metres

The maximum level shall not be continuous over the whole Building Envelope and shall comply with Figures 8, 1 (c) to 8.1 (h).

8.4.2.3 Building Setbacks

The Building Envelopes shall comply with the setbacks indicated in Figures 8.1(c) to 8.1(h)

8.4.2.4 Circulation and Access

The following pedestrian access shall be provided within the Development Area 5A:

- (a) Public access from Special Access Areas to all Building Envelopes suitable for disabled use;
- (b) Public access from Merivale Street to all Building Envelopes to a standard suitable for disabled use;
- (c) Public access from Melbourne Street to Building Envelope 48; and
- (d) Public access in the Transition Areas.

Private and service vehicular access shall be provided to all Budding Envelopes from Merivale Street.

8.4.2.5 Building Envelope Landscaping

Landscape treatment within Building Envelopes 46, 47 and 48 shall be in accordance with Section 2.0 Urban Design Principles.

8.4.3 Transition Areas Requirements

The treatment of all spaces within the Transition Area of Precinct Five is to be in accordance with Section 3.3.2 and to the approval of the Corporation. A Specific requirement related to the Transition Area in this Precinct is the provision of a 14 metre wide access way at ground level, within the Russell Street alignment which shall be maintained as a 24 hour public access through to the bus station, Grey Street Boulevard and the Park. The area shall be fully paved as a continuation of the adjoining paving treatment.

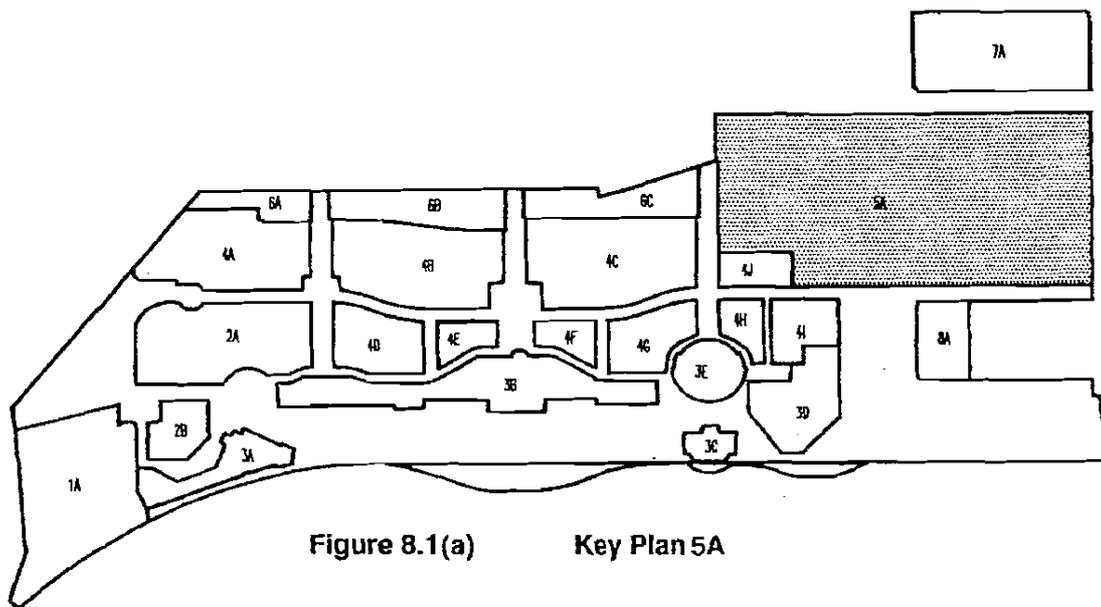


Figure 8.1(a) Key Plan 5A

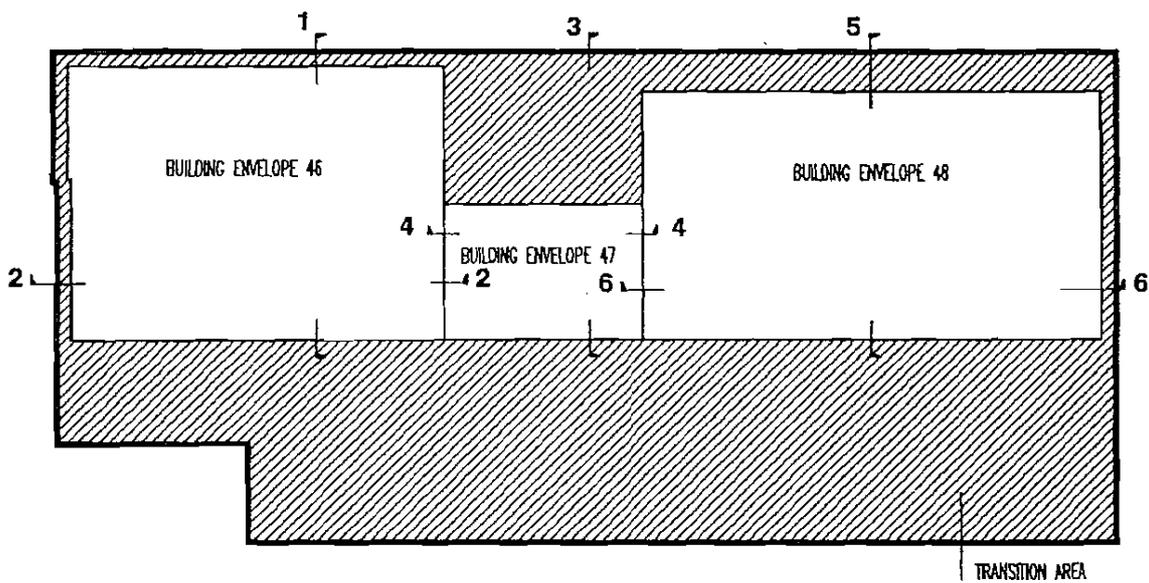


Figure 8.1(b) Development Area 5A Plan

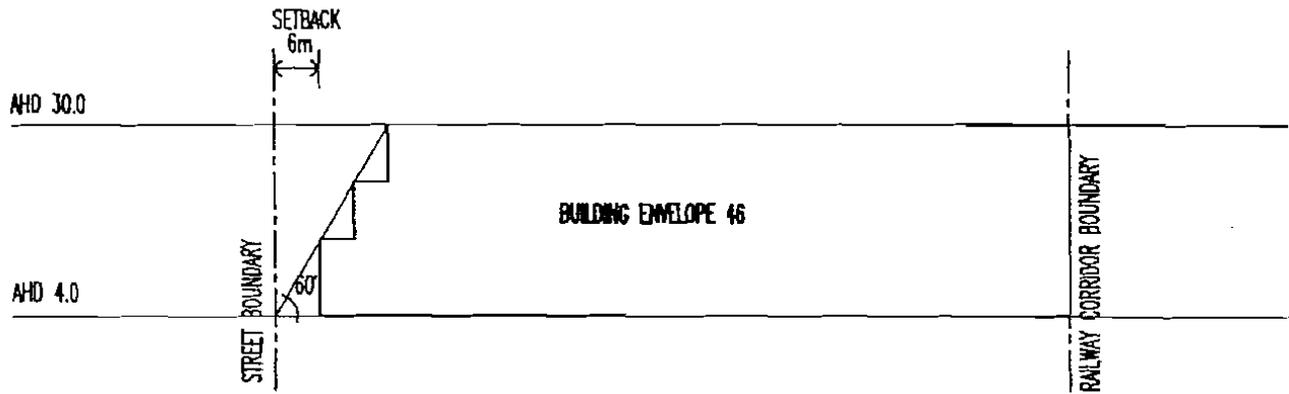


Figure 8.1 (c) Section 1 Building Envelope 46

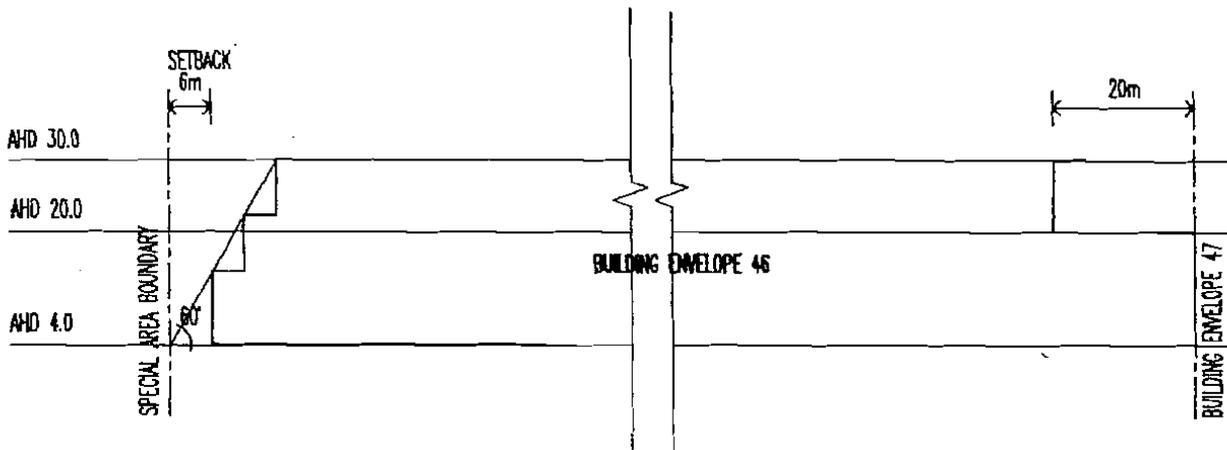


Figure 8.1 (d) Section 2 Building Envelope 46

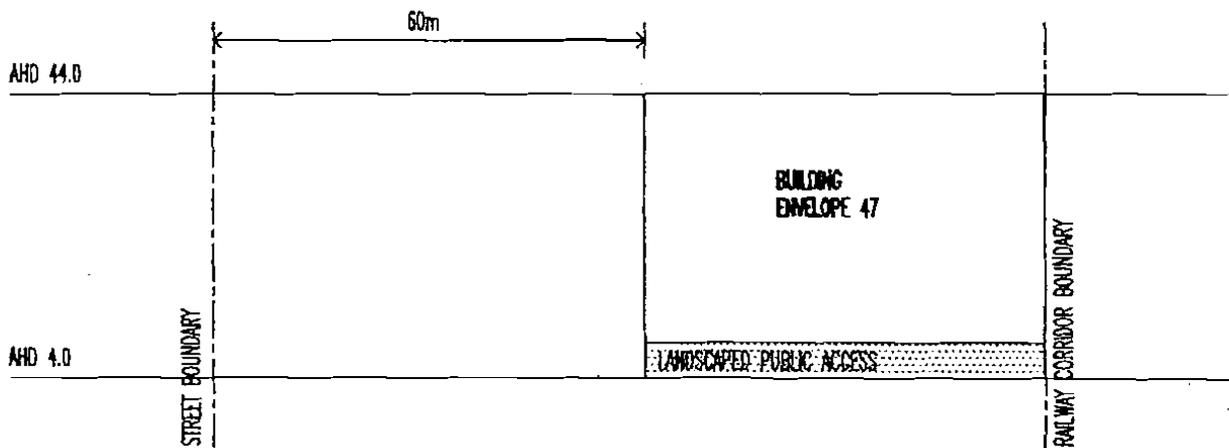


Figure 8.1 (e) Section 3 Building Envelope 47

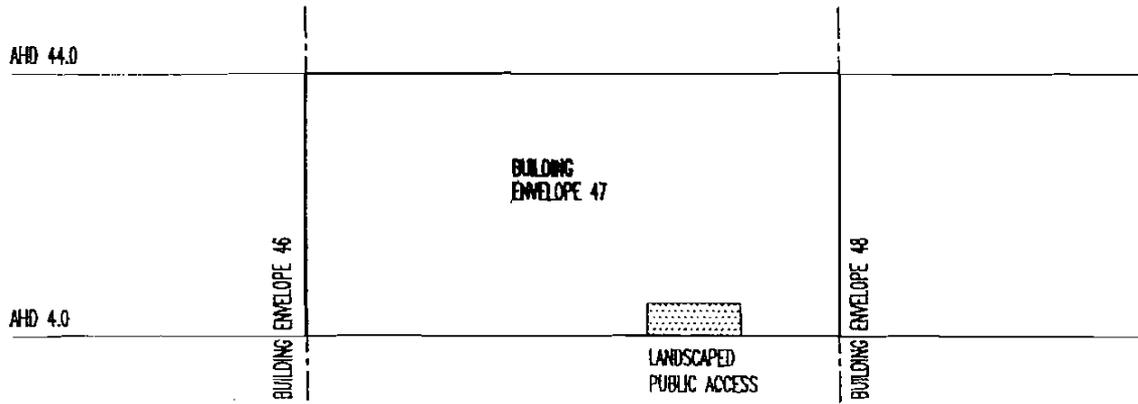


Figure 8.1 (f) Section 4 Building Envelope 47

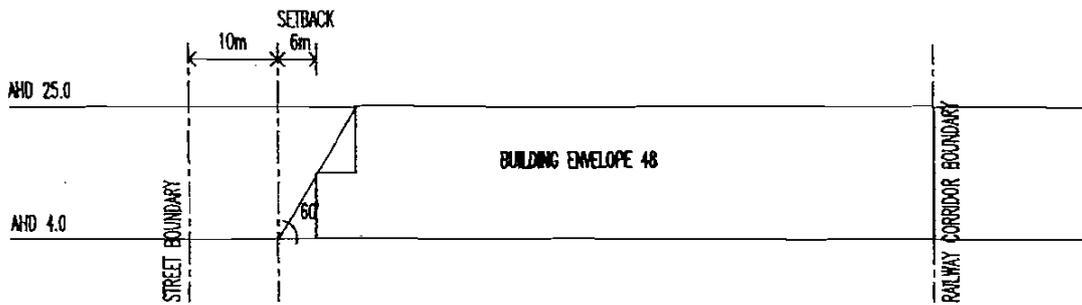


Figure 8.1 (g) Section 5 Building Envelope 48

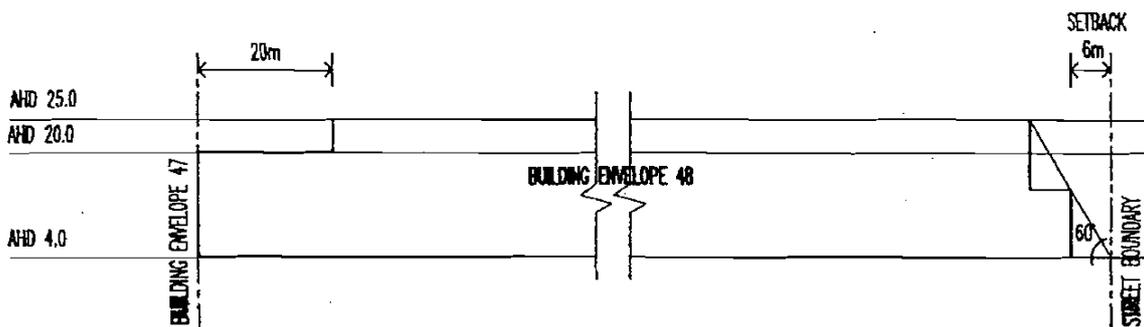


Figure 8.1 (h) Section 6 Building Envelope 48

9.0 PRECINCT SIX - COLCHESTER STREET PRECINCT

9.1 Intent

This Precinct contains the existing uses and the vacant allotments fronting onto Colchester Street, including warehousing and service industries. The intent of this Precinct is to encourage redevelopment of the existing use sites and the vacant allotments so as to include commercial uses of varied scale and character.

