



**Queensland**  
Government

Queen's Wharf Brisbane  
Priority Development Area  
**Interim Land Use Plan**

November 2014

<b>Preliminary .....</b>	<b>1</b>
1.1 Introduction .....	1
1.2 Economic Development Act .....	1
1.3 Purpose of the ILUP .....	1
1.4 Background .....	1
1.5 Location .....	1
1.6 Elements of the ILUP .....	3
<b>Development assessment procedures. 4</b>	<b>4</b>
2.1 Development application .....	4
2.2 Development approval .....	4
2.3 Development consistent with the ILUP .....	4
2.4 Plan of Development .....	4
2.5 Notification requirements.....	4
2.6 State interests.....	4
2.7 Relationship with other legislation.....	5
2.8 Relationship with the planning scheme.....	5
<b>Vision and Land use outcomes .....</b>	<b>6</b>
3.1 Vision .....	6
3.2 Land use outcomes .....	6
<b>PDA-wide criteria.....</b>	<b>7</b>
4.1 Urban design.....	7
4.2 Built form .....	7
4.3 Street and movement network .....	8
4.4 Public realm .....	8
4.5 Environment and sustainability .....	9
4.6 Community safety and development constraints .....	9
4.7 Service infrastructure .....	10
<b>Infrastructure requirements .....</b>	<b>12</b>
<b>Schedules.....</b>	<b>13</b>
Schedule 1: Exempt development .....	13
Schedule 2: Definitions .....	14
Schedule 3: Heritage places.....	15

## 1.1 Introduction

The *Economic Development Act 2012* (the ED Act) provides for particular parts of the State to be declared as Priority Development Areas (PDAs).

The Queen's Wharf Brisbane (QWB) PDA was declared by a regulation on 28 November 2014.

The QWB PDA Interim Land Use Plan (ILUP) has been prepared pursuant to Section 38 of the ED Act and applies only to land within the declared QWB PDA boundary identified in Map 1.

## 1.2 Economic Development Act

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

The main purpose of the ED Act is to facilitate economic development and development for community purposes. The ED Act seeks to achieve this by establishing the MEDQ and providing for a streamlined planning and development framework for particular parts of the state declared as PDAs.

## 1.3 Purpose of the ILUP

This ILUP commences on declaration and is effective for 12 months unless extended or until the development scheme for the PDA is adopted.

The purpose of this ILUP is to regulate development within the PDA until the development scheme for the area takes effect.

## 1.4 Background

On 29 May 2012, the Premier announced the QWB site as a key project to reinvigorate an under utilised part of Brisbane Central Business District (CBD) and stimulate the tourism and construction pillars of Queensland's four pillar economy. This is intended to be achieved in the QWB site through the delivery of an integrated resort development.

To facilitate the planning and delivery of this project a PDA was declared to establish the necessary policy environment to support the intended development outcome for the site.

## 1.5 Location

The QWB PDA is approximately 26.8 ha and is located within the Brisbane CBD. The area incorporates 13.5 ha over land and 13.3 ha over the Brisbane River. The PDA is bordered by the Brisbane River to the south, west and north west, Queen Street to the north, George Street to the east and north east, Alice Street and the Riverside Expressway to the south east.

The PDA contains significant heritage places, local and state government controlled roads including a portion of the Riverside Expressway, a number of under utilised government owned and leased buildings as well as riverfront land under the Riverside Expressway.

# 1.0 Preliminary

Map 1: QWB PDA Boundary



## 1.6 Elements of the ILUP

This ILUP contains:

- » the Vision for the PDA (Section 3.1),
- » Land use outcomes (Section 3.2),
- » PDA-wide criteria (Section 4),
- » Levels of assessment (Section 5),
- » Infrastructure requirements (Section 6), and
- » Schedules (Section 7).

### 1.6.1 The Vision

The Vision identifies the broad planning outcomes for the PDA. The principles contained in the vision seek to achieve the purposes of the ED Act and are the basis for the Land use outcomes and PDA-wide criteria.

### 1.6.2 Land use outcomes

The Land use outcomes seek to provide further detail to how the Vision will be achieved and the types of uses and development outcomes to be delivered for the PDA.

### 1.6.3 PDA-wide criteria

The PDA-wide criteria state the requirements for carrying out development to achieve the Vision and Land use outcomes for the PDA. These requirements apply to all PDA Assessable development. To the extent criteria are relevant, they must be taken into account in the preparation of a PDA development application and the assessment of the application.

