

PDA Development Scheme Assessment Benchmarks

Vision

Item	Response
Development in the PDA:	
<p>1. Is transit oriented and well-integrated with existing and future public transport infrastructure, including infrastructure associated with CRR, the proposed Brisbane Metro station and the bus network</p>	<p>Complies</p> <p>The development exemplifies transit-oriented principles, being strategically located near major public transport infrastructure, including the Cross River Rail (CRR), proposed Brisbane Metro station, and the bus network.</p> <p>Specifically, the site is located approximately 400 metres from the Woolloongabba Busway Interchange, the future Cross River Rail ('CRR') Woolloongabba Station, and the future Brisbane Metro Woolloongabba Station. Its proximity to these nodes enhances accessibility and supports sustainable urban living, integrating seamlessly with the existing and planned transport systems.</p>
<p>2. Delivers a mix of uses, supporting:</p> <ul style="list-style-type: none"> a. a range of homes to meet the lifecycle needs of a diverse population, b. employment and entertainment, including health and innovation, c. social infrastructure, including community and educational facilities 	<p>Complies</p> <p>Towers 1 and 2 comprise a diverse mix of housing typologies, offering one-, two-, three-, and four-bedroom apartments. The size, configuration and tenure of the proposed dwellings vary to cater to a range of demographic and lifecycle needs.</p> <p>This housing supply will help meet the growing demand for urban living options within the PDA, making a significant contribution to the city's sustainable growth and enhancing its appeal as a liveable and vibrant destination.</p> <p>In addition to this, the proposal incorporates an upscale, full-service hotel, supported by commercial tenancies, a shared laneway, publicly accessible private open space, and strong pedestrian connections to key inner-city destinations.</p> <p>The non-residential activities proposed on the site are include Short-term Accommodation, Food and</p>

	<p>Drink Outlet, Bar, Hotel, Shop, Function facility, Indoor Sport and Recreation, Office, Childcare centre and Community use.</p>
<p>3. Enhances and protects the efficient operation, function and expansion of health and knowledge uses at Mater Hill, and nearby health and education facilities, including the Queensland Children’s Hospital</p>	<p>Complies</p> <p>The development supports the efficient operation of nearby health facilities, including Mater Hill and the Queensland Children’s Hospital, by offering convenient short-term accommodation options for patients, visitors, and doctors/practitioners.</p>
<p>4. Supports the current operation of the Gabba Stadium and enables the future Gabba Entertainment Precinct.</p>	<p>Complies</p> <p>The proposed development does not have a direct relationship to the Gabba Stadium or its operational requirements. Notwithstanding, the proposed development involves upgrades to the Vulture Street and Main Street streetscape and public realm. This includes extensive landscaping at the ground level which contribute to a positive pedestrian environment and a high level of activation, improving the link between existing and future public transport infrastructure and the Gabba.</p> <p>Additionally, the hotel component provides short-term accommodation options for visitors of the future Gabba Entertainment Precinct.</p>
<p>5. Enables a connected and safe movement network within the PDA and to surrounding areas, integrating wayfinding and active transport and access to public transport infrastructure.</p>	<p>Complies</p> <p>The development prioritises pedestrian and active transport access through a permeable and well-connected design, fostering safe and intuitive movement within the PDA and to surrounding areas.</p> <p>Extensive landscaping along within the site verges provides an active pedestrian and cyclist environment.</p> <p>Equitable and convenient connections between the development, public transport infrastructure, and key destinations such as the Gabba, Mater Private Hospital, and South Bank are facilitated by its strategic location and ground-level design enhancements.</p>
<p>6. Supports and protects the functional requirements of major transport infrastructure and corridors, including State and local government controlled roads and tunnels.</p>	<p>Complies</p> <p>The proposal respects the functional requirements of major transport corridors, ensuring the operational efficiency, integrity, and safety of nearby</p>