Due to the proximity of the South Brisbane College of TAFE, it is intended that the Precinct will accommodate any future extensions to the TAFE College. In addition, other residential uses such as student housing or hostels will be considered as suitable uses within this Precinct.

9.2 Development Principles

9.2.1 Development Intensity

The optimum gross floor areas for the predominant land uses within Precinct Six are outlined below in Table 9.1.

Table 9.1

Gross Floor Areas of Predominant Land Uses - Precinct Six

Predominant Land Uses	Optimum Gross Floor Area (m ²)
Commercial	10,185
Public Purpose	6,315

9.2.2 Car Parking

Based on the Corporation's Car Parking Standards, a maximum of 229 car parking spaces shall be allowable within Precinct Six to service the requirements of the land uses located in the Precinct.

9.2.3 Preferred Development

The preferred development within this precinct and other suitable development that may also be considered as appropriate are outlined in Table 9.2 below:

Table 9.2

Table of Development - Precinct Six

Preferred Uses	Other Suitable Uses
Business Premises	Service Industry
Educational Establishment	Shop
Existing Use	Take-Away Food Store
Public Purpose	Tenement Building
Utility Installation	Other uses compatible with the intent of the precinct.

9.3 Special Access Areas

The Special Access Areas will provide vehicular and pedestrian access to Precinct Six from other Precincts within the Corporation Area.

9.3.1 Pedestrian Access Requirements

The Special Access Areas will accommodate pedestrian access from the existing local streets to Development Areas 6A 6B and 6C and provide access through to the Corporation Area.

9.3.2 Vehicular Access Requirements

The Special Access Areas shall be maintained as 24 hour vehicular access to the Development Areas 6A, 6B and 6C and through to the Corporation Area.

9.3.3 Landscape Design

Landscape design within the Special Access Areas shall be in accordance with Section 2.0 Urban Design Principles and to the approval of the Corporation. Specific landscape requirements are as follows:

- (a) Provision of advanced street trees at approximately 15 metre centres; and
- (b) paving to intersections with Ernest and Tribune Streets to provide an entry statement to the development.

9.4 Development Areas 6A, 6B and 6C

9.4.1 Optimum Gross Floor Areas

The optimum gross floor areas for predominant land uses within Development Areas 6A, 6B and 6C are outlined below in Table 9.3:

Table 9.3

Gross Floor Areas of Predominant Land Uses - Development Areas 6A, 6B and 6C

Predominant Land Uses	Optimum Gross Floor Area (m ²)
Commercial (6A)	1,470
Public Purposes (6B)	6,315
Commercial (6C)	8,715

9.4.2 Urban Design Requirements for Development Areas

9.4.2.1 Building Height

The planning unit of any development within the Development Areas shall not contain more than three storeys.

9.4.2.2 Podium Height

The maximum podium height with respect to any building shall be 15 metres where the ground level from which such height is measured is at the middle of the face of the front wall of the building at the principal frontage of the site, provided that any balustrade, parapet or similar feature may extend above that maximum podium height by not more than 1.5 metres.

The Corporation may in a particular case require a podium to be at a particular height being other than maximum podium height where:

- (a) In its opinion the height so determined would assist in maintaining or enhancing the particular townscape or heritage characteristics of that development or other development in the vicinity;
- (b) The site has a sloping frontage or has frontages at different levels; or
- (c) In its opinion it is desirable to match the heights of adjoining buildings.

For the purposes of this sub-paragraph the term "principle frontage" means that frontage determined by the Corporation to be the principle frontage.

9.4.2.3 Building Line

No part of any building above the level of adjoining ground shall be within six metres of any road alignment.

9.4.2.4 Gross Floor Area and Plot Ratio

The Gross Floor Area of the planning unit of any development for non-residential building purpose shall not exceed 1.5 multiplied by the area of the site, provided that so much of the gross floor area as is related only to use for residential purposes shall not exceed 0.6 multiplied by the area of the site.

9.4.2.5 Circulation and Access

Pedestrian access suitable for disabled use shall be provided from Special Access Areas to the Building Envelopes. Vehicular access for visitors, car parking and service vehicles shall be provided from Colchester Street.

9.4.2.6 Building Envelope Landscaping

Landscape development to Building Envelopes shall be in accordance with Section 2.0 Urban Design Principles.

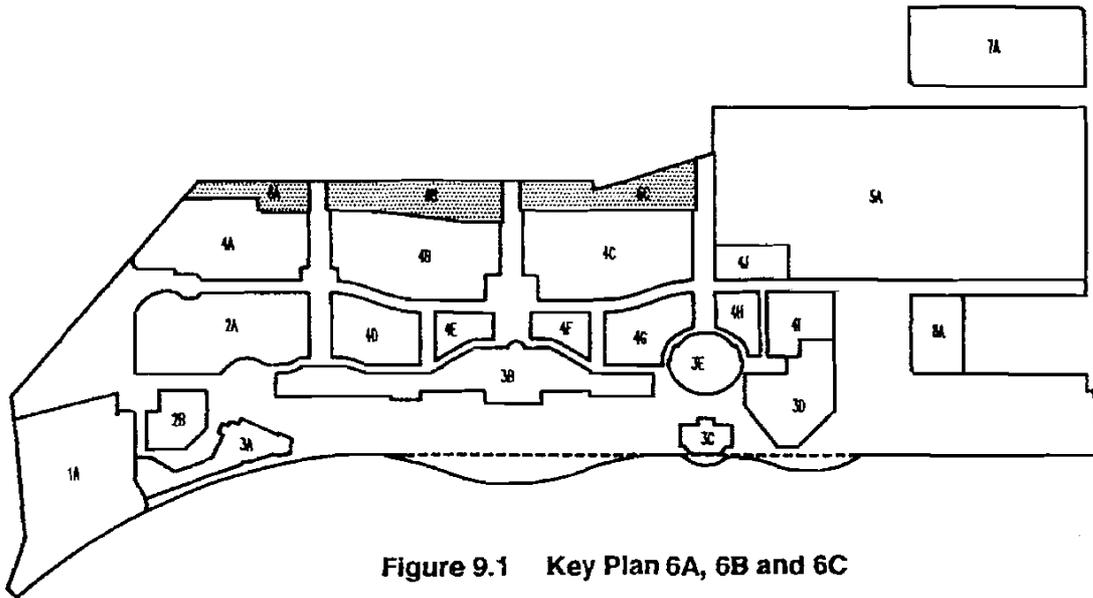


Figure 9.1 Key Plan 6A, 6B and 6C
Development Areas 6A, 6B and 6C. Plan

10.0 PRECINCT SEVEN – MELBOURNE STREET PRECINCT

10.1 Intent

The precinct is intended to be developed as a mixed use precinct that adopts the Corporation's objectives for excellence in design and creating a location that connects socially, physically and economically to the local South Brisbane area and the CBD.

The future development is to consist of:

- commercial, residential and retail fronting Melbourne Street which is responsive to the Brisbane City Council's initiatives for Melbourne Street;
- medium rise commercial and retail development fronting Russell Street; and
- a fine grain, low rise residential development across the rest of the site providing for single attached housing and terrace houses laid out in a mews style.

Key elements contributing to the Corporation's desired outcomes in the location are:

- excellence in design;
- design and use compatibility within the site and with neighbours;
- design responsiveness to place and surrounds;
- linking West End, Highgate Hill, Woolloongabba and South Bank for future generations;
- vitality and activity;
- a contribution to affordable/social housing.

10.2 Development Principles

10.2.1 Development Intensity

A base gross floor area (GFA) for the entire site is set at 50,000m².

An additional 5% GFA may be approved for the site 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.

10.2.2 Car Parking

The Corporation shall determine the minimum number of car parks for these development components. It will require parking for residents and visitors to the residential precincts; tenants and visitors to the commercial space; and visitors to the Parklands.

10.2.3 Preferred Development

The preferred uses for Precinct Seven include commercial, residential and retail. Uses for individual parcels are described below:

Parcel A – Russell Street

The preferred uses for ground level are retail or similar to promote activity. Upper levels are suitable for predominantly office or similar compatible uses including residential.

Parcel B & D – Small Lot Housing and Apartments

Attached single small lot housing and apartments are intended.

Parcel C – Melbourne Street

At ground level, activity and vitality is to be encouraged by appropriate design and active uses such as retail and restaurants. At upper levels the range of compatible uses includes short or long term accommodation, office, entertainment, education, institution or any compatible but similar use.

The range of preferred and other suitable uses are described in Table 10.2.

Table 10.2

Table of Development – Precinct Seven

Preferred Development	Other Suitable Development
Apartment Building	Child Care
Attached House	Community Dwelling
Business Premises	Educational Establishment
	Market Industry
	Restaurant
	Shop
	Specialist Shop
	Student Housing
	Take away food store

10.3 Development Area

10.3.1 Urban Design – Overall Requirements

1. All development in Precinct Seven is to be responsive to the principles of ecological sustainability. Buildings and spaces should be designed for an orientation to achieve solar access and maximise energy efficiency.
2. All designs must be cognisant of possible 1 in 100 year flood events affecting the site.
3. All vehicular gates, garages and car parks must be set back from the cross streets or laneways and designed in such a way so they do not dominate the public domain.
4. Building design should incorporate roofs that are pitched and provide appropriate overhangs, and exterior walls are to be articulated and detailed so as to minimise any adverse visual impact on the local area.
5. Variation in gross floor area, height, plot ratio, materials and design is to occur across the site to add variety and interest to the final development and assist in linking it to the surrounding locality.
6. Site services will be provided via cross streets, the mews or from the external public streets (where appropriate) and be designed to accommodate a possible long-term conversion of Merivale and Cordelia streets to two-way traffic flow.

10.3.1.1 Parcel A – Russell Street

Mixed use office, retail or residential uses at a comparable scale to Parcel C, however at a more intense scale than Parcels B & D fronting Russell Street is preferred.

10.3.1.2 Parcels B & D – Small Lot Housing and Apartments

The preferred design approach is for apartments and small lot housing. The small lot housing is generally attached and developed with common private spaces (mews) serviced by cross streets linking Cordelia and Merivale Streets. Through block connections and permeability is essential.

Design diversity throughout the parcels is strongly encouraged.

Small lot housing is provided with private open space; a minimum of 40m² is required. Design affords all dwellings the opportunity for casual surveillance of the mews and cross streets.

10.3.1.3 Parcel C – Melbourne Street

This site is to be developed with mid-rise buildings facilitating mixed land uses.

The design is to be compatible with the Melbourne Street boulevard initiatives of Brisbane City Council. A 5metre setback is encouraged for the lower podium levels, designed and landscaped in a manner compatible to this initiative.

Access to the site is preferred off Cordelia or Merivale Street and consideration (in association with Brisbane City Council) should be given to any kerb set down facilities required.

10.3.2 Development Criteria

Table 10.3 Development Criteria – Precinct Seven outlines requirements for each parcel for:

- general guidelines;
- land area; and
- height.

Table 10.3

Development Criteria Precinct Seven

Parcel	Development Guidelines		Height
Parcel A – Russell Street	Mid rise buildings facilitating mixed land uses predominantly of a commercial nature	Land area: 4,700m ² approx.	A maximum of 8 storeys
Parcel B – Small Lot Housing	Small lot apartment housing generally attached with common private spaces	Land area: 4,800m ² approx.	3 storeys in height with a sub half level for car parking
Parcel C – Melbourne Street	Mid rise buildings facilitating mixed land uses	Land area: 4,500m ² approx.	Minimum 5 storeys and maximum of 9
Parcel D – Residential Apartments	Residential apartments attached with private open spaces	Land area: 2,400m ² approx.	Up to 5 storeys in height (plus loft) with a sub half level for car parking
Total precinct		Land area: 18,300m ² approx.	

Notes:

1. Land area of the whole site includes area of cross streets, mews and lanes
2. Land area for the parcels excludes area of cross streets, mews and lanes”

11.0 PRECINCT EIGHT – PERFORMING ARTS COMPLEX PRECINCT

11.1 Intent

This Precinct includes the proposed drama theatre of the Performing Arts Complex. This building will be complemented by the northern area of the Parkland Precinct abutting the Performing Arts Complex, including the sculpture court and flagged court.

11.2 Development Principles

11.2.1 Development Intensity

The optimum gross floor area for the predominant land use in Precinct Eight is outlined below in Table 11.1.

Table 11.1

Gross Floor Area of Predominant Land Uses - Precinct Eight

Predominant Land Use	Optimum Gross Floor Area (m²)
Performing Arts Complex (Stage 5)	19,200

This optimum gross floor area reflects the current development proposal for the Performing Arts Complex. If this stated optimum does change, then the additional amount of gross floor area required will not be calculated within the gross floor area optimum of 442,000 m² identified for the Corporation Area.

11.2.2 Car Parking

A maximum of 340 car parking spaces shall be allocated to the public purpose uses contained in this Precinct. These car parking spaces may be located within Precincts Four to Eight of the Corporation Area.

11.2.3 Preferred Uses

The only use to be allowed within this Precinct is the proposed Stage 5 extension of the Queensland Performing Arts Complex.