### 1.6.4 Levels of assessment

Table 1 of this ILUP identifies whether development within the PDA is:

- (i) PDA Exempt development - Column 1
- (ii) PDA Assessable development - Column 2.

#### *PDA Exempt Development*

Development included in Schedule 1 is PDA Exempt development meaning that a PDA development approval is not necessary prior to carrying out the use or works.

#### *PDA Assessable Development*

Assessable development requires a PDA development application to be lodged with the MEDQ for assessment and decision. Approval is required for assessable development to be undertaken.

Identification of development as assessable development does not mean that a PDA development approval (with or without conditions) will be granted.

### 1.6.5 Infrastructure requirements

The Infrastructure requirements section discusses how infrastructure requirements will be determined for development.

### 1.6.6 Schedules

Schedule 1 identifies development that is exempt from assessment for the whole of the PDA.

Schedule 2 provides the definitions required to interpret and apply the ILUP.

Schedule 3 identifies Heritage places which include those identified in the Queensland Heritage Register and Brisbane City Plan 2014 Heritage overlay.

## 2.0 Development assessment procedures

### 2.1 Development application

To the extent the Land use outcomes and PDA-wide criteria are relevant, they are to be taken into account in the preparation of a PDA development application and the assessment of the application by the MEDQ.

The infrastructure requirements section of the ILUP may include further information which should be taken into account in the preparation, design and feasibility of development proposals.

### 2.2 Development approval

A PDA development approval will be required for development identified as assessable development in Table 1: Levels of assessment. A PDA development application must be lodged with the MEDQ for assessment and decision.

Approval of a development permit is required before PDA assessable development is undertaken.

### 2.3 Development consistent with the ILUP

Assessable development is consistent with the ILUP if:

- (i) the development complies with all relevant Land use outcomes and PDA-wide criteria, or
- (ii) the development does not comply with one or more of the aspects of the Land use outcomes or PDA-wide criteria but:
  - a. the development does not conflict with the PDA vision, and
  - b. there are sufficient grounds to justify the approval of the development despite the non compliance with the Land use outcomes or the PDA-wide criteria.

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

- (i) superior design outcomes
- (ii) overwhelming community need.

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

### 2.4 Plan of Development

A Plan of Development (PoD) may accompany an application for a material change of use or reconfiguring a lot and may deal with any proposed use as well as operational work. The PoD may be used as a means of demonstrating how development is consistent with ILUP.

A PoD is prepared by an applicant and may include maps, graphics and text that collectively demonstrate how proposed uses, works and lots will contribute towards the achievement of the vision and will be consistent with the relevant Land use outcomes and PDA-wide criteria.

Under Table 1: Levels of assessment, development approved in accordance with a PoD is exempt development and requires no further development approval under the scheme.

For further advice on preparing a PoD refer to the applicable EDQ practice note<sup>1</sup>.

### 2.5 Notification requirements

A PDA development application will require public notification if the application includes a proposal which compromises the implementation of the ILUP.

### 2.6 State interests

Relevant matters of state interest will be considered as part of the assessment of an application<sup>2</sup>.

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<sup>1</sup> Available at [www.dsdip.qld.gov.au/resources/priority-development-areas-guidelines-and-practice-notes.html](http://www.dsdip.qld.gov.au/resources/priority-development-areas-guidelines-and-practice-notes.html)

<sup>2</sup> For the purposes of addressing state interests in development assessment, the State Planning Policy (SPP) and online Development Assessment (DA) Mapping, provide guidance in identifying if a state interest is relevant to the assessment of a PDA development application (refer to: <http://www.dsdip.qld.gov.au/about-planning/sara-mapping-online-system.html>).

## 2.7 Relationship with other legislation

In addition to assessment against the ILUP, development may require assessment against other legislation including but not limited to the *Casino Control Act 1982*, the *Nature Conservation Act 1992*, the *Plumbing and Drainage Act 2002* and the *Sustainable Planning Act 2009*.

## 2.8 Relationship with the planning scheme

This ILUP prevails to the extent of an inconsistency with any of the following instruments:

- » a planning instrument
- » a plan, policy or code made under the *Sustainable Planning Act 2009* (SPA) or another Act.