	State and local government-controlled roads and tunnels.
7. Is designed to respond to Brisbane’s climate and identity through subtropical design a quality public realm with landscaping that contributes to mitigating urban heat.	<p>Complies</p> <p>The design incorporates subtropical architecture, sustainability measures, and landscaping that integrates water-sensitive urban design. These elements mitigate urban heat and reflect Brisbane’s unique climate and identity.</p>
8. Is responsive and resilient to physical constraints.	<p>Complies</p> <p>The development has been designed to manage and mitigate physical constraints, mainly tunnel constraints.</p> <p>For further detail, please refer to the supporting technical assessments, including Appendix L – Tunnel Impact Assessment and Appendix M – Geotechnical Report</p>
9. Provides for the conservation and successful integration of heritage places, including through adaptive re-use.	<p>Complies</p> <p>The proposed development involves the relocation of the local heritage place located at 38 Mark Lane and demolition of pre-1911 cottage on 52 Mark Lane. This relocation is fully compliant with Brisbane City Council’s heritage requirements and facilitates necessary upgrades to the road to support safe and functional access.</p> <p>The precinct incorporates design treatments that respond to the Woollongabba’s existing character and provides an interface that sensitively responds to the historical significance of the Russian Orthodox Church, ensuring its continued contribution to the local character.</p>

PDA-Wide Criteria

2.5.1 Connections and movement

Item	Response
Development:	
1. Contributes to active transport opportunities and amenity along subtropical boulevards, including Stanley Street.	<p>Complies</p> <p>The upgraded streetscape along Main Street creates an accessible, inclusive, and vibrant public realm.</p>

	<p>High-quality landscaping and urban cooling measures are incorporated in the ground create a comfortable environment for pedestrians and active travellers.</p>
<p>2. Facilitates a movement network that improves connectivity:</p> <ul style="list-style-type: none"> a. to key destinations within the PDA and the surrounding area, and b. between existing and future public transport infrastructure, including CRR, and the bus network. 	<p>Complies</p> <p>The development prioritises pedestrian and active transport access through a permeable and well-connected design, supporting safe and intuitive movement within the PDA and to surrounding areas.</p> <p>Due to the site’s proximity to the Woolloongabba Busway Interchange, the future Cross River Rail (‘CRR’) Woolloongabba Station, and the future Brisbane Metro Woolloongabba Station, reliance on private vehicles is reduced.</p> <p>The proposed laneway makes a significant contribution to the broader movement network envisioned in the Precinct maps by enhancing access to nearby transport corridors and community hubs.</p>
<p>3. Provides for streetscapes and minimum verge widths that support major urban greening</p>	<p>Complies</p> <p>The development features significant streetscape improvements, including wide verges and subtropical landscaping, which support urban greening objectives. These treatments contribute to cooling, shade provision, and improve the Vulture Street streetscape.</p> <p>For further detail, refer to Appendix H – Statement of Landscape Design Intent.</p>
<p>Provides streetscape and public realm treatments to provide weather protection to pedestrian and cyclists pathways</p>	<p>Complies</p> <p>Streetscape and public realm upgrades provide weather protection along pedestrian and cyclist pathways where the built form abuts the footpath, encouraging active transport use and enhancing the area’s accessibility in all weather conditions.</p>

2.5.2 Built form

Item	Response
Development:	
<p>1. Responds to the site characteristics and context</p>	<p>The design respects the intended scale and form of the surrounding PDA, enhancing its visual and functional integration.</p> <p>The proposal provides a contemporary and seamless transition to adjoining sites through a considered podium. The podium adopts a human scale design lens, presenting as five (5) storeys from Mark Lane and seven (7) storeys from Vulture Street ground level, reducing the overall perceived bulk and scale and increasing comfort and walkability through the development.</p> <p>Design treatments, including the colonnade along the Main Street, Mark Lane and Laneway building edges reduce the perceived scale of the podium and towers above. This establishes a walkable urban structure and enables fine-grain interfaces with the surrounding streets.</p> <p>Façade articulation, consistent geometric modulation and the use of textured and finely grained materials adds depth and visual interest, contributing to a high level of detail at the pedestrian and micro scale.</p>
<p>2. Sensitively interfaces with heritage, character, streetscapes and the public realm.</p>	<p>Complies</p> <p>The podium is articulated with increased façade detailing, responding to environmental requirements such as natural ventilation and shading. Depth is achieved through sculpted reveals, creating a layered and articulated geometry across the lower levels.</p> <p>Façade elements reference the Queenslander shutter through framed openings and horizontal louvres, providing a locally responsive architectural expression. The reduced scale of the podium, combined with increased ornamentation and depth, enhances visual interest and contributes positively to the pedestrian experience and street character.</p>

3. Mitigates the visual bulk and scale of buildings and maintains key views to heritage places and major destinations.

Complies

The design effectively reduces the visual bulk by ensuring the new structures are in alignment with the existing buildings in terms of scale and setbacks. The openness of the design preserves important view corridors to the heritage-listed cathedral, the adjoining baptistry, and other key landmarks. This approach helps maintain the prominence of these significant elements, contributing to the precinct's unique identity.