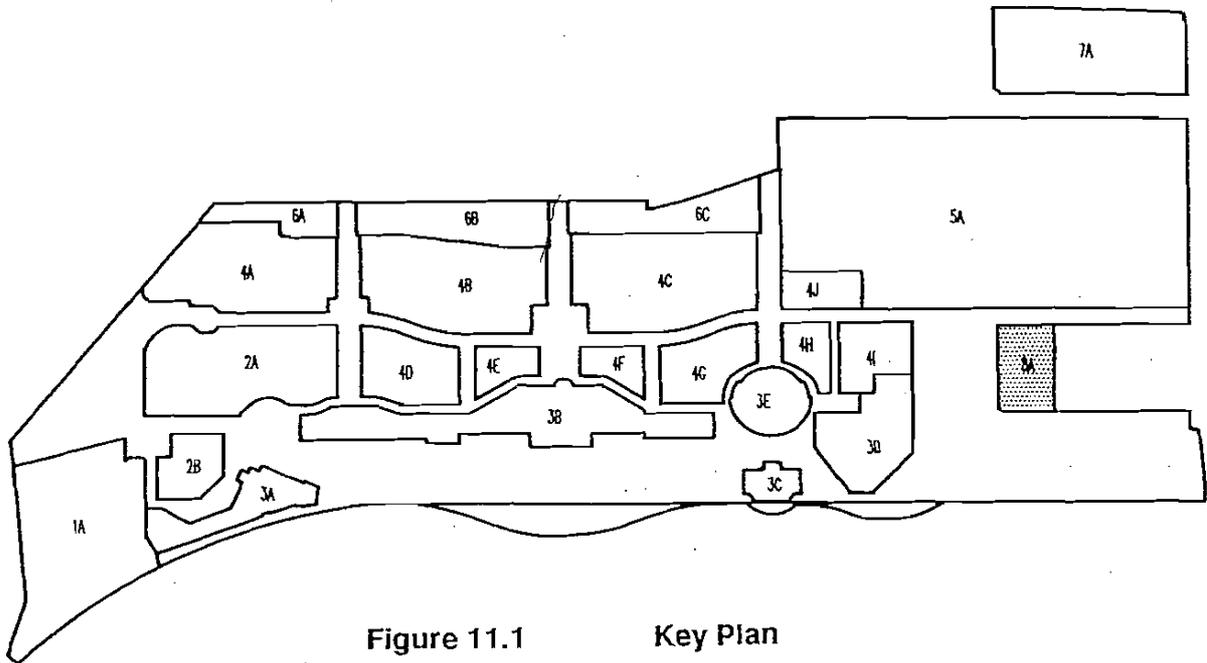


Figure 11.1 **Key Plan**
Development Area 8A

12.0 SPECIAL PROVISIONS

12.1 Car Parking

12.1A Background

Provisions contained in this section have been superseded where they relate to Precinct Nine. To ensure minimal changes and to maximise convenience for Development Plan users, revised provisions are contained in one section, being Section 14.0.

Where there is conflict between this section and Section 14.0, the provisions of Section 14.0 prevail.

12.1.1 Car Parking Standards

Car parking spaces shall be required within the Corporation Area in accordance with the proposed car parking standards established by the Corporation (see Table 12.1 and Section 14.0). A maximum of 5,900 car parking spaces shall be allowed within the Corporation Area, based on the parking space/gross floor area ratios outlined below. This maximum number of car parking spaces is required to satisfy the expected car parking demands for land uses within the various Precincts and to provide sufficient space for short term visitor and service vehicle parking throughout the Corporation Area.

The maximum car parking spaces provision has been generally determined from an overall parking standard related to the land uses in the Corporation Area (see Table 12.2). Applying the Corporation car parking standard to the various predominant land uses located in the precincts gives an indication of the maximum allowable car parking spaces for the land uses within the Corporation Area (see Table 12.3). The staged construction of the parking structure will ensure that there is sufficient car parking capacity to meet demand within the interim development stages.

Table 12.1

Car Parking Standards for Predominant Land Uses

Land Use Corporation	Car Parking Standard
Commercial	1 car space per 100 m ² of gross floor area
Convention	1 car space per 50 m ² of gross floor area
Food and Beverage	1 car space per 50 m ² of gross floor area
International Hotel	1 car space per dwelling unit or rooming unit
Public Purpose	1 car space per 50 m ² of gross floor area
Residential	2 car spaces per dwelling unit or rooming unit with not less than 25% of the total number of car spaces provided on the site being made available as visitor parking.
Other Residential	1 car space per dwelling unit or rooming unit with an additional one car space per four dwelling units or rooming units provided on the site being made available as visitor parking.
Open Space	Allocation by Corporation
Retail	1 car space per 50 m ² of gross floor area

12.1.2 Car Parking Area Design

The location and layout of any area for the parking of motor vehicles, including the size and position of the parking spaces, width and grade of driveways, and the direction of flow within such areas shall be to the satisfaction of the Corporation.

In particular, allowable car parking spaces for all Precincts shall in totality be located within those precincts with the exception of Precinct Three and Eight. The provisions of Section 14.0 supersede the provisions for Precincts Two, Three, Four and Five. The location of vehicular access points to the car parking areas is intended to be carefully controlled to maintain traffic safety. It is essential that any parking structures or areas be sensitively designed, taking into account the need to protect the amenity of potential development within the Precincts.

Table 12.2

Corporation Parking Standard by Predominant Land Uses within Corporation Area

Land Use	GFA (m2)	Parking Spaces
Commercial	180,800	1,810
Convention	45,000	900
Food and Beverage	102,385	208
International Hotel	68,250	736
Public Purpose	38,855	735
Residential	519,680	608
Other Residential	32,640	427
Retail	14,390	290
Open Space	Nil	187
	442,000	5,900

Table 12.3

Maximum Car Parking Spaces Allocated to Precincts

Precinct Number/Name	Maximum Car Parking Spaces Allowable
1 Maritime	63 spaces
2 International Hotel	814 spaces
3 Parkland	452 spaces
4 Boulevard	2,466 spaces
5 Convention and Exhibition	1,236 spaces
6 Colchester Street	229 spaces
7 Melbourne Street	300 spaces
8 Performing Arts Complex	340 spaces
Total	5,900 spaces

Note - The provisions of Precinct Nine are contained in Section 14.0.

The car parking areas are extensions of "the Park within the Building within the Park" design theme with landscaped courtyards, lightwells and artworks highlighting the importance of landscaping within the Corporation Area and the inter-relationship of the built form with open space.

12.2 Bikeways

Continuous paved access will be available for the passage of bicycles between the north-western and south-eastern extremities of the Corporation Area. This bikeway will facilitate the access of bicycles along the riverfront from the Kangaroo Point area to Davies Park in South Brisbane. The bikeway will be coincident with the promenade along the riverside. Suitable measures will be taken to ensure safety for pedestrians. Judicious location, design and grading will ensure continuity of the bikeway with existing or intended pavements in the land abutting the Corporation Area.

A bikeway will be developed in conjunction with the waterfront promenade to provide cycle access to the Corporation Area. A bikeway link to the existing city bikeway and Coronation Drive bikeway via the bridge below the Captain Cook Bridge is proposed. Bicycle access across Victoria Bridge will be encouraged to accommodate access into the Corporation Area via the bikeway located along the riverfront. The Grey Street Boulevard will provide cycle access to the Corporation Area, linking across the Sculpture Court and around the southern end of the site to the promenade cycleway.

Bicycles are generally accepted throughout the park where wheelchair accessible pathways enable unrestricted circulation. Steps and changes in level are used where necessary to restrict cycle circulation. The minimum width of pedestrian paths within the Corporation Area generally has been restricted to 2.5 metres, providing ample space for pedestrians, prams, cycles and wheelchairs.

12.3 Vehicular Circulation and Access

The Corporation has carried out extensive traffic and transport analyses in order to arrive at the optimum form of vehicular circulation and access for the Corporation Area. An underlying theme of the Masterplan design is the grade separation of vehicles and pedestrians and the exclusion of vehicles to the parkland areas. The Development encompasses this important design theme.

The proposals for vehicular circulation to the Corporation Area are as follows:

- (a) Colchester Street will be retained as a public thoroughfare providing a trafficable link from Cordelia Street via Tribune and Ernest Streets and to the north-east of Ernest Street to provide access to properties having frontage thereto;
- (b) Vehicular access to the Corporation Area will be prohibited except:
 - (i) along Colchester Street;
 - (ii) by way of access to car parking facilities within the Corporation Area;
 - (iii) where access is occasioned to the Performing Arts Complex extension (Stage Five) at the northern end of the site;
 - (iv) for service vehicles and for emergency vehicles;
 - (v) where such access is by bus and such access is by way of bus corridor;
 - (vi) where such use is carried out by bicycle and such access will be via the promenade along the riverfront; and
 - (vii) where restricted entry for passenger vehicles are permitted from Vulture Street;
- (c) Grey Street will not be reinstated as a conventional vehicular thoroughfare within the Corporation Area. However, provision has been made for reservation of a four lane road facility. Initially two lanes would be utilised by buses only and should the need arise, at some time in the future, all four lanes would be utilised by both buses and general through traffic. It is envisaged that the four lane roadway will be constructed directly under the proposed Boulevard and enclosed by structure;

- (d) A two-way traffic, grade separated Bus Corridor will be provided through the South Bank Corporation Area in a location generally approximating the former Grey Street alignment and generally extending between Russell and Vulture Streets. The development within Precincts Two and Four shall facilitate the construction of this Bus Corridor to the satisfaction of the Corporation. A total of three passenger stops shall be incorporated within the Bus Corridor located at;
 - (i) South Brisbane Station;
 - (ii) Approaching Vulture Street; and
 - (iii) Opposite Ernest Street;
- (e) The Bus Corridor pavement shall be at the same level with respect to the existing cross streets of Merivale, Russell, Glenelg, Ernest and Tribune Streets. Car park traffic shall be grade separated over the Bus Corridor and service vehicles shall cross the Bus Corridor under the control of stop signs;
- (f) Access to land occupied by existing land users shall continue from that location occupied at the discretion of the South Bank Corporation; and
- (g) Access will not be facilitated between car parking structures except with the discretion of the Corporation. Vehicular access to car parking facilities within the Corporation Area will be via the existing local street system.

12.4 Service and Emergency Vehicle Access

Restricted service and emergency vehicles will have access through the Special Access Areas within the Corporation Area. Provision has been made for vehicular access and servicing to retail developments within the Parkland Precinct during restricted hours.

Retail, commercial and residential precincts west of the South Bank Waterway are to be serviced via the system of service docks linked to existing cross-street entries and the sub-Boulevard Address Network. Limited service vehicles will also have access along the Grey Street Boulevard during restricted hours. Service and Emergency vehicles will be the only vehicles permitted to enter the park or access the Grey Street Boulevard. The access for vehicles required west of the South Bank Waterway will be via Tribune, Ernest and Glenelg Streets or the northern and southern ends of the Grey Street Boulevard. In the sub-Boulevard network, service and emergency vehicles will have access to the bus corridor and service bay areas.

Access to the parkland to the east of the South Bank Waterway will be via Stanley Street at the southern end and on the riverside of the Performing Arts Complex at the northern end of the site. Service and emergency vehicles routes will generally follow the riverside promenade and designated pedestrian paths within the parkland.

12.5 Pedestrian Thoroughfares

Pedestrian access within and through the Corporation Area, particularly fronting the Brisbane River, shall be accomplished by a conceptual design emphasis on open space. Built areas within the Corporation Area should also be compatible in regard to the free movement of pedestrians. The building form at ground level or any area frequented by pedestrians, in particular building frontages and facades, should be compatible with the human scale.

The Grey Street Boulevard and South Bank Waterway edges being areas of pedestrian concentration, require particular attention in this regard, with the provision of awnings, bone structures and the like, to create comfortable surrounds in both interior and exterior environs.

Pedestrian access systems within the site are to provide a link with the surrounding suburban areas and allow continuous pedestrian access from Davies Park at West End through to Captain John Burke Park at Kangaroo Point. Pedestrian access to the Central Business District and Botanical Gardens is proposed to be developed, while direct access via the Victoria Bridge is to be maintained and emphasised.

The design of buildings at or near pedestrian access ways will require special consideration as initial impressions are derived in these areas. The Corporation seeks the basic objective for this environment of safety, comfort and convenience for pedestrians. This objective shall be achieved by the provision of open space, shelter, soft landscaping, and the encouragement of imaginative buildings, particularly at these pedestrian access levels.

Traditionally street footpaths have provided the predominant facility. This is to be supplemented within the Corporation Area by the provision of arcades, piazzas, open parkland, a pedestrian boulevard and transition spaces between main pedestrian routes and buildings. In addition, it is a requirement that dedicated landscaped areas for pedestrians be incorporated within the building envelope of particular developments at the access levels.

13.0 DEFINITIONS

13.1 Introduction

The definitions are arranged in two groups. Sub-section 13.2 contains terms describing the purposes of development. Sub-section 13.3 contains the definitions of terms not descriptive of purposes of development.

13.2 Purpose Definitions

The terms defined in this sub-section being terms which are descriptive of a purpose of development are the following:

- Apartment Building
- Attached House
- Automatic Mechanical Car Wash
- Business Premises
- Car Park
- Child Care Centre
- Club
- Convention Centre -Trade Exhibition
- Community Dwelling
- Educational Establishment - School
- Emergency Services Depot
- Entertainment Piazza
- Garden Centre
- Hotel
- Indoor Sport and Recreation
- Industry
 - Light Industry
 - Market Industry
 - Service Industry
- International Hotel
- Kiosk
- Landing
- Licensed Club
- Light Industry - see Industry
- Local Store -see Shop
- Market Industry - see Industry
- Museum
- Occasional Market
- Outdoor Sport and Recreation
- Park
- Place of Assembly
- Public Premises
- Radio Station
- Restaurant
- Retail Warehouse - see Shop
- School - see Educational Establishment
- Service Industry - see Industry
- Shop
 - Local Store
 - Retail Warehouse
 - Specialist Shop
- Shopping Centre
- Specialist Shop - see Shop
- Student Housing

- Take-Away Food Store
- Tenement Housing
- Trade Exhibition -see Convention Centre Utility Installation
- Vehicle Repair Station
- Vehicle Sales Yard
- Warehouse Premises
- Youth Club Welfare Premises
- Zoo

Any question as to whether a use or proposed use falls within a definition, or a class of uses defined in this section, shall be determined by the Corporation.

In the Plan:

"Apartment Building" means a separate building comprising only dwelling units or a component of a building containing other uses together with such area, but does not include an attached house or any building included in a convention centre or motel.

"Attached House" means a separate building comprising three or more dwelling units where:

- (a) that building has the appearance of a number of dwelling houses equivalent to the number of those dwelling units erected so as to abut one another; and
- (b) each of those dwelling units:
 - (i) abuts another of those dwelling units at a wall which is common to both dwelling units; or
 - (ii) abuts on each of two opposite sides another of those dwelling units at a wall which is common to both dwelling units.

but does not include any building included in a convention centre, motel or any other premises being premises elsewhere specifically defined in this section the use of which is not characterised by some residential use;

"Automatic Mechanical Car Wash" means a place used or intended for use for the washing of motor vehicles by an automatic or partly automatic process using mechanically operated brushes and/or washers and air jet dryers.

"Business Premises" means any premises used or intended for use:

- (a) for the carrying on of the business of a bank, building society or the like;
- (b) for the carrying out of a business based on electronic data processing;
- (c) for a local surgery used in connection with the provision of medical or dental services;
- (d) as an office or in connection with:
 - (i) the provision of professional and/or technical services or the giving of professional advice by a person practicing or carrying on a profession; or
 - (ii) conducting administrative or management services; or
 - (iii) carrying on of agencies, banking, typing, secretarial services

- (e) otherwise for business or commercial purposes; but does not include:
 - (i) any premises used or intended for use for some business or commercial purpose where a use for that purpose is characterised by an activity which characterises, or activities which characterise, the use of some shop, or warehouse;
 - (ii) any other premises or place or part of any other premises or place elsewhere specifically defined in this section; or
 - (iii) any premises used for a purpose elsewhere specifically defined in this section.