Unless this ILUP specifically applies a provision of a planning scheme, or a plan, policy or code made under SPA or another Act, the ILUP is inconsistent with the provisions of the planning scheme, plan, policy or code.

## 3.0 Vision and Land use outcomes

### 3.1 Vision

The strategic riverside location, scale and significant redevelopment capacity of the QWB PDA will transform Brisbane's CBD, offering important opportunities to revitalise the south-western edge of the CBD. The redevelopment of this important part of the city will provide opportunities for a new mixed use integrated resort development with a range of related uses.

Development will enhance connections between the city and the river front, providing new and reinvigorated areas of public open space which support recreation opportunities, access and enjoyment of the Brisbane River.

Development will support the revitalisation of heritage places and creation of a cultural and entertainment destination for Brisbane.

Development will support connections with South Bank Parklands, the Queensland Performing Arts Centre and the Gallery of Modern Art across the Brisbane River to the Brisbane CBD and retail heart, as well as the Queensland University of Technology (QUT) campus and the Botanic Gardens.

The project will be integrated with the new office tower at 1 William Street and will respect the rich cultural heritage aspects in and around the PDA.

The following land use outcomes will be delivered by development of the PDA.

### 3.2 Land use outcomes

Development delivers a variety of complementary uses that activate the PDA and support land use outcomes which:

- » provide for a range of entertainment facilities, cultural events and tourism activities, as well as a diversity of public realm spaces
- » contribute to strengthening cultural opportunities in the CBD through enlivening key heritage sites, supporting indigenous cultural tourism opportunities and establishing new and improved public realm with capacity and flexibility to deliver a variety of public events and supporting cultural activities throughout the day and night
- » deliver an integrated resort development including casino, conference and function facilities, hotels, retail, tourism, cultural, convention, entertainment, recreational and leisure facilities which are locally appropriate, respond to the local context and attract repeat visitation
- » ensure any retail, residential or commercial development is of an appropriate nature and scale for its location, enhances the public realm and adds value to the PDA as a tourism destination
- » protect the natural and cultural values of the Brisbane River
- » activate the public realm and provide for low scale commercial, retail and community related development on the Brisbane River, where complementing the PDA as a tourism destination
- » provide spaces along the Brisbane riverfront which attract people because of their diversity of recreational, tourism, entertainment and other opportunities
- » revitalise and promote innovative and adaptive reuse of heritage places<sup>3</sup> for community, retail or commercial uses which contribute to the activity in the PDA.

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3 Refer to Schedule 3: Heritage places.

## 4.1 Urban design

The form, type and arrangement of buildings, streets and public spaces achieve best practice urban design outcomes which:

- » create a destination address, with a recognisable identity, sense of arrival and landmark subtropical architecture, which attracts local, interstate and international visitors
- » create an appealing, inclusive and vibrant environment that facilitates a diverse range of uses, activities and experiences consistent with the PDA's intended role as a major tourism, recreation and cultural destination
- » activate and enhance the quality of the public realm and PDA and promote day and night activity and passive surveillance, applying Crime Prevention Through Environmental Design (CPTED) principles
- » establish a permeable and legible environment which supports the creation of open spaces and mid-block connections, offering a choice of routes into, within and through the PDA
- » support the preservation and creation of key views to, through and from the PDA, having regard to views of heritage places and the Brisbane River
- » are sensitive to the interface and relationship with existing and future development including heritage places and the Riverside Expressway
- » contribute to an identifiable skyline and are of an appropriate mass and scale within the context of the CBD
- » bring existing underutilised edges within the PDA to life through active uses
- » respond to the topography and have sufficient dimensions to accommodate buildings, parking, access and circulation areas and landscaping
- » create enclosure and definition to the space around and between buildings.

## 4.2 Built form

Development delivers architecturally, historically and culturally significant built form outcomes which:

- » revitalise and adapt heritage places in a way which enhances the vibrancy of the PDA<sup>4</sup>
- » are of a height<sup>5</sup> and scale that makes efficient use of land, is consistent with planned infrastructure and commensurate with the site area

<sup>4</sup> Development should demonstrate consideration of the requirements, standards and guidance identified in the *Developing Heritage Places: Using the development criteria*, document, prepared by Department of Environment and Heritage Protection, 2013, as amended or replaced from time to time.