4. Provides visual privacy for both occupants and neighbours.

Complies

The development ensures visual privacy is maintained for occupants and residents through appropriate building orientation, screening, and separation distances, balancing occupant comfort with urban density. These design elements further protect the privacy of occupants and neighbouring properties by reducing overlooking into private spaces.

5. Integrates building services into the design, ensuring these features do not visually detract from the building or negatively impact amenity.

Complies

Building services, such as air conditioning units, lift wells, and refuse areas, are fully integrated into the built form, ensuring they are discreet and do not detract from the building's aesthetic quality or amenity.

6. Minimises the number and scale of access points for vehicles (private and servicing).

Complies

Three (3) distinct vehicle access locations are proposed to support the Precincts operational requirements. This access strategy rationalises the existing arrangement and provides a clear distinction between service and general traffic.

Service vehicle access is accommodated via dedicated left-in /left-out arrangements from Main Street and Vulture Street, while general vehicle access is provided via Mark Lane and the proposed New Lane.

Parking is contained within the basement and podium levels to minimise disruption to vehicle and pedestrian movement along Vulture and Main Street, thereby protecting their function as higher-order roads.

Additionally, the development includes access points along Mark Lane and the proposed new laneway. All proposed access points facilitate servicing and private vehicle access at an appropriate scale.

For further detail, refer to **Appendix I – Transport Engineering Report.**

7. mitigates the impact of building mass by ensuring:
 - a. lower levels are designed to respond to human scale,
 - b. visual interest and articulation,
 - c. fine-grained design and architectural detailing at lower levels contributing to the character of the streetscape,
 - d. car parking is not visually dominant,
 - e. vehicle impacts on adjacent properties, are minimised,
 - f. visual impact of servicing areas are minimised.

Complies

The development adopts a podium and tower typology that responds to its inner city context and the emerging development pattern in Woolloongabba. The scale of form of the podium responds to the established urban character, which accommodates a mix of low density character dwellings and a medium density housing.

The development provides four (4) levels of podium parking to ensure a suitable level of parking is provided for the development, while responding to geotechnical constraints of the Clem 7 tunnel.

The ground and podium parking has been designed to be responsive to the function and hierarchy of the road frontages to maximise pedestrian comfort, safety and movement.

The podium car parking has been designed to ensure all facades are screened by active uses, dwellings or landscaping. No blank walls will present towards the street or surrounding public realm areas.

8. responds to Brisbane’s subtropical climate and improves urban amenity by:
 - a. adopting design strategies that leverage subtropical climate conditions to reduce the need for mechanical heating, cooling and lighting,
 - b. maximising access to natural light and air flow,
 - c. incorporating generous outdoor spaces and landscaping, on ground levels, podiums, roofs, balconies, terraces, and/or edges of buildings,
 - d. enabling light penetration to the public realm,

Complies

The development adopts passive design strategies tailored to Brisbane’s subtropical climate to reduce the need for mechanical heating, cooling and lighting.

Ample open space is provided to ensure residents have access to generous outdoor spaces and landscaping.