"Caretakers Flat" means:

- (a) dwelling unit used or intended for use as the residence of a person having the care of any premises, including any plant or other goods thereat, where:
 - (i) that dwelling unit and those premises are contained in the same planning unit; and
 - (ii) those premises are used for some non-residential purpose which is not some agriculture or stable; or
- (b) that dwelling unit contained in a building or part of a building which building or part comprises a dwelling unit combined with, and constructed to be occupied with some place or area used for some non-residential purpose:
 - (i) any use of a caretaker's flat forms part of that use for some non-residential purpose of those premises in connection with which it is used.

"Car Park" means a place used or intended for use for the parking of motor vehicles where:

- (a) that parking is not incidental to and necessarily associated with the use of the premises which includes that place for some other purpose; and
- (b) that place is not a taxi-cab depot.

"Child Care Centre" means:

- (a) a kindergarten, creche or pre-school centre; or
- (b) any other place used or intended for use for the minding or care, but not residence, of children for fee or reward.

The term does not include the use of a dwelling unit for the reception, minding or care of children for a day or part of a day for fee or reward by a person residing in the dwelling unit.

"Club" means premises to which the public does not resort and which are used or intended for use by a club, lodge, friendly society or like Organisation as a place for meetings of, social intercourse among, or entertainment of, the members of the club, lodge, friendly society or like Organisation, whether or not those premises are also used or intended for use in part as an office for the administration of the affairs of the club, lodge, friendly society or like Organisation, but does not include:

- (a) any premises, place or part of any premises or place elsewhere specifically defined in this section; and
- (b) any premises used for any purpose or activity elsewhere specifically defined in this section

"Convention Centre" means premises:

- (a) established in a coordinated fashion;
- (b) which function as an integrated unit; and
- (c) used or intended for use of any or all of the following:
 - (i) as a place for the assembly of persons for some common object; or
 - (ii) for trade fairs or exhibitions, whether or not they are also used or intended for use for any form of entertainment not envisaged by its use as referred to in sub-paragraphs (i) and (iii);
 - (iii) for or in connection with the conduct of sporting or athletic activities engaged in competitively.

The term includes the use of any facilities provided at those premises for the health, comfort or convenience of persons resorting thereto for those activities which characterise those premises including any facility providing light refreshments, meals for consumption thereat or elsewhere, professional services by a medical practitioner or physiotherapist, or banking services.

"Trade Exhibition" means any premises used or intended for use for the display of goods to the general public whether or not those goods are intended for sale.

The term includes:

- (a) static, working or moving articles;
- (b) examples of a technological, cultural or heritage nature of local, regional, interstate or international significance; or
- (c) any other activity approved by the Corporation which is not otherwise defined in this Plan.

"Community Dwelling" means any common place of abode for a number of unrelated persons in the nature of a boarding house, guest house, hostel, lodging house or student housing and having where that place is not part of a hospital, a hotel, a retirement village, a sports and convention centre or any other premises being premises elsewhere specifically defined in this section the use of which is not characterized by some residential use.

"Educational Establishment" means:

- (a) a school;
- (b) a public library;
- (c) a public lecture hall; and
- (d) an art gallery (other than for business purposes)

The term does not include a reformatory institution; a sheltered workshop; or any other place used or intended for use for the training or teaching of persons who are learning disabled or handicapped.

"School" means:

- (a) a university, a college of advanced education or a technical and further education institution; and
- (b) an institution (other than as referred to in paragraph (a)) which provides courses of study or training
- (c) for the purpose of general education or of preparation for a particular occupation or profession.

The term does not include an institution at which preschool, primary and/or secondary education is provided.

"Emergency Services Depot" means any premises used or intended for use as:

- (a) a fire station;
- (b) an ambulance station;
- (c) a first aid station;
- (d) a depot of the State Emergency Service;
- (e) a police station; or
- (f) essential utility services control centre.

"Entertainment Piazza" means a use of premises to which the public ordinarily resort for the conduct of live entertainment but does not include outdoor sport and recreation.

The term includes the use of any facilities provided at those premises by way of

- (a) stands or grandstands;
- (b) shelters or other public conveniences;
- (c) stages or platforms for use by performers;
- (d) facilities for the convenience of and use by performers in preparation for a performance;
- (e) structures for the housing and operation of ancillary equipment including but not limited to lighting and
- (f) sound equipment and stage furniture and background scenery; and
- (g) kiosks for light refreshment booths but not including any use which is part of the use of a park

"Garden Centre" means a place used or intended for use for the sale, or displaying or offering for sale, by retail of plants suitable for use in gardening or landscaping whether or not those plants are propagated at that place.

The term includes any ancillary use of those premises for the sale, or displaying or offering for sale, of any one or more of

- (a) seeds or other propagative plant material;
- (b) goods associated with the cultivation of plants;
- (c) garden ornamentation, furniture or structures; and
- (d) garden tools or equipment, where no such tool or item of equipment has a motor of more than one kilowatt.

The term does not include landscaping materials.

For the purpose of this definition the term "plants" does not include any turf.

"Hotel" means any premises to which a license under the Liquor Act 1912 - 1989 of the type:

- (a) licensed victualler's license;
- (b) tavern license; or

- (c) historic inn license, is applicable and which are used or intended for use in a manner contemplated by their being such premises.

The term includes the conduct of any activity pursuant to a permission granted under the Liquor Act 1912 - 1989 and which is applicable to those premises but does not include the residential use by a person managing or employed at those premises of any separate building erected on the land contained in those premises.

"Indoor Sport and Recreation" means a use of premises to which the members of the public ordinarily resort:

- (a) for the conduct of:
- (i) a sport;
 - (ii) a form of athletics; or
 - (iii) a game not being a sport or form of athletics, indoors;
- (b) as an indoor fitness centre, gymnasium or dance studio.

The term includes, in a case where those premises are used as referred to in paragraph (a) above, any watching of, practicing of or receiving or giving instructions in the sport, form of athletics or game not being a sport or form of athletics conducted indoors thereat and, in any case, the use of any facilities provided at those premises for the enjoyment or convenience of persons resorting thereto by way of

- (a) stands or parking places;
- (b) public conveniences; or
- (c) light refreshment booths.

For the purpose of this definition:

- (a) the public use of a swimming pool shall be taken to be a use of that swimming pool for the conduct of a sport; and
- (b) an indoor fitness centre shall be taken to include a place whereat the use of turkish or other vapour or foam bath is provided.

"Industry" means a light industry, market industry or service industry.

"Light Industry" means:

- (a) the performance in the course of a trade or business of an activity included in the Table hereunder;
- (b) the use otherwise of premises for:
 - (i) the performance of an activity in the nature of copper plating, screen printing, dyeing, painting or sculpture; or
 - (ii) the making of goods being pottery, ceramics, jewellery, ornamental glassware, leadlights, leathergoods, woven or knitted goods or caneware;

where such activity or making of goods is carried out, whether or not the premises are also used for the sale by retail of the goods which result from that activity or from that making of goods; or

- (c) the use of premises as a place for:
- (i) the sale by retail of parts (whether or not such parts are or include tyres and batteries or either of them) for installation on or fitting to a vehicle in circumstances which do not constitute body building; and
 - (ii) the installation or fitting of such parts where that use is not part of the use of a service station or vehicle repair station;

where in the ordinary course:

- (iii) the performance of that activity or that use in the particular case does not impose a load on any public utility undertaking greater than that which is reasonably required for the predominant uses, existing or likely, in the immediate locality; and
- (iv) the performance of that activity or that use does not, by reason of the carriage of any articles used therein or resulting therefrom, create traffic on any road in the locality of the activity or use in a manner such as to cause congestion or danger to users of that road or which reasonably necessitates any road to be of a higher standard of construction than that which is otherwise required for the predominant uses, existing or likely, in that locality;

but does not include any use which is a service industry or any use which is part of the use of a shop.

"Table"

Bookbinding

Glass cutting or silvering

Making any of the following:

- aids and appliances for disabled persons
- artificial flowers blinds
- brooms, brushes, bristle or hair goods
- cameras
- clocks, watches
- coir goods
- cork goods
- drawing or writing goods
- felt goods
- fur goods
- furniture
- leadlights
- musical instruments
- optical goods (other than spectacles or the like)
- paper goods, paper board goods
- printing
- scientific instruments
- sports equipment (other than ammunition, vehicles and water craft)
- string, string goods
- textile bags
- therapeutic and life support aids, appliances, garments and equipment travelling bags twine, twine goods umbrellas
- wiregoods (other than barbed wire, wire mesh, wire netting, wire rope and cable)

Mixing, blending or packing any:

- food for human consumption, drink or tobacco
- stock or poultry foods

Repairing any:

- furniture
- gas appliances for domestic use

Shop fitting

Spray painting where in a totally enclosed building or booth Stereo-type making

Upholstering vehicles or furniture

Without prejudice to paragraph (b) above, a use of premises for the purpose of some light industry includes the carrying out of any process for or in connection with the activity which characterises that use and any ancillary use of those premises by way of:

- (a) the storage of articles used in connection with or resulting from that activity;
- (b) the use of any facility, by way of a building, provided at those premises for the personal comfort or convenience of, or enjoyment of leisure by, persons engaged in that activity;
- (c) the sale of articles resulting from that activity; and
- (d) work of administration or accounting in connection with that activity.

"Market Industry" means any premises used or intended for use for the purposes of hand crafting, displaying and offering for sale goods of a similar type or nature and of a common theme or heritage as determined by the Corporation and which does not cause any interference with the amenity of the precinct by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, wastewater, light (whether steady or flashing), waste products, grit, oil or otherwise or cause hazard likely in the opinion of the Corporation to cause undue disturbance and/or annoyance to persons or other property not connected with the industry. The term includes the ancillary use of such premises for:

- (a) the storage of articles used in connection with or resulting from such activity;
- (b) the use of any amenity building provided at such premises;
- (c) any work of administration or accounting in connection with any such activity;

but does not include commercial premises, industry, kiosk, shop, or take-away food store as herein defined.

"Service Industry" means the performance in the course of a trade or business of any activity included in the Table hereunder where in the ordinary course:

- (a) in or in connection with the performance of that activity in the particular case there is not emitted from the premises where the activity is performed any gaseous or particulate matter, odour, vibration, noise, excluding air conditioning structures, or radio or electrical interference in a manner which could reasonably be construed to be an annoyance to persons occupying adjacent premises;
- (b) the performance of that activity in the particular case does not impose a load on any public utility undertaking greater than that which is reasonably required for the predominant uses, existing or likely, in the immediate locality; and
- (c) the performance of that activity in the particular case does not, by reason of the carriage of any articles used therein or resulting therefrom, create traffic on any road in the locality of the activity in a manner such as to cause congestion or danger to users of that road or which reasonably necessitates any road to be of a higher standard of construction than that which is otherwise required for the predominant uses, existing or likely, in that locality;

but does not include any use of premises which are a take-away food store or any use which is part of the use of a shop or a vehicle repair station.

"Table"

Assembling from components manufactured elsewhere any of the following:

- aids and appliances for disabled persons
- blinds
- cameras, other portable photographic equipment
- clocks, watches
- electronic equipment
- jewellery
- locks
- musical instruments

- optical goods (being spectacles or . the like)
- pedal cycles
- portable domestic appliances
- power tools
- scientific instruments
- sewing machines
- sports equipment (other than ammunition, vehicles and water craft)
- toys
- umbrellas

Document duplicating or copying

Dressmaking

Drycleaning or dyeing

Engraving by hand

Laundering

Making any of the following:

- bread, cakes, pastries
- canvas goods, tents, camping soft goods
- clothing, clothing accessories
- confectionery
- dental goods
- footwear
- jewellery
- keys
- leather goods
- millinery
- optical goods (being spectacles or the like)
- soft furnishings
- toys

Photographic film processing

Photographic plate-making, etching, and like photographic processes

Photographic sign making

Picture framing

Plan printing

Repairing or servicing any of the following:

- canvas goods, tents, camping soft goods
- clothing
- clothing accessories
- dental goods
- electrical appliances for domestic or office use footwear
- jewellery
- leather goods
- mowers (including motor mowers) optical goods portable office machinery or equipment toys

Restoration of any of the following:

- antiques other than furniture
- articles of historic or cultural interest (other than vehicles, machinery and plant and other non-portable items) works of art

Signwriting

Tailoring

The term includes the carrying out of any process for or in connection with the performance of the activity which characterises that use and any ancillary use of those premises by way of:

- (a) the storage of articles used in connection with or resulting from that activity;
- (b) the use of any facility, by way of a building, provided at those premises for the personal comfort or convenience of, or enjoyment of leisure by, persons engaged in that activity;
- (c) the sale of articles resulting from that activity; and
- (d) work of administration or accounting in connection with that activity

"International Hotel" means:

- (a) any premises to which a license for victuallers' premises under the Liquor Act 1912 - 1989 is applicable and which essentially provides for, but is not limited to:
 - (i) guest bedrooms, each with a separate bathroom and toilet;
 - (ii) dining rooms or restaurants
 - (iii) public and private bars;
 - (iv) passenger and service lifts;
 - (v) adequate space for reception of guests and storage of baggage; and
 - (vi) adequate access and parking for buses and taxis for the setting down and picking up of passengers.

The use of any premises for the purpose of an International Hotel includes:

- (b) the use of any office at those premises in connection with the conduct of the International Hotel; and
- (c) the residential use of any separate area of occupation comprised in the International Hotel by any person conducting or employed at the International Hotel.

The total number of bedrooms, seating capacity in bars, lounges and dining and function rooms and floor areas of particular uses shall be determined by the Corporation.

"Kiosk" means any premises used or intended for use for the sale of general merchandise including food where such a use does not exceed a total use area of 50 m² and is located preferably within a building or a public park and where the goods are sold to the general public and are either for consumption on the premises or elsewhere. The term does not include a restaurant, shop or take-away food store as herein defined.

"Landing" means premises used or intended for use in connection with water transport as a place from or at which passengers are taken on board or landed from vessels whether or not goods handled solely by manpower are taken on board or landed from vessels thereat, but does not include any such premises which are a public utility undertaking.

The term includes the ancillary use of the premises by way of:

- (a) the use of an office for work of administration or accounting in connection with the landing; or
- (b) the temporary storage of goods which are to be taken on board vessels thereat or which have been landed thereat from vessels.

"Licensed Club" means premises to which the public does not resort which:

- (a) are used or intended for use by a club, lodge, friendly society or like Organisation as a place for meetings of, social intercourse among, or entertainment of, the members of the club, lodge, friendly society or like Organisation, whether or not those premises are also used or intended for use in part as an office for the administration of the affairs of the club, lodge, friendly society or like Organisation; and
- (b) are premises to which a club licence of one of the prescribed types under the Liquor Act 1912-1989 applies;

but does not include:

- (a) any premises, place or part of any premises or place elsewhere specifically defined in this clause; or

- (b) any premises used for any purpose elsewhere specifically defined in this clause

A use of premises for the purpose of a licensed club:

- (a) includes the use of those premises for any activity authorised by a club licence under the Liquor Act 191 2-1 989;
- (b) does not include, save for the use of a caretaker's flat, any residential use; and
- (c) the use of an International Hotel as herein defined.