<sup>5</sup> Development should demonstrate consideration of a strategic airport's operational airspace and the requirements, standards and guidance identified in the SPP (Part D) and DA Mapping, as amended or replaced from time to time.

- » are sensitive to the interface and relationship with existing and future development including heritage places and the Riverside Expressway<sup>6</sup>
- » provide active frontages which relate to the street, reinforcing the prevailing streetscape character and contributing to creating an appropriate human scaled interface between buildings and the public realm
- » use high quality building materials that contribute to the identity of the PDA and create visually interesting facades and are sensitive and responsive to heritage places and the historic character of the area
- » create highly permeable building facades and frontages at both the ground and upper levels, allowing access to open air and promoting surveillance of adjoining streets and public spaces
- » consider overshadowing principles, promoting penetration of winter sunlight to the public realm on the river edge and to the streets
- » provide for view sharing between existing and proposed buildings
- » provide entrances to major buildings that welcome people, with front of house areas separated from back of house areas, and with back of house areas suitably concealed or screened
- » activate edges of the integrated resort development, sleeving with other smaller scale uses or active frontage design, avoiding the creation of blank walls
- » minimise the number of driveways and seek to locate vehicular access, including service entries away from main pedestrian and cycle routes
- » minimise the need for service vehicles to park, stop or queue on the public road network
- » ensure adequate visual and noise amenity, having regard to the impacts from the designated transport noise corridors<sup>7</sup>
- » create an appropriate interface with the proposed George Street Bus and Train (BaT) station
- » where building over streets:
  - » promote visual permeability and minimise visual impact
  - » provide an activated and public streetscape at the ground level.

<sup>6</sup> Department of Transport and Main Roads, as asset owner of the Riverside Expressway, will be consulted on any applications likely to impact the operation or maintenance of the Riverside Expressway. The Riverside Expressway requires programmed inspection and maintenance which must be taken into consideration in the design and operation of development.

<sup>7</sup> Development should demonstrate consideration of the areas affected and the requirements, standards and guidance identified in the SPP and DA Mapping, as well as the Transport and Main Roads Traffic Noise Management: Code of Practice with respect to external road traffic noise levels, and the Queensland Development Code, Section MP 4.4 Buildings in a Transport Noise Corridor, each as amended or replaced from time to time.

## 4.0 PDA-wide criteria

### 4.3 Street and movement network

Development delivers a high quality street and movement network and related infrastructure for pedestrians, cyclists and vehicles which:

- » has a clear structure and is easy to navigate with a well connected, logical and legible network of routes, intersections and spaces
- » creates safe, pleasant and character-rich routes which prioritise the safety and experience of the pedestrian and minimise the need for signage as a means of wayfinding or navigation
- » ensures access to and egress from all entries, services areas and car parks does not negatively impact the public realm, is legible, logical and minimises conflicts between pedestrians, cyclists and motor vehicles
- » provides for equal access for all members of the public
- » maintains or improves the pedestrian, bicycle and public transport connectivity into and through the PDA, providing legible internal and external connections to key locations including:
  - » improving connections between the river and the CBD, including Queen Street Mall
  - » improving connections between Queen Street and Parliament House and the Botanic Gardens
  - » creating an inclusive and legible pedestrian experience along George and William streets
  - » improving connections between the Botanic Gardens with 1 William Street and activating the existing open space between Alice Street and 40 George Street (The Mansions)
  - » supporting cross river connections and strengthening links along the river front between Victoria Bridge and the Goodwill Bridge and creating appropriate connections with these bridges
  - » creating connections with existing and proposed transport infrastructure both on land and on water, including the CityCat Ferry and the BaT project
  - » improving pedestrian amenity along Queens Wharf Road
  - » providing opportunities for cycle connections close to the river front and managing potential interactions between cyclists and other users through appropriate design
- » optimises the use of public transport infrastructure to and through the PDA with benefits for the broader CBD, with consideration of the operation of existing or future transport routes and services
- » provides for redevelopment of marine infrastructure to support river tourism operations for example berthing facilities for a range of tourist vessels, boat tours and

water taxis, and short term moorings for recreational vessels

- » provides for CityCat facilities within the PDA, which has strong connections with the CBD, is integrated with the public realm and contributes to the efficiency of the CityCat service and network
- » provides for publicly accessible cycle facilities within the development
- » provides sufficient car parking to meet the functional requirements of the PDA<sup>8</sup>.