For further detail, refer to **Appendix H – Landscape Concept Plan.**

<ul style="list-style-type: none"> e. defining and addressing the street and public realm, creating active frontages that provide a visual connection between public and private spaces, f. establishing landscaping, shade and shelter along building edges, g. providing awnings along key streetscapes. 	
<p>9. Mitigates potential adverse amenity impacts between areas of differing scale and form.</p>	<p>Complies</p> <p>The proposal incorporates appropriate transitions between surrounding development to mitigate potential adverse impacts.</p>
<p>10. Ensures towers feature distinctive architectural form covering no more than 75% of the area of the podium.</p>	<p>Complies</p> <p>The proposal details three (3) towers above the podium which account for approximately 60% of the podium area.</p>
<p>11. Providing frontages overlooking streetscapes and public realm.</p>	<p>Complies</p> <p>The ground floor activates the streetscape with visually connected spaces, shaded pedestrian pathways, and vibrant frontages. Parking is screened from view, and servicing areas are fully integrated to minimise their impact. Non-residential uses feature fine-grained frontages, enhancing engagement with the public realm.</p>
<p>12. Provides private open space for residential uses that:</p> <ul style="list-style-type: none"> a. is directly accessible from primary living areas, b. accommodates furniture and encourage use, and c. maximises privacy. 	<p>Complies</p> <p>Private balconies directly accessible from living areas provide functional outdoor spaces. Sufficient area and dimensions allow for furniture placement, ensuring the spaces are usable and comfortable while maintaining privacy through screening elements.</p>
<p>13. provides universally accessible communal open space that:</p> <ul style="list-style-type: none"> a. is a combination of ground level, vertically distributed and/or roof top settings, b. includes generous landscaping, including tree planting, and c. has good access to natural light and ventilation to support landscaping growth. 	<p>Complies</p> <p>Communal spaces are distributed across multiple levels of the development. These spaces support social interaction, relaxation, and physical activity in a comfortable, climate-responsive environment. The spaces are designed with generous landscaping, including tree planting, and provide good ventilation and access to natural light to further support landscape growth.</p>

<p>14. Incorporates CPTED principles, including passive surveillance of streets and publicly accessible spaces.</p>	<p>Complies</p> <p>The development incorporates Crime Prevention Through Environmental Design (CPTED) principles, ensuring passive surveillance and visibility across public and private spaces, enhancing safety and community confidence.</p>
<p>15. Where involving lot reconfiguration:</p> <ul style="list-style-type: none"> a. Ensures site dimensions and areas of all lots are suitable for future development in accordance with PDA development requirements, or b. Is limited to boundary re-alignment that does not create any adverse impacts. 	<p>Complies</p> <p>The proposed allotments have dimensions which facilitate future development on the site. The proposed ROL seeks to amalgamate the existing lots within Precinct 1 to create a suitable lot size and dimension and is accepted development. The proposed lot area and will have no adverse impacts on future or existing adjoining development.</p>
<p>TABLE 2</p> <p>Is consistent with Table 2: Maximum building heights – PDA-wide</p>	<p>Complies</p> <p>The proposed development has a maximum height of 50 storeys, which is consistent with the height prescribed for the site in Map 3 where benefitting from subtropical uplift on both Mark Lane/Main Street and Main Street/Vulture Street intersections.</p>

2.5.3 Public Realm

Criteria	Response
Development:	
1. Creates a public realm that: <ol style="list-style-type: none"> is connected and safe, is universally accessible, is a landscaped, attractive subtropical environment, retains existing shade trees along road frontages as far as practicable, ensures any trees removed during development are replaced with advanced stock of suitable tree species, supports a wide range of passive and active recreational and community activities, includes placemaking elements, ensures servicing elements are located and designed to avoid or minimise impacts. 	<p>Complies</p> <p>Pathways, entry points, and public spaces are designed to be intuitive and easily navigable, providing clear connections within the precinct and to adjacent transport infrastructure.</p> <p>The design accommodates diverse mobility needs through universally accessible pathways, ensuring inclusivity for people of all abilities.</p> <p>Landscaping strategies create a lush, subtropical setting with generous green spaces and shaded areas, promoting comfort and environmental cooling.</p> <p>Existing shade trees along the road frontages are retained where practicable, with any removals replaced by suitable subtropical shade tree planting.</p> <p>Public realm spaces are designed to support a wide range of passive and active recreational activities, encouraging social interaction and community engagement.</p> <p>Placemaking elements are incorporated, delivering an inclusively designed mixed-use development. This is reinforced through the public-realm and laneway design, as well as street-level activation enabled its accessible design principles.</p> <p>Servicing elements are discreetly located and designed to minimize visual, acoustic, and other emissions impacts on the public realm, maintaining a high-quality streetscape experience.</p>

2.5.3.1 Opportunities for Development Uplift

Criteria	Response
Development:	
1. May deliver privately owned, publicly accessible open space on the ground plane, as indicatively shown on Map 3 as a Catalyst Uplift	Not Applicable - The proposed development is not a Catalyst Uplift Opportunity (CUP) and is therefore not applicable.