"Museum" means any premises or building used or intended for use for display to the general public of:

- (a) artifacts of historical significance;
- (b) artifacts of scientific and technological significance; and
- (c) samples of the natural environment.

"Night Tennis Court" means an outdoor tennis court of whatever size provided with lighting so as to facilitate the playing of tennis thereon at night where that outdoor tennis court which is within 100 metres from any land:

- (a) not being part of the allotment whereon the court is located; and
- (b) whereon:
- (i) a residential building other than a caretaker's flat is erected; or
 - (ii) the erection of a residential building other than a caretaker's flat is development for a permitted purpose or a permissible purpose:

The use of a night tennis court for the playing of tennis together with any use of premises incidental thereto and necessarily associated therewith shall be taken:

- (a) to constitute a use of premises for the purpose of a night tennis court; and
- (b) not to form part of the use of any premises for some other purpose.

The erection of any building or other structure shall be taken to be for the purpose of a night tennis court only where:

- (a) that building or other structure is intended to be used solely in connection with the use of a night tennis court for the playing of tennis; or
- (b) that erection is solely in connection with the provision of lighting to facilitate the playing of tennis at night on an outdoor tennis court.

"Occasional Market" means any land used for a limited duration and from time to time as determined by the Corporation for the purpose of displaying or selling readily portable articles to the public from stalls where not fully enclosed within a building. The term does not include a market industry, kiosk, shop, or take-away food store as herein defined.

"Outdoor Sport and Recreation" means a use of premises to which the public ordinarily resort for the conduct of:

- (a) a sport;
- (b) a form of athletics; or
- (c) a game not being a sport or form of athletics;

outdoors, but does not include use of part of a convention centre.

The term includes any watching of, practicing of, or receiving or giving of instruction in, the sport, form of athletics or game not being a sport or form of athletics conducted outdoors thereat and the use of any facilities provided at those premises for the enjoyment or convenience of persons resorting thereto by way of:

- (a) stands, grandstands or parking places;
- (b) shelters or other public conveniences; or
- (c) kiosks for light refreshment booths, but does not include any use which is part of the use of a park

For the purpose of this definition:

- (a) the term "sport" does not include coursing, horse-racing, pacing or trotting;
- (b) the public use of any swimming pool ordinarily open to the public shall be taken to be a use of that swimming pool for the conduct of a sport.

"Park" means land:

- (a) to which the public has rights of access;
- (b) used or intended for use for open-air recreation; and
- (c) which:
 - (i) has been ornamentally laid out or prepared with pathing;
 - (ii) is maintained so as to preserve or enhance its natural beauty including its flora, fauna and geological or physiographical features; or
 - (iii) has been prepared or is maintained as a grassed area either with or without trees or shrubbery.

A use of premises for the purpose of a park includes:

- (a) the use of any facilities provided on land being a park for the enjoyment or convenience of the public by way of:
 - (i) kiosks for bandstands or light refreshment booths;
 - (ii) picnic places, places for enjoying views, routes for nature study, parking places and footways;
 - (iii) information and display areas for the promotion of such land;
 - (iv) shelters and other public conveniences; or
 - (v) children's play areas;
- (b) the use of any facility by way of a kiosk, booth or stall for the hiring out to the public of things including, but not limited to, bicycles and canoes for their use for pleasure; or
- (c) open-air recreation within the park or on part of any river, creek, stream or other body of water abutting or within the park; and

- (d) any infrequent use of such land for a sport or form of athletics conducted on an informal basis.

For the purpose of this definition the term "open-air recreation" does not include any activity comprehended by outdoor sport and recreation, whether for business or as a place to which the public ordinarily resort, other than the watching of, or taking part in, for recreation, a game not being a sport or form of athletics outdoors.

"Place of Assembly" means:

- (a) a place used or intended for use as a public hall, theatre, cinema, music hall, concert hall, dance hall or open-air theatre;
- (b) any place of a like character to those referred to in paragraph (a) above, which is not a zoo; or
- (c) any place used or intended for use as a function room;

but does not include any place which is, or is part of, any convention centre, educational establishment, park, restaurant, shopping centre, trade exhibition or premises used for the purpose of indoor sport and recreation, or outdoor sport and recreation.

The term includes:

- (a) where the whole or part of those premises are the premises to which a licence or permit under the Liquor Act 1912-1989 applies, the use of any facility provided thereat for the purpose of exercising the rights or privileges conferred by that licence or permit;
- (b) where that place of assembly is a place referred to in aforementioned paragraphs (a), (b) or (c) above, the use of any facility provided at those premises by way of a light refreshment booth.

"Public Premises" means any premises used or intended for use:

- (a) as an office or for administration or other like purposes by the Crown, the Council, or by some statutory authority or corporation of a public character exercising public functions where the use of that building is not part of a use of that building and the land whereon it is erected for some other purpose;
- (b) as an office by a member of a Parliament or by the Mayor or an Alderman of the Council in connection with the performance of the duties of such member, Mayor or Alderman; or
- (c) for public purposes such as an information centre, rest centre or other purpose which shall be for the general use of the public as determined by the Corporation;

but does not include any part of a shopping centre

"Radio Station" means:

- (a) any premises which are used or intended for use for a broadcasting station, a television station, a repeater station or a translator station as referred to in the Broadcasting and Television Act 1942 of the Commonwealth and which are not separate premises used for an office or studio or office in connection with any such station; or
- (b) any other premises which are used or intended for use for a station for the transmitting or receiving or transmitting and receiving of radio signals, whether or not that station also transmits or receives other communications signals, where the use of that station is not ancillary to the carrying out of one or more other activities at the same premises and which characterise a purpose for which those premises are used.

"Restaurant" means a place at which:

- (a) meals, whether substantial or otherwise; or
- (b) light refreshments;

are regularly supplied on sale to the public for consumption by persons seated thereat, whether or not:

- (a) the whole or part of that place is, or is part of, premises to which a licence under the Liquor Act 1912-1989 applies;
- (b) facilities are regularly provided thereat for dancing by the public resorting thereto; or
- (c) some form of entertainment is regularly provided thereat by a person physically present and actually providing the entertainment;

but does not include kiosk, take-away store or shop or part of any Shopping Centre or a facility the use of which is part of the use of premises for the purpose of indoor recreation, or outdoor sport and recreation or of a convention centre, park, a place of assembly, convention centre or a zoo.

The term includes:

- (a) the subordinate use of those premises for the provision of any one or more of light refreshments, takeaway meals, bread, cakes and pastry on sale to the public for consumption elsewhere provided that the term does not include the use of any part of those premises for a drive-through take-away food store; and
- (b) where the whole or part of those premises is premises to which a licence under the Liquor Act 1912-1989 applies, the use of those premises for any activity authorised under that Act in pursuance of its being such premises.

"Shop" means any place which is:

- (a) a local store;
- (b) a coin operated laundry;
- (c) a place for the reception and return of goods deposited for washing, cleaning or repairing elsewhere;
- (d) a betting shop;
- (e) a pet shop;
- (f) a retail warehouse;
- (g) a specialist shop;
- (h) a place other than as referred to in paragraph (a), (b) or (f) used or intended for use for the sale, or displaying or offering for sale, by retail of goods whether or not that place is also used or intended for use for the subordinate conduct of one or both of those activities which respectively characterise a use of premises for the purpose of a take-away food store and restaurant;
- (i) a place used or intended for use for the hiring out of goods kept thereat for that purpose, whether or not routine servicing of those goods is carried out thereat;
- (j) a place as referred to in any two or more of paragraphs (c) , (e) , (h) , and (i)

Where that place is not a place the use of which is, or is part of:

- (a) a use of premises elsewhere defined in this section otherwise than as referred to in paragraph (e) of the definition "business premises"; or
- (b) a use for a purpose elsewhere specifically defined in this section.

The term does not include a place used or intended for use for the sale of any goods by auction.

"Local Store" means a building, the floor area of which does not exceed 200 m², used or intended for use for the sale, or displaying or offering for sale, by retail of goods for the day to day needs of the surrounding neighbourhood but does not include a roadside stall or any part of a shopping centre.

"Retail Warehouse" means a building having a gross floor area of not less than 400 m² used or intended for use for the sale, or displaying or offering for sale, by retail of goods being any one or more of the following:

- (a) floor coverings, furniture and wall tiles;
- (b) non-portable domestic appliances being washing machines, dishwashers, clothes dryers, refrigerators, hot water systems, air conditioning systems and the like, with or without portable domestic appliances;
- (c) domestic fittings;
- (d) building and construction materials with or without hardware;

"Specialist Shop" means any premises the floor area of which does not exceed 50 m² used or intended for use for the sale and displaying or offering for sale to members of the public of specialised goods and services being any one or more of the following:

- (a) gift store/souvenir shop;
- (b) hairdressing/beauty salon;
- (c) pharmacy;
- (d) tobacconist and/or newsagency;
- (e) travel agency;
- (f) other similar uses as permitted by the Corporation.

The term includes incidental storage of such goods on the same premises but does not include a restaurant, kiosk or market industry as herein defined, or any other premises used, or intended for use for a purpose elsewhere specifically defined in the plan.

"Shopping Centre" means premises:

- (a) which function as an integrated unit;
- (b) which contain one or more buildings:
 - (i) having a total floor area of not less than 200 m²;
 - (ii) erected:
 - at the one time as one complete entity or in stages where each succeeding stage forms one complete entity with any earlier stage or stages; and
 - to a coordinated layout; and
 - (iii) comprising separate areas of occupation and other areas used in connection therewith where:

- each of those separate areas of occupation, were it not part of a shopping centre, would be:
 - a shop;
 - business premises;
 - a place of assembly;
 - a restaurant;
 - a take-away food store;
 - public premises as referred to in paragraph (b) of the definition "public premises"; or
 - part of premises used for the purpose of some service industry; and
- the extent to which those separate areas of occupation, were they not part of a shopping centre, would be a shop or shops is not in the circumstances insignificant or nominal.

"Student Housing" means a residential building comprising a residential use by any student at or any teacher or other person employed at:

- (a) a university or college of advanced education or technical and further education institution; or
- (b) an institution (other than referred to in paragraph (a) which provides courses of study or training for the purpose of general education or of preparation for a particular occupation or profession.

"Take-Away Food Store" means a place used or intended for use for:

- (a) the preparation by cooking or otherwise of any one or more of light refreshments, take-away meals, bread, cakes and pastry; and
- (b) the supply of such on sale to the public for consumption elsewhere; where that place is not:
 - (i) a restaurant or shop;
 - (ii) part of a shopping centre; or
 - (iii) that place is not a facility the use of which is part of the use of some premises for the purpose of a convention centre, park, a place of assembly, convention centre or a zoo or for some purpose which is indoor recreation or outdoor sport and recreation.

"Tenement Housing" means a residential building:

- (a) containing a number of separate areas of occupation together with such area, if any, as is necessarily incidental to more than one of those separate areas of occupation; and
- (b) used or intended for use as the place of abode for a number of unrelated persons, but does not include:
 - (i) an apartment building, attached house, community dwelling, duplex house, motel or that part of a building containing more than one caretaker's flat; or
 - (ii) any part of a hospital, a hotel, institutional residence, retirement village, sports and convention centre or any other premises being premises elsewhere specifically defined in this clause the use of which is not characterized by some residential use.

Without otherwise limiting what is, or is not, part of such a use, a use of premises for the purpose of a tenement building does not include the use of any stable or the keeping of animals or poultry thereat in such circumstances as constitute those premises or any part thereof a cattery, a goat farm, kennels, a piggery or a poultry farm.

"Utility Installation" means premises used or intended for use by a person carrying on a public utility undertaking for the purpose of providing and maintaining that undertaking but does not include any building used or intended for use as an office or for administration or other like purposes unless the use of that building is ancillary to the conduct of some other activity on the land whereon that building is erected or at premises which include that land.

"Vehicle Repair Station" means a place used or intended for use for carrying out repairs to, or servicing of, any one or more motor vehicles or boats where those repairs do not or that servicing does not:

- (a) include body building, panel beating or spray painting of other than a minor nature; and
- (b) constitute part of a use of premises elsewhere specifically defined in this section.

"Vehicle Sales Yard" means any premises used or intended for use for the display for sale, hire or leasing of any one or more of:

- (a) motor vehicles with or without motor vehicle spare parts or accessories;
- (b) boats with or without boat accessories;

whether or not:

- (c) any of them are sold, hired or leased at those premises; and
- (d) motor cycles either with or without motor cycle spare parts or accessories are displayed for sale or sold at those premises;.

but does not include any auction depot.

A use of premises for the purpose of a vehicle sales yard includes any ancillary use of the premises by way of the use of an office for work of administration or accounting in connection with the vehicle sales yard.

"Veterinary Surgery" means any premises used or intended for use by a veterinary surgeon in the practice of that occupation where in the ordinary course animals, birds, fish or reptiles which undergo medical or surgical treatment thereat are not accommodated thereat for or in connection with that treatment but does not include a veterinary hospital.

"Warehouse Premises" means premises used or intended for use for the storage of goods of whatever description in one or more buildings, whether or not any of those goods are sold by wholesale thereat where that other place:

- (a) is not, or is not part of, a place or premises elsewhere specifically defined in this section; and
- (b) is not a place the use of which is, or is part of, a use for a purpose elsewhere specifically defined in this section.

The term includes the use of those premises for:

- (a) any ancillary use of the premises by way of the use of an office for work of administration or accounting in connection with the conduct of the warehouse premises; and
- (b) the use of any facilities provided thereat for the garaging and routine servicing of vehicles associated with the conduct of the premises.

The term does not include a builder's yard, construction contractor's yard, truck depot, or vehicle depot.

"Welfare Premises" means

- (a) premises:
 - (i) used or intended for use for social welfare purposes;
 - (ii) providing a counseling or advisory service;
 - (iii) of a like character to those referred to in sub-paragraphs (i) and (ii); or
- (b) premises used or intended for use for the provision thereof of some form of education or instruction to some section of the public, but does not include any premises used for business or commercial purposes, or any club, educational establishment, licensed club or reformatory institution.

"Youth Club" means premises to which the public does not resort and which are used or intended for use by The Queensland Police - Citizens Youth Welfare Association, The Scout Association of Australia Queensland Branch or the Girl Guides Association (Queensland, Australia):

- (a) as a place for meetings of, or social intercourse among, the members of that association or a branch or group within that association; or
- (b) directly for the development, training and recreation of youth or like purpose of that association whether or not those premises are also used or intended for use in part as an office for the administration of the affairs of that association or a branch or group within that association.

"Zoo" means any premises at which live animals, birds, reptiles and fish or any of them are kept for public exhibition thereat.