### 4.4 Public realm

Development delivers an attractive, high quality, well connected, multi- functional public realm which:

- » contributes to creating a recognisable identity for the PDA
- » is accessible to the public free of charge
- » is safe and inviting and employs CPTED principles, including promoting building design which supports passive surveillance and use of permeable building facades
- » creates activation along the river front, with opportunities for commercial uses, tourism, public events, recreation, improved pedestrian and cycle connections and other uses that are compatible with the noise and space limitations of the area
- » ensures the river front is universally accessible to the public without limitation and have regard to the relationship and interface with the Riverside Expressway
- » has regard to the relationship between, and safety of pedestrians and cyclists
- » creates parks and open spaces that provide for a variety of experiences and are accessible for all users including people with disabilities
- » has regard to the relationship and interface with existing public realm and development including heritage places
- » contributes to improving access and amenity of Miller Park and Queens Park
- » creates a diversity of spaces incorporating large gathering spaces as well as intimate areas, that allow for a range of different uses, including events such as Riverfire, recreation and circulation
- » establishes a high quality hard and soft streetscape, utilising sub-tropical design principles, including building

8 Development should demonstrate consideration of the requirements, standards and guidance identified in:

- » Brisbane City Council's Traffic, Access, Parking and Servicing Planning Scheme Policy;
- » Brisbane City Council's Traffic, Access, Parking and Servicing Code;
- » DTMR Guidelines for the Assessment of Road Impacts of Development;
- » DTMR Road Planning and Design Manual;
- » Austroads guidelines; and
- » AS2890 Parking Facilities

each as amended or replaced from time to time.

design and structures which provide shade and shelter for pedestrians and public spaces

- » provides for deep planting where appropriate
- » integrates public art which is appropriate to the origins and history of the PDA
- » supports illumination of key locations and features, creating appealing and safe day and night time experiences
- » utilises high quality surfacing and landscaping to support effective and safe integration with, or segregation between traffic, pedestrians and cyclists
- » provides high quality public realm furniture, public amenities and landscaping which enhances the visual amenity of the locality and streetscape.

## 4.5 Environment and sustainability

The design, siting and layout of development has regard to the environment and seeks to support sustainable outcomes which:

- » utilise energy efficient, climatically responsive sub-tropical design including appropriate solar orientation, shading and shelter, cross ventilation, natural lighting and passive cooling techniques
- » protect where possible significant environmental and ecological values, having regard to the need to undertake tidal works and public realm improvements along and within the Brisbane River
- » retain where possible existing mature trees, remnant vegetation, marine plants and habitat for fauna
- » incorporate landscaping with endemic species with a preference towards retaining existing vegetation where possible
- » promote innovative and efficient use of energy and water
- » maximise recycling opportunities and reduce waste generation
- » retain and enhance existing waterway corridors and overland flow paths and establish appropriate buffers
- » consider the functioning and characteristics of the existing hydrological network (including surface and groundwater interactions) and promote the use of total water cycle management and water sensitive urban design principles.

## 4.6 Community safety and development constraints

The location, siting, design, construction and operation of development has regard to community safety and development constraints by:

- » avoiding, minimising, mitigating or withstanding the incidence of risk and development constraint and undertaking an assessment of risk for potential hazards<sup>9</sup>
- » managing and minimising impacts from noise generating uses in proximity to the development including transport corridors
- » minimising adverse impacts on amenity during construction, including traffic disruption in the CBD
- » minimising soil erosion and siltation during construction
- » managing risk and impacts from stormwater and flooding<sup>10</sup> through consideration of:
  - » providing for efficient and safe evacuation during inundation events without unduly burdening the city's counter-disaster response unit
  - » providing for essential community infrastructure to remain functional during and immediately after an inundation event
  - » minimising damage to property, disruption to building function and re-establishment time after an inundation event
  - » the potential impacts of development on the river's hydrological performance
  - » the potential use of transportable, removable or floatable structures, which can be dismantled or relocated to flood free areas at short notice<sup>11</sup>
  - » using appropriate technical solutions, where structures are not transportable, removable or floatable, which are capable of withstanding flood velocity, debris loading and depth of inundation
  - » designing and siting structures to allow floodwaters to pass through
  - » orienting structures to avoid collection of debris during floods
  - » providing for ease of cleaning and repair
  - » providing public realm surfaces which are durable and flood resilient

<sup>9</sup> Development should demonstrate consideration of the areas affected and the requirements, standards and guidance identified in the SPP and DA Mapping, as amended or replaced from time to time.