A use of premises for the purpose of a zoo includes:

- (a) the use of any facilities provided at those premises for the care and treatment of animals, birds, reptiles or fish kept thereat; and
- (b) the use of any facilities provided at those premises for the enjoyment or convenience of the public resorting thereto by way of:
 - (i) shelters or other public conveniences;
 - (ii) kiosks for light refreshment booths; or
 - (iii) information areas for the promotion of those premises

13.3 Administrative Definitions

The terms defined in this sub-section which are not for the purposes of the Plan descriptive of a purpose of development are the following:

- The Act
- Alignment
- Allotment
- Ancillary
- Appointed Day
- Architectural Components
- Bikeway
- Boulevard
- Building

Building Envelope
Burra Charter
Bus Corridor
Bus Space
Car Space
Central Business District
The City
Collins Place
Commercial Use
Composite Building
Consent
Convention Use
The Corporation
Corporation Area
The Council
Curtilage
Development
Development Area
Development Plan
Discretion
Dwelling Unit
Erect
Existing Building
Existing Use
Food and Beverage
Gross Floor Area
Ground Level
Ground Storey
Height
Landscaping
Lane
Level of the Adjoining Ground
1997 Masterplan
Modified Existing Building
Motor Car
Motor Vehicle
Non-Residential Building
For Non-Residential Purposes
Open Area Elements
Other Suitable Development
Parapet Level
Parking Area
Park Lane
Pathway
the Plan
Planning Unit
Plot Ratio
Preferred Development
Premises
Promenade
Public Passenger Vehicle
Public Purpose
Public Utility Undertaking
Reference Grid
Residential Building
For Residential Purposes
Residential Use
Retail Use
Site
Site Cover
Special Access Area

Storey
Structure
The Avenue
Transition Area
Use
Waterway
Wholesale

In the Plan:

"The Act" means the South Bank Corporation Act 1989

"Alignment" means any continuous part of the limits of road

"Allotment" means a piece or parcel of land the boundaries of which are separately defined by metes and bounds on a current plan but does not include a piece or parcel of land the boundaries of which are so defined merely for the purposes of indicating the area of land which is the subject of an easement or a proposed easement or which has been opened as road.

"Ancillary" means incidental and subordinate

"Appointed Day" means the day upon which the Revised Development Plan, being the modified draft Development Plan, is deemed to be the Approved Development Plan pursuant to the notification in the Gazette that the Governor in Council approves the draft Development Plan.

"Architectural Components" means any structural components of the built form whether used for functionality or embellishment within the Corporation Area, or as determined by the Corporation, including but not limited to:

Awning
Balcony
Courtyard
Gateway
Opening
Pergola
Ramp
Recessed Form
Retaining Wall
Roof Garden
Screen
Stairs
Sun Shading
Terrace
Undercroft
Verandah

"Bikeway" means that part of a walkway or road paved for use by cyclists. The term includes that pavement designated for the exclusive use of cyclists or shared with pedestrians or vehicles respectively.

"Boulevard" means a public thoroughfare providing major pedestrian access along a broad avenue lined with trees, or landscaped elements, buildings or other structures and which the Corporation determines to designate as a boulevard.

"Building" means any fixed structure that is wholly or in part enclosed by walls and is roofed and, where the context indicates or requires, includes any part of a building.

"Building Envelope" means the areas within the Corporation Area allocated to contain built form and which will be controlled by planning requirements related to height and setback.

"Burra Charter" means the Australia ICOMOS charter for the conservation of places of cultural significance.

"Bus Corridor" means a road as defined under the Traffic Act as amended, which extends through the Corporation Area in a location as determined by the Corporation and which is for the purpose of providing a thoroughfare for buses and other public passenger vehicles as may be permitted by the Corporation in consultation with the Council.

"Bus Space" means a space adequate for the parking or standing therein of an omnibus.

"Car Space" means a space adequate for the parking or standing therein of a motor car.

"Central Business District" means that land identified in the Town Plan as prepared under the City of Brisbane Town Planning Act 1965 as amended for the City of Brisbane and being within the Central Business District boundary.

"The City" means the area for the time being comprised within the City of Brisbane.

"Collins Place" means that structure listed pursuant to the "Queensland Heritage Act"

"Commercial Use" means the use of premises for the conduct of business or commercial purposes as defined under Business Premises.

"Composite Building" means:

- (a) in any case, a separate building used or intended for use by:
 - (i) in part, residential purposes; and
 - (ii) in part, non-residential purposes; and
- (b) in a case where the context requires, includes a separate building constructed or adapted as to be capable of being, or suitable to be, used:
 - (i) in part, for residential purposes; and
 - (ii) in part, for non-residential purposes.

"Consent" means the agreement of the Corporation expressed in writing in response to a request expressed in writing.

"Convention Use" means the use of premises for purposes associated with Convention Centres

"The Corporation" means the South Bank Corporation established and constituted pursuant to Section 5.0 of the South Bank Corporation Act, 1989.

"Corporation Area" means the area as described in Schedule IV of the Act or that area as varied in accordance with Section 12.0 of the South Bank Corporation Act, 1989.

"The Council" means:

- (a) the Brisbane City Council constituted under the City of Brisbane Act 1924 as amended; and
- (b) where used with respect to a power, function or duty of the Council which the Council is empowered to delegate by the resolution, includes any of:
 - (i) the Mayor;
 - (ii) a committee appointed from among the aldermen of the Council;
 - (iii) any officer of the Council or a board consisting of officers of the Council;

to whom the Council has delegated that power, function or duty pursuant to Section 398 of the City of Brisbane Act, 1924 as amended.

"Curtilage" with respect to a building or other structure, means the area of land appurtenant to the building or other structure.

"Development" means those activities included as constituting development as defined in Section 4.0 of the South Bank Corporation Act, 1989.

The term includes the land and any appurtenance existing thereon, design, contract tender and construction documentation to the satisfaction of the Corporation.

"Development Area" means those areas contained within the Precincts within the Corporation Area that are available for development and comprise Building Envelopes and Transition Areas.

"Development Plan" means a plan prepared by the South Bank Corporation for the Corporation Area as per the sequence of responsibilities listed in Part IV of the South Bank Corporation Act, 1989 to enable the Corporation to fulfill its functions as listed in Section 17.0 of the South Bank Corporation Act, 1989 which on notification in the Gazette will be deemed to be the Approved Development Plan for the Corporation.

"Discretion" means the power or right of deciding or acting according to the judgement exercised by the empowered identity.

"Dwelling Unit" means a separate building or part of a building comprising habitable rooms and other spaces:

- (a) used; or
- (b) so constructed or adapted as to be capable of being, or suitable to be used;

as a separate domicile whether or not that separate building or part of a building includes any space for use as a laundry or garage.

"Erect" includes:

- (a) erect or commence or continue to erect;
- (b) do, or commence or continue to do any work in the course of, or for the purpose of, erecting;
- (c) perform any structural work or make any alteration, addition or rebuilding;
- (d) move from one position on an allotment to another position on, or partly on, the same allotment or another allotment;
- (e) re-erect with or without alteration on, or partly on the same allotment; and where a building or other structure is located on more than one allotment:
 - (i) move to another position on the same allotments or any of them or to another allotment or allotments; or
 - (ii) re-erect, with or without alteration, to another position on the same allotments or any of them, or on another allotment or allotments.

"Existing Use" means a use of premises within the Corporation Area where that use was in existence immediately before the appointed day.

"Food and Beverage" means the use of premises for any or all of the following purposes as defined herein:

- (a) Kiosk;
- (b) Restaurant;
- (c) Take-Away Food Store;
- (d) Licensed Club;
- (e) Hotel

"Gross Floor Area" with respect to a building, planning unit or development for some purpose, means the sum of the floor areas (inclusive of all walls, columns and balconies whether roofed or not) of all storeys in the building, in all buildings contained in the planning unit or all buildings to which that development relates, as the case may be, excluding:

- (a) the areas (inclusive of all walls and columns) of any lift motor room or air conditioning or other mechanical or electrical plant and equipment room;
- (b) the area of that part of any private balcony, whether roofed or not, directly accessible only from one dwelling unit which is within 2.5 metres of the back wall of that balcony to the extent that the sum of all such areas does not exceed 15% of what would be the gross floor area but for this paragraph;
- (c) the area of any lobby or internal landscaped atrium at ground storey level;
- (d) the areas (inclusive of all walls and columns) at any ground storey of all rooms associated with landscape and recreation area in relation to development for some residential purpose to the extent that the sum of all such areas does not exceed 5% of the landscape and recreation area provided within the site;
- (e) the areas (inclusive of all walls and columns) of all space used or intended for use for the parking of motor vehicles.

For the purpose of this definition roofed decks:

- (a) at a topmost storey or storey next below it; and
- (b) on the area by which the next lower storey projects beyond the topmost storey or, as the case may be, storey next below it;

shall be deemed to be a private balcony directly accessible from only one dwelling unit.

"Ground Level", unless the context otherwise requires, means:

- (a) in a case where any material excavation with respect to the land the ground level whereof is to be determined has been carried out to facilitate the erection of a building or other structure and that building or part thereof is erected at the appointed day, the likely ground level had that building or other structure or part thereof not been erected;
- (b) in a case where, on the land the ground level whereof is to be determined, any material or substance has been deposited so as to raise the level of that land and:
 - (i) that depositing of material or substance was not in contravention of the Plan; and
 - (ii) that material or substance remains upon the land;the level to which that material or substance has been deposited upon the land;

- (c) in the case of a site used or intended for use for a composite building incorporating levels of car parking, the level which lies directly above the upper most level of the car parking structures;
- (d) in any other case, the level at the appointed day or as may be specified in the Development Plan.

"Ground Storey", with respect to a building containing more than one storey, means that storey in the building closer or closest, as the case may be, to the ground level in which the height of the ceiling above the level of the adjoining ground measured at the middle of the face of the front wall of the building is greater than the distance from the level of the adjoining ground to the floor so measured.

"Height" with respect to anything, unless the context otherwise indicates or requires, means the height of that thing measured from ground level.

"Landscaping" means the treatment of land for the purpose of enhancing or protecting the amenities of a site and the locality in which it is situated by:

- (a) screening by fences, walls or other means;
- (b) planting of trees, hedges, shrubs or grass;
- (c) formation of banks, terraces or other earthworks;
- (d) laying out of gardens or courts; or
- (e) other amenity features

"Lane" has the meaning ascribed to that term in Section 35.0 of the Local Government Act 1936.1987.

"Level of the Adjoining Ground" with respect to part of a building, means the actual level of that ground adjacent to that part of a building.

"1997 Masterplan" means the strategic review undertaken for the Corporation Area which provides redevelopment principles on which the vision for the Corporation Area and amendments to Section 14.0 are based and published as "South Bank Brisbane: Masterplan", May 1997 for the South Bank Corporation, prepared by Denton Clark Marshall Group Architects Planners Landscape Architects.

"Modified Existing Building" means a building or other structure lawfully erected:

- (a) as to part thereof, before the appointed day; and
- (b) as to the remaining part thereof, on or after the appointed day.

Erection in relation to a modified existing building occurs where:

- (a) there is erection of part of a building or other structure by the making of any alteration or addition to a modified existing building or rebuilding of part of a modified existing building; or
- (b) there is erected on the site a modified existing building to be retained on that site a building or other structure.

"Motor Car" has the meaning ascribed to that term by the Traffic Act 1949 as amended

"Motor Vehicle" means a mechanically propelled vehicle intended or adapted for use primarily on roads and includes a motor cycle but does not include a vehicle which is not fitted or equipped to carry passengers or goods other than fuel or water for its own consumption, accumulators and other equipment used for the purpose of propulsion, loose tools and loose equipment.

"Non-Residential Building" means a separate building which is not a residential building or a composite building.

"For Non-Residential Purposes" means:

- (a) with respect to a use, by way of a non-residential use;
- (b) with respect to the erection of a building or other structure, with the intention that the use of the building or other structure be a non-residential use.

"Open Area Elements" means any built form or landscape elements used primarily in conjunction with active or passive recreational activities within areas which are available for use by the general public.

These elements may include but are not limited to:

- Arcade
- Clock Tower
- Flagged Court
- Garden Forecourt
- Lagoon
- Lookout Platform
- Market Stalls
- Nepalese Pagoda
- Plaza
- Rainforest Island
- Sculptured Court
- Square
- Watergarden

and are of a form and nature as determined by the Corporation

"Other Residential Uses" means those residential uses that with respect to a residential building incorporate dwelling units of no greater than 100 m² gross floor area and include the following residential purposes.

- (a) tenement building;
- (b) hostel; or
- (c) student housing.

"Other Suitable Development" with respect to a particular Precinct, means development which may be carried out in that Precinct with the consent of the Corporation and which is specified or ascertainable pursuant to particulars specified elsewhere in this Development Plan and which use is consistent with the intent of the particular Precinct as determined by the Corporation.

"Parapet Level" means:

- (a) the level of the top of a perimeter upstand wall, the bottom of which meets the top of the roof slab, or the top of the roof slab or roof structure if there is no upstand wall; or
- (b) in the case of roofs with eaves overhangs, the top of the wall top plate.

"Parking Area" with respect to a use, means that part or those parts of the planning unit for that use (and whether or not within, or partly within, a building or other structure) provided for any one or more of:

- (a) the parking of motor vehicles;
- (b) the standing of motor vehicles;
- (c) the queuing of motor vehicles awaiting a particular service;

and, where any bus space, car space, or queuing space is provided in such a part, includes such a part of the planning unit as is adjacent to the space and is used or intended to be used in connection with the gaining of immediate access to or egress from, the space but does not include any part of the planning unit:

- (d) provided for the parking or standing of a motor vehicle while some service or work is being performed in respect of the motor vehicle;
- (e) where motor vehicles are:
 - (i) stored; or
 - (ii) displayed or offered for sale, hire or leasing; or
- (f) provided as an area for the loading or unloading of vehicles.

"Park Lane" means the proposed road identified in Section 14.0 as shown in the 1997 Masterplan.

"Pathway" has the meaning ascribed to that term in Section 35.0 of the Local Government Act 1936-1987.

"The Plan" means the Approved Development Plan for the Corporation Area as referred to in Section 20.0 of the South Bank Corporation Act, 1989.

"Planning Unit" means:

- (a) with respect to development being the erection of a building or other structure on land, the land which constitutes the site for the purposes of that development together with all buildings or other structures on that land upon the completion of that development, whether or not all buildings and other structures then on that land are the subject of that development;
- (b) with respect to development being a use of land, the land which constitutes the site for the purposes of that development;
- (c) with respect to development being the use of a building or other structure on land, the land which constitutes the site for the purposes of that development together with all buildings or other structures on that land while that development is being carried out, whether or not all buildings and other structures then on that land are involved in that development.

"Plot Ratio" with respect to a development, means the ratio of the gross floor area of the buildings on the site of the development, calculated in accordance with the provisions of the Plan, to the area of that site.

"Preferred Development" with respect to a particular Precinct, means development which may be carried out in that Precinct with the consent of the Corporation and which is specified or ascertainable pursuant to particulars specified elsewhere in this Development Plan and which use typifies the intent of the particular Precinct as determined by the Corporation.

"Premises" means any:

- (a) land;
- (b) building;
- (c) structure other than a building; or
- (d) land together with any building or other structure thereof.