<sup>10</sup> Development should demonstrate consideration of the areas affected and the requirements, standards and guidance identified in the SPP and DA Mapping, Brisbane City Council's Brisbane City Plan 2014, and Handbook 7, Australian Emergency Management Handbook Series, each as amended or replaced from time to time.

A minimum Reduced Level (RL) level across the PDA may be set to ensure the risk of storm surge and flooding is minimised.

<sup>11</sup> For example less than six hours.

## 4.0 PDA-wide criteria

- » the potential impacts from overland flows<sup>12</sup>
- » disposing of stormwater with regard to average recurrence intervals in a manner appropriate to the importance of the site, the adjacent buildings, the use of the public realm and the severity of potential damage to property, loss of amenity, illness or injury that would result from the failure of the system
- » designing the stormwater drainage system to comply with relevant quantity and quality standards<sup>13</sup>
- » ensuring the stormwater drainage system has regard to the safety of pedestrians and maintains pedestrian access to and from the foreshore during storm events, ensuring key pedestrian paths are not used for the conveyance of overland flow
- » using wherever possible a gravity flow system for subsurface drainage, incorporating standby pumps. If no emergency overland flow path exists from the pump / storage location, then the surrounding surface levels and design must cater for the conveyance of the 100 year average recurrence interval design storm event.

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12 Development should demonstrate consideration of the requirements, standards and guidance identified in the Department Energy and Water Supply's (DEWS) Queensland Urban Drainage Manual 2013, as amended or replaced from time to time.

13 Development should demonstrate consideration of the requirements, standards and guidance identified in the EDQ Guideline No. 13 Engineering Standards - Stormwater quantity and quality, as amended or replaced from time to time.

## 4.7 Service infrastructure

The design and operation of development, including during construction, supports the efficient and effective delivery and operation of infrastructure by:

- » having regard to impacts to the safety and efficiency of the broader transport and traffic network for the CBD and seeking to ensure this is not adversely impacted
- » supporting the ongoing traffic function and maintenance of the Riverside Expressway<sup>14</sup>
- » ensuring the delivery of planned infrastructure including the proposed BaT project is not adversely impacted
- » providing infrastructure and services in a timely, orderly, integrated and coordinated manner to support urban uses and works<sup>15</sup>
- » ensuring infrastructure and services are available or capable of being made available (including key infrastructure such as roads, public and active transport, water supply, sewerage, drainage, park network, community facilities, energy and telecommunications)
- » allowing for future developments in information technology
- » ensuring infrastructure and services are located and designed to maximise efficiency and ease of maintenance
- » allowing for public events and markets to have access to water and power
- » ensuring the location, siting, design, construction and operation of areas and facilities containing essential electrical services<sup>16</sup> does not result in electrical hazards during a flood event.

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14 Department of Transport and Main Roads, as asset owner of the Riverside Expressway, will be consulted on any applications likely to impact the operation or maintenance of the Riverside Expressway. The Riverside Expressway requires programmed inspection and maintenance which must be taken into consideration in the design and operation of development.

15 Development should demonstrate consideration of the requirements, standards and guidance identified in the EDQ Guideline No. 13 Engineering Standards, as amended or replaced from time to time.

Where undertaking prescribed tidal works, development should demonstrate consideration of the requirements, standards and guidance identified in Schedule 4A of the Coastal Protection and Management Regulation 2003, as amended or replaced from time to time.

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

**Table 1: Levels of assessment**

Column 1 – Exempt development	Column 2 – PDA assessable development
Development specified in schedule 1.	All development* including development not defined in Schedule 2, other than development mentioned in Column 1.  <i>* this includes Operational works for prescribed tidal works and /or clearing of significant vegetation.</i>

## 6.0 Infrastructure requirements

Infrastructure requirements to achieve the vision for the PDA will be determined through the development assessment process and conditioned as part of a PDA development approval.

Conditions for delivering infrastructure will be based on development infrastructure identified in Schedule 3 of the *Sustainable Planning Act 2009*.

Infrastructure delivered in the PDA shall generally be funded from infrastructure charges levied on development within the PDA.

Infrastructure charges will be based on Brisbane City Council's applicable infrastructure charging document for the area or an Infrastructure Agreement.

Infrastructure delivered as part of the development may be eligible for an offset against the infrastructure charges that would otherwise apply.

## Schedule 1: Exempt development

Development prescribed in Schedule 4 of the *Sustainable Planning Regulation 2009*, other than Table 2, item 2 and Table 5, item 14.

<b>Building work</b>
Minor building and demolition work where not on a heritage place.
Carrying out building work associated with a material change of use that is PDA exempt development.
Carrying out building work associated with an approved material change of use.
<b>Reconfiguring a lot</b>
Subdivision involving road widening and truncations required as a condition of development approval.
<b>Material change of use</b>
Material change of use for Centre activities, defined in the Brisbane City Plan 2014, where located within an existing premise, complying with parking rates in the planning scheme and not involving building work.
<b>Operational work</b>
Filling or excavation where: <ol style="list-style-type: none"> <li>a. not exceeding 50m<sup>3</sup> in volume, or</li> <li>b. top dressing to a depth of less than 100 vertical millimetres from ground level.</li> </ol>
Carrying out operational work if consistent with an approved Plan of Development.
Carrying out operational work associated with a material change of use that is PDA exempt development.
Carrying out operational work associated with an approved material change of use.
Carrying out operational work associated with the decontamination of land.
Carrying out operational work for the purposes of constructing a road in association with development.
Carrying out operational work that is clearing of vegetation: <ol style="list-style-type: none"> <li>a. other than Significant vegetation, or</li> <li>b. Significant vegetation where           <ol style="list-style-type: none"> <li>» the clearing is consistent with an approved Plan of Development</li> <li>» carried out by or on behalf of Brisbane City Council or a public sector entity, where the works being undertaken are authorised under a state law</li> <li>» in accordance with the conditions of a PDA development approval for a material change of use or reconfiguring a lot.</li> </ol> </li> </ol>
Carrying out operational work that is the placing of advertising devices that: <ol style="list-style-type: none"> <li>» do not exceed 5m<sup>2</sup> for commercial, industrial, recreational or entertainment use</li> <li>» are attached to front fence or facade of main building</li> <li>» do not project more than 150mm from front facade or front fence</li> <li>» are not illuminated</li> <li>» contain name of business or operator, use on premises, contact details or name and address of building</li> <li>» comprise no more than two signs.</li> </ol>
<b>Plumbing or drainage work</b>
Carrying out plumbing or drainage work.
<b>All aspects of development</b>
Development consistent with an approved Plan of Development.
Development consistent with the General Exemption Certificate, issued under s75 of the <i>Queensland Heritage Act 1992</i> .

## 7.0 Schedules

### Schedule 2: Definitions

Unless defined below or in the *Economic Development Act 2012*, the Brisbane City Plan 2014 definitions apply to all development.

#### **Plan of Development**

See section 3.2.4.

## Schedule 3: Heritage places

Address (Place ID)	Heritage place name (year of establishment)
<b>Queensland Heritage Register</b>	
40 George Street (600119)	The Mansions (1889)
68 George Street (600121)	Harris Terrace (1866)
99 William Street (601093)	Former Dept of Primary Industries Building (1866- 1912)
110 George Street and 84 William Street (600114)	Former Government Printing Office (1874-1912)
142 George Street (600117)	First World War Honour Board (1917)
115 William Street - 127 William Street (Miller Park) (600176)	Commissariat Store (1828 and 1912) - includes Miller Park
William Street (600135)	William Street Queen's Wharf Road retaining wall (1888+)
144 George Street (600112)	Queens Gardens (1906+)
159 William Street (600177)	Former State Library (1878)
142 George Street (600123)	Lands Administration Building (1906)
21 Queen Street (600143)	Treasury Building (1886-1928)
Sections of Albert Street, George Street, William Street, North Quay, Queen's Wharf Road (700011)	Early Streets of Brisbane. Note that this is an Archaeological listing.
<b>Brisbane City Plan</b>	
Outside 124 George Street	Gas lamp stands
Outside 142 William Street	Gas lamp stands
Queen's Wharf Road	Former Victoria Bridge abutment (1897)



**Queensland  
Government**

## Contact Us

**Visit our website at:** [www.dsdiq.qlq.gov.au](http://www.dsdiq.qlq.gov.au)

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