"Promenade" means a thoroughfare which extends through the Corporation Area in a location as determined by the Corporation and which is developed and maintained for use by pedestrians and certain non-motorised vehicles as may be permitted by the Corporation.

"Public Passenger Vehicle" means bus, taxi, chauffeur-driven hire car, pedal cab, horse drawn cab or coach or other form of transport which, in the opinion of the Corporation, is of a similar character.

"Public Purpose" means a purpose included in, or comprehended by, a place or premises specified in, the Table hereunder:

"Table"

Child Care Centre
Club
Convention Centre
Educational Establishment
Emergency Services Depot
Museum
Outdoor Sport and Recreation
Place of Assembly
Public Premises
Public Utility Undertaking

"Public Utility Undertaking" means:

- (a) a railway, tramway, road transport, air transport, water transport, wharf, harbour or river undertaking;
- (b) an undertaking for the supply of water hydraulic power, electricity or gas or the provision of sewerage or drainage services;
- (c) an undertaking for the collection, removal or disposal of refuse;
- (d) an undertaking for the provision or maintenance of roads or traffic controls;
- (e) an undertaking for the provision of postal or telecommunications services;

provided and maintained or caused to be provided and maintained:

- (f) under the authority of some law in that behalf by:
 - (i) the Council; or
 - (ii) some statutory authority or corporation of a public character; or
- (g) pursuant to, and by some person who is the holder of a franchise under, the Gas Act 1965 as amended.

"Reference Grid" means the 20 metre grid applied to the Corporation Area from which artificial Easting and Northing co-ordinates can be determined for any point within the Corporation Area and identified in the Reference Grid Plan.

"Residential Building" means:

- (a) in any case, a separate building used or intended for use for residential purposes including:
 - (i) apartment building;
 - (ii) attached house;
 - (iii) tenement building;
 - (iv) student housing; and
 - (v) Community dwelling;

- (b) in a case where the context requires, includes a separate building constructed or adapted so as to be capable of being, or suitable to be, used for residential purposes;

"For Residential Purposes" means:

- (a) with respect to a use, by way of a residential use;
- (b) with respect to the erection or other structure, with the intention that the use of the building or other structure be a residential use.

"Residential Use" means a use for human habitation.

"Retail Use" means the use of selling to the general public with respect to the selling of any goods.

"Site" with respect to development, means the land within the Corporation Area on which that development is or is proposed to be carried out.

"Site Cover", with respect to a development, means the proportion, expressed as a percentage, of the site of the development which the area covered by buildings or other structures on the site bears to the area of the site; where the area covered by a building or other structure is measured to coincide with the area contained within the projection onto a horizontal plane of the outer limits of the building or other structure to the extent that it is above the level of the adjoining ground.

The term includes any car parking space or truck parking space in connection with any development for the purpose of any automatic mechanical car wash, industry, or warehouse premises.

"Special Access Area" means those areas within the Corporation Area allocated solely for public access, either pedestrian or service and emergency vehicle access and that exclude any built form.

"Storey" means that space within a building which is situated between one floor level and the floor level next above, or, if there is no floor above, the ceiling or roof above, but does not include any mezzanine level of 200 m² or less in gross floor area.

"Structure" means any building, wall, fence or other structure or anything affixed or projecting from any / building, wall, fence or other structure. The term includes any part of a structure.

"The Avenue" means the former Grey Street Boulevard/Grey Street Alignment as shown in the 1997 Masterplan.

"Transition Area" means those areas within the Corporation Area, contained totally within Development Areas, that refer to the interface between Building Envelopes and Special Access Areas.

"Use" in relation to land, includes the carrying out of excavation work in or under land and the placing on land of any material or thing which is not a building or other structure.

Subject to the express provisions of the Plan, a use for a particular purpose includes any use which is incidental to and necessarily associated with the use which characterises a use for that purpose or evidences a use for that purpose in the particular case.

"Waterway" means a body of water within the Corporation Area which may or may not be navigable by small craft, the extent and boundaries of which are to be determined by the Corporation.

"Wholesale" with respect to the selling of any goods means that the selling is other than by retail.

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.

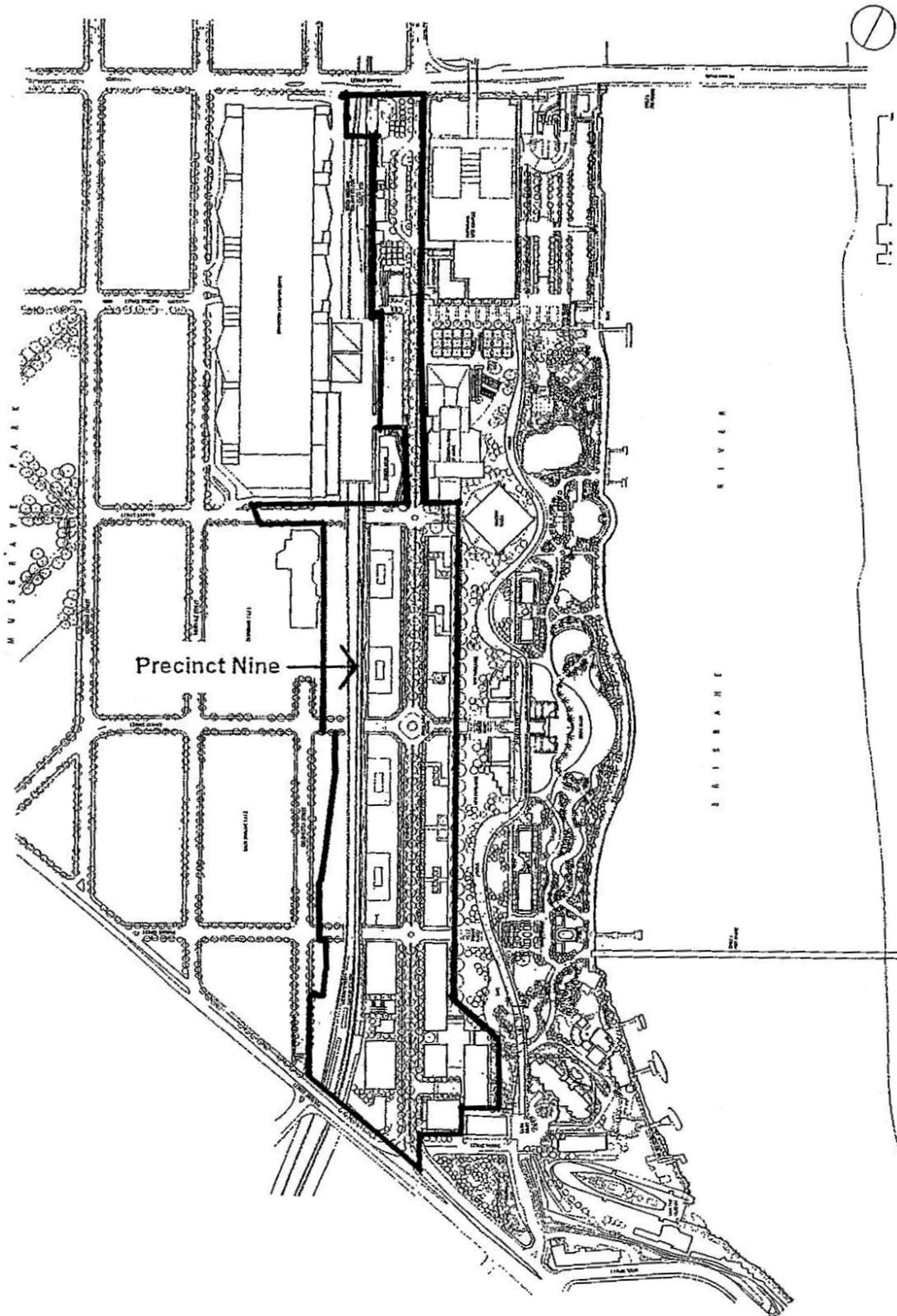


Figure 14.1.1 – Location of Precinct Nine

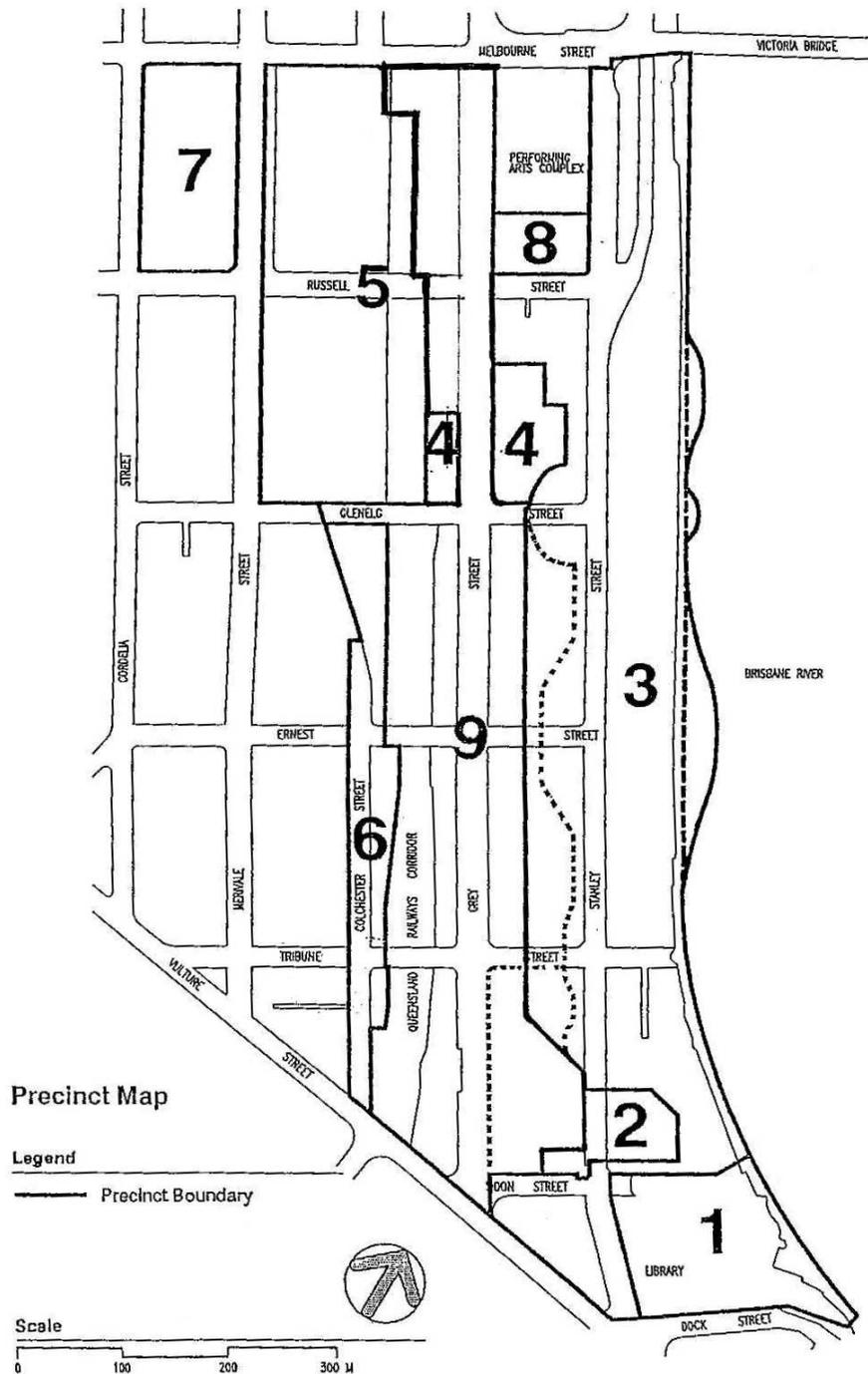


Figure 14.1.2 – Precincts

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.

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.

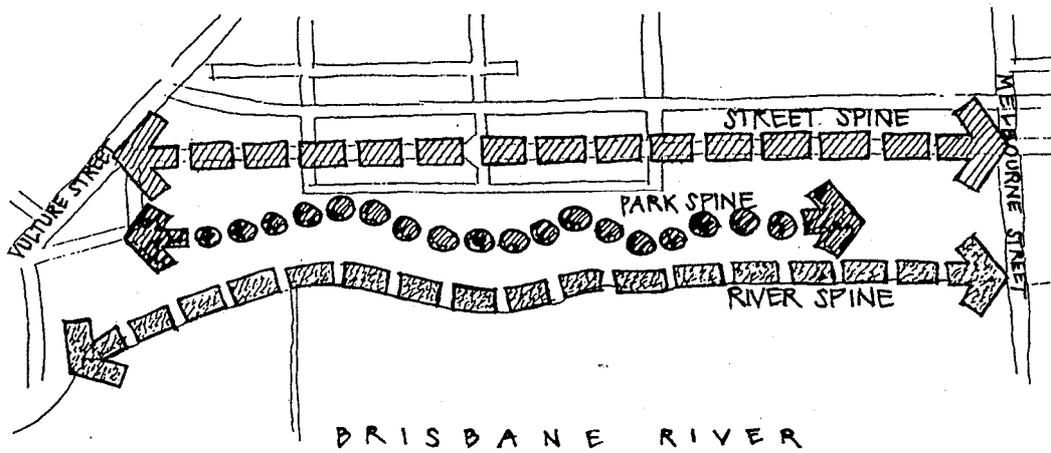


Figure 14.2.2 – The Spines

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.

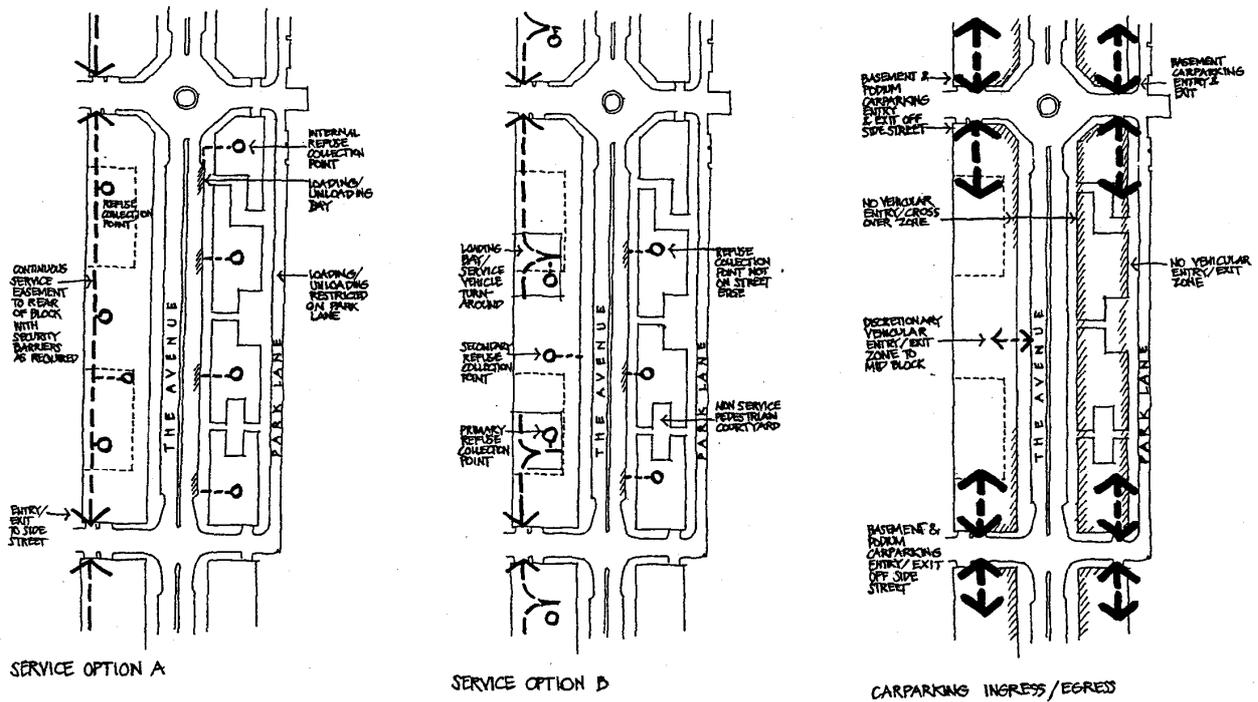


Figure 14.5.1 – Acceptable Servicing Options

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

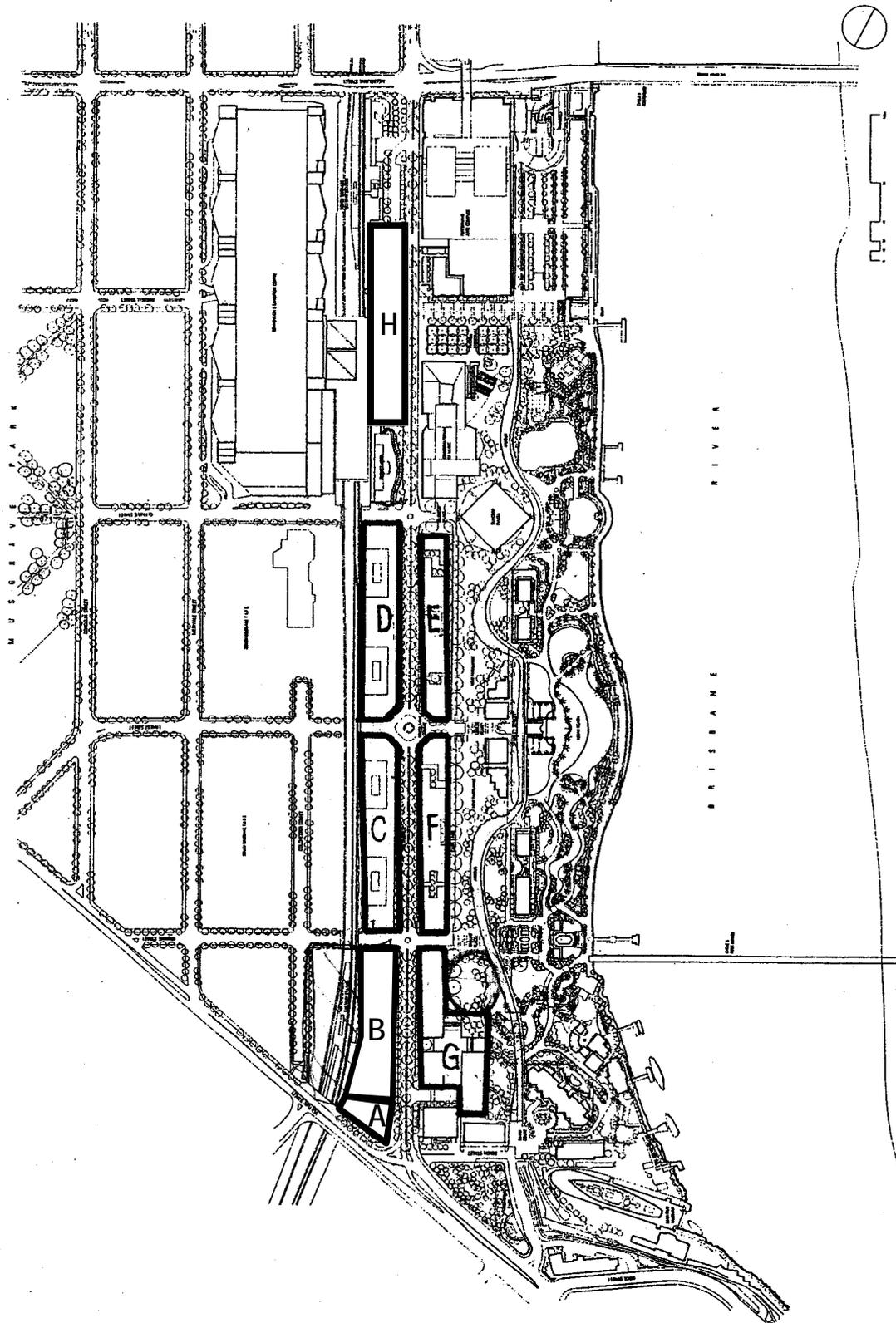
A Objective

- (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.

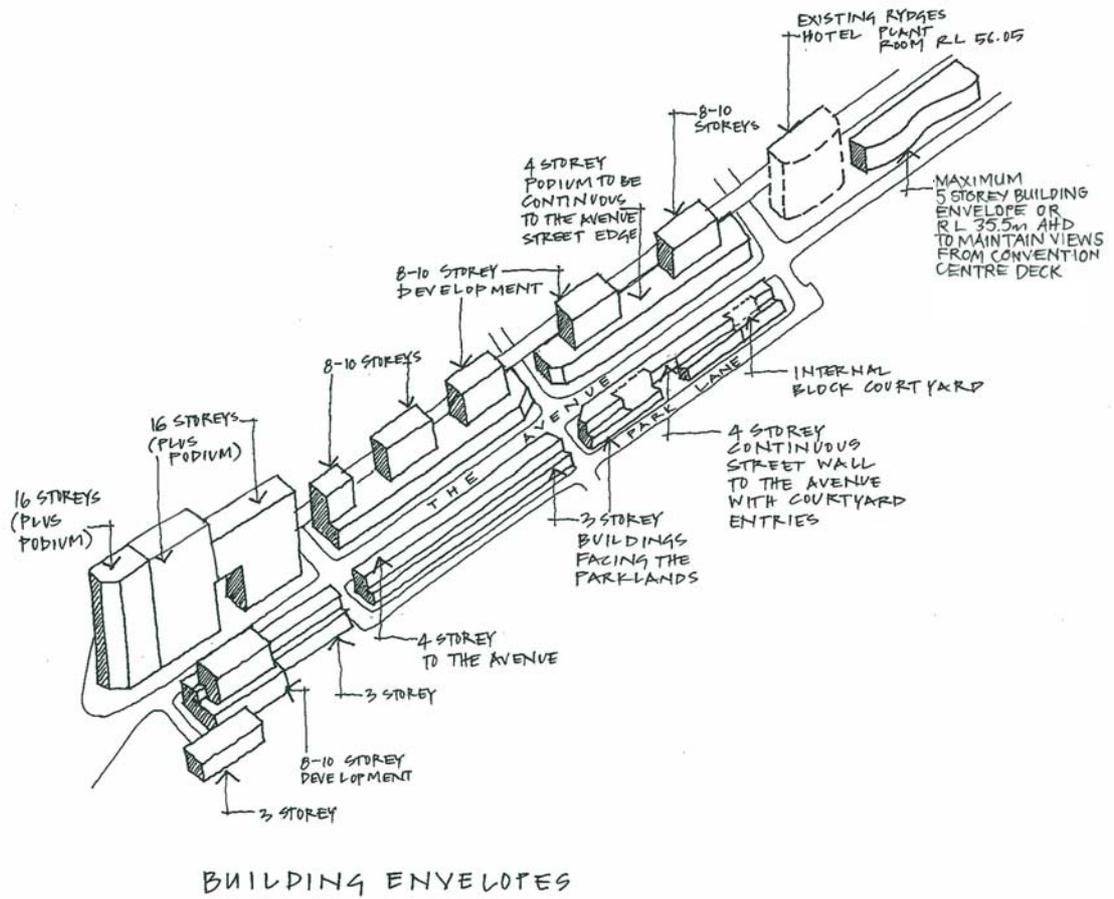


Figure 14.7.2(a) - Acceptable Urban Form - Building Envelopes

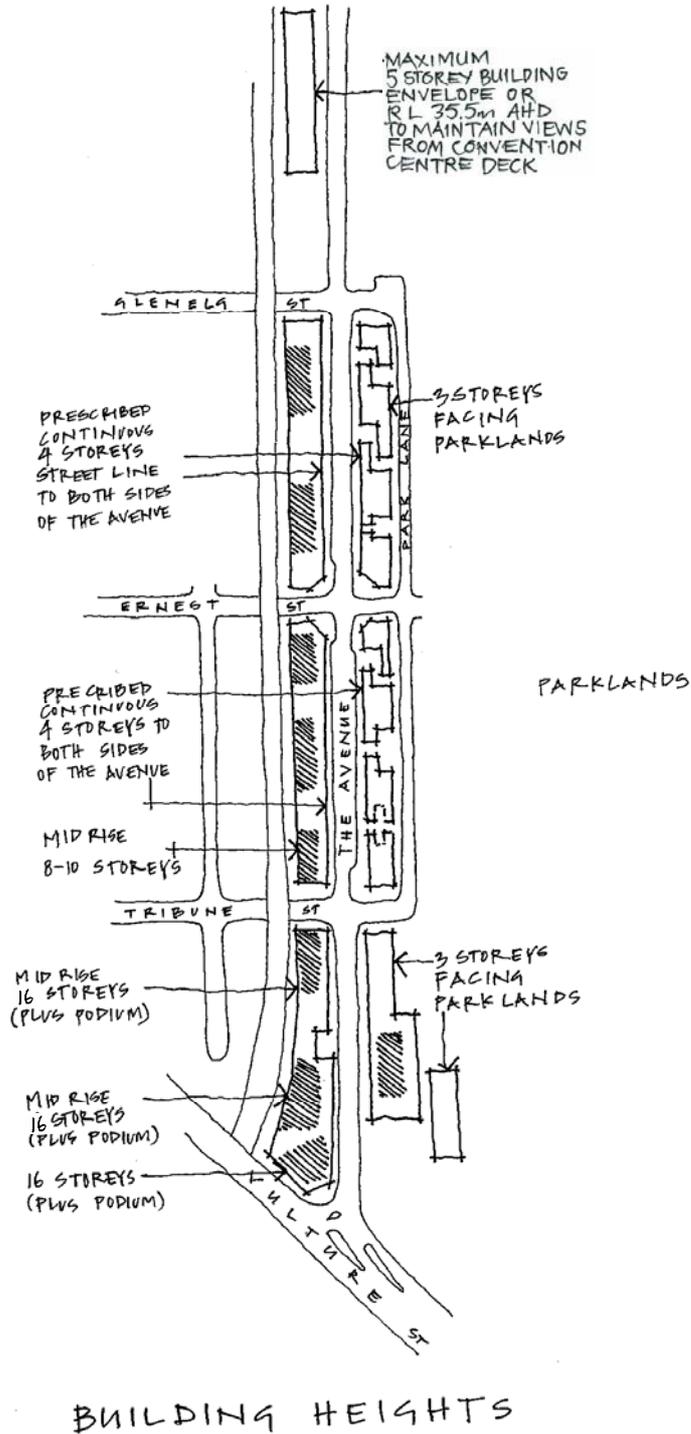
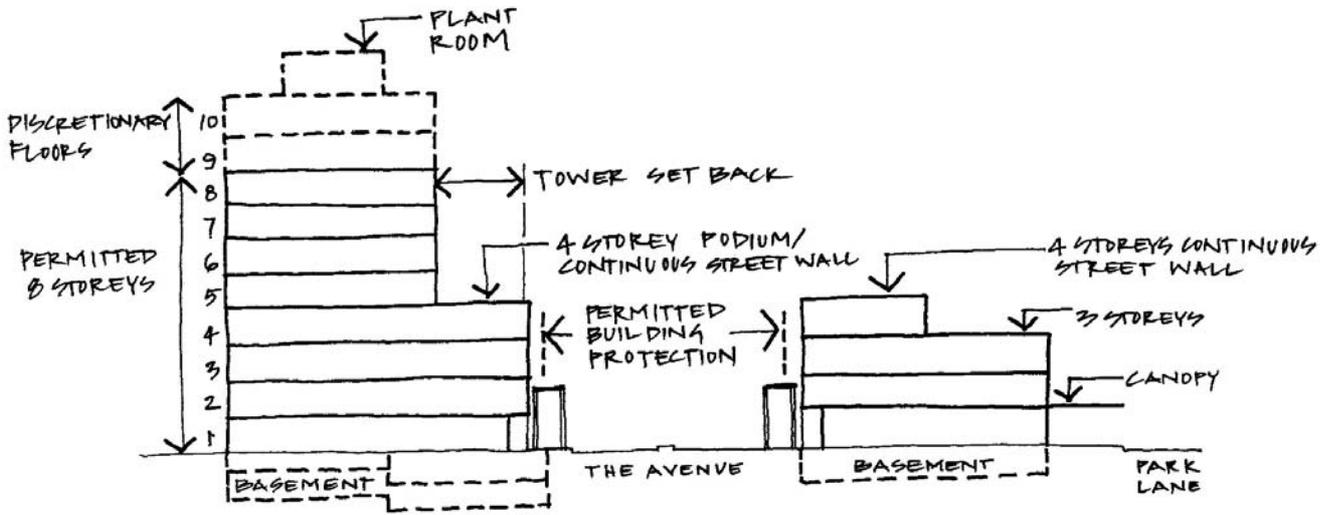
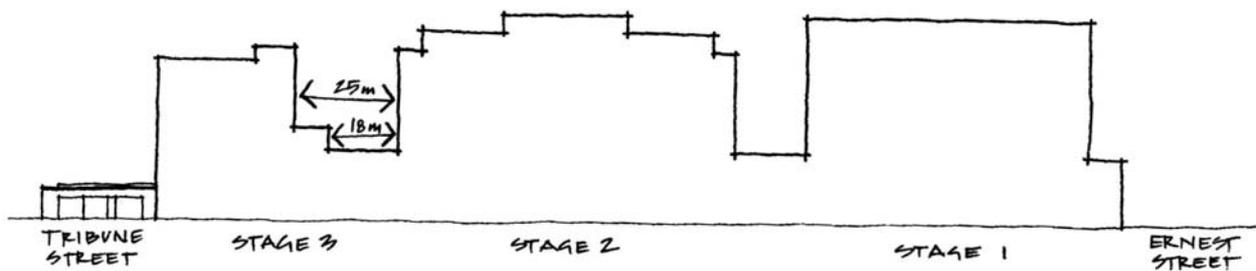


Figure 14.7.2(b) - Acceptable Urban Form - Building Heights



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.