Opportunity (CUP), consistent with the requirements in Schedule 6.

<p>2. May deliver shaded intersections, as indicatively shown on Map 3 as a Subtropical Uplift Opportunity (SUP), and consistent with the requirements in Schedule 6</p>	<p>Complies</p> <p>The proposed development delivers shaded intersections at the (SUP) locations identified in Map 3 and incorporates shade trees at both sites, which will reach approximately 5–8 metres in height at maturity. The development also utilises subtropical tree planting that integrates within the surrounding public realm.</p>
<p>3. Delivering a CUP or a SUP is entitled to a development bonus of additional building height and the associated gross floor area</p>	<p>Complies</p> <p>The proposed development utilises the available building height uplift to deliver Tower 1 at 50 storeys and Tower 2 at 34 storeys. It also considers the associated gross floor area addition because of the uplift.</p>

2.5.4 Heritage and Character

2.5.4.1 Heritage Places

Criteria	Response
<p>4.5.4.1 Heritage Places</p>	
<p>Development on or adjoining a heritage place:</p>	
<p>1. Provides for the conservation and adaptive re-use of heritage places within the PDA in a way which:</p> <ul style="list-style-type: none"> a. Is compatible with their cultural heritage significance and does not detract from their interpretation and appreciation, while allowing for the functional requirements of new uses b. Maintains or enhances the historic built form, character, place features, and setting of the heritage place c. Does not compromise the building fabric or structural integrity, including protecting building fabric during construction 	<p>Complies</p> <p>The site adjoins a State heritage place, being the Russian Orthodox Church to the west. The proposal does not detract from the Church.</p> <p>In addition, Precinct 1 contains a Local heritage place, being the heritage terraces. The terraces will be relocated as part of the development application within the locality.</p>

<p>2. Successfully integrates with elements of heritage significance through context and site-specific responses that:</p> <ul style="list-style-type: none"> a. Enable the heritage place to be a prominent feature b. Contemporary design and avoiding imitation design elements. 	<p>Complies</p> <p>The site adjoins a State heritage place, being the Russian Orthodox Church to the west. The proposal does not detract from the Church and is setback and differentiated enough to avoid imitation of the heritage colouring and material.</p> <p>In addition, Precinct 1 contains a Local heritage place, being the heritage terraces. The terraces will be relocated as part of the development application within the locality.</p>
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2.5.4.2 Pre 1911 and commercial character buildings

4.3.5.2 Pre 1911 and commercial character buildings

Development on land containing a pre-1911 building:

<p>1. Adaptively re-uses the building, ensuring any changes are sensitively designed and do not compromise the structural and visual integrity of the building, or</p>	<p>Complies</p> <p>The proposed development includes the demolition of the Pre-1911 dwelling located at 52 Mark Lane, Kangaroo Point.</p>
<p>2. Retains, integrates and protects the original character of the building and integral components, or</p>	<p>The Pre-1911 dwelling requires demolition to achieve the PDA Vision where impacting the ability to widen and accommodate an appropriate road profile for Mark Lane.</p>
<p>3. Ensures the pre-1911 building is only demolished if the building is structurally unsound and is not reasonably capable of being made structurally sound, or if it significantly compromises the ability of development to achieve the PDA Vision, and,</p>	
<p>4. Ensures when a pre-1911 building is relocated that:</p> <ul style="list-style-type: none"> a. it can be safely relocated to a site within the Brisbane City Local Government Area and mapped as being within the Traditional Building Character Overlay, b. its structural integrity is not compromised, and c. architectural elements that are not capable of relocation are reinstated where practicable 	

Development on land identified as having a Commercial character building:

<p>1. Preserves or enhances the character of identified buildings in a way which:</p> <ul style="list-style-type: none"> a. Responds to the prevailing scale, built form, setting and streetscape of the immediate area surrounding Commercial character buildings, b. Adaptively reuses the existing building for a use which is consistent with character and intent of the area, and c. Retains integral components of the Commercial character building which contribute to traditional architectural style and character, or 	<p>Not Applicable</p> <p>The site does not contain a commercial character building.</p>
<p>2. Ensures demolition or removal is limited to circumstances involving one or more of the following:</p> <ul style="list-style-type: none"> a. the demolition is limited to components of the building that are structurally unsound, or b. building elements regarded as contributing to its character significance have been removed, significantly altered, or damaged, and are not reasonably capable of being restored, or c. it is demonstrated that the building does not feature characteristics of Commercial character. 	<p>Not Applicable</p> <p>The site does not contain a commercial character building.</p>

2.5.5 Impacts and Amenity

Criteria	Response
Development:	
1. Minimises adverse lighting, noise, odour, air-quality and/or other impacts on adjoining sites and public realm,	<p>Complies</p> <p>The site is relatively isolated from land uses or public areas that would be adversely impacted by the proposed development. The proposed development, as a multiple dwelling mixed-use precinct, is designed not to generate significant lighting, noise, odour, air-quality or other impacts.</p>
2. Mitigates the impacts of ground-level wind acceleration to ensure safe and amenable environment for pedestrians and building occupants,	<p>Complies</p> <p>The proposed development will mitigate the impacts of ground level wind acceleration impacts through its tower and podium design. This will ensure safe and amenable environment for pedestrians and building occupants are maintained.</p>
3. Mitigates the impacts of glare,	<p>Complies</p> <p>The proposed development mitigates potential glare through the tower design, ensuring that glare impacts are appropriately managed and not exacerbated.</p>
4. Manages and minimises adverse lighting, noise, vibration, odour and air-quality impacts from nearby transport corridors, helicopters associated with the hospitals, the future Gabba entertainment precinct and other existing or approved development within or near to the PDA,	<p>Complies</p> <p>The proposed development is sufficiently separated from transport corridors and/or helicopter flight paths to ensure no impacts to residential amenity.</p>
5. Mitigates the impacts of building services,	<p>Complies</p> <p>All building services (including air conditioning, lift wells, fire and electricity components) are designed to be enclosed within the built form, and or within the basement level. These elements will not be visible from external areas of the building and will not adversely impact the residential amenity of the development.</p>
6. Does not create a permanent or temporary obstruction or hazard to operational airspace of the Procedures for Air Navigation Services –	<p>Complies</p> <p>The proposed development has a maximum building height of 50 storeys and will have no impact</p>

<p>Aircraft Operational Surfaces (PANS-OPS) for the Brisbane Airport</p>	<p>to the operational airspace of the Procedures for Air Navigation Services – Aircraft Operational Surfaces (PANS-OPS).</p>
<p>7. Does not create a permanent or temporary obstruction or hazard to operational airspace for helicopters,</p>	<p>Complies The proposed development does not create any potential permanent or temporary obstructions to the operational airspace of helicopters.</p>
<p>8. Avoids environmental harm from disturbance of acid sulfate soils or contaminated land, and potential for erosion and sedimentation</p>	<p>Complies Development will be managed in a way that prevents environmental harm, including disturbance of acid sulfate soils, contaminated land, and the potential for erosion and sedimentation. These matters can be effectively addressed during the condition compliance process, ensuring that appropriate measures are implemented to mitigate any adverse impacts.</p>
<p>9. Has regard for the archaeological potential of the site,</p>	<p>Complies During construction, proper duty of care will be implemented to ensure the proper handling of historical artefacts.</p>
<p>10. Does not unreasonably prejudice the development potential of adjoining or proximate sites,</p>	<p>Complies The proposed development has been designed specially in consideration of the design of the future adjoining precincts to the West. As such, the proposed development will not have an adverse impact on the development potential of adjoining sites.</p>
<p>11. Ensures uses within 100m of the Clem 7 southern ventilation outlet (SVO) - are designed and constructed in accordance with relevant air quality (planning) criteria, and</p>	<p>Not Applicable The site is not located within 100m of the Clem 7 southern ventilation outlet.</p>
<p>12. For industrial uses achieves the noise (planning) and air quality (planning) criteria,</p>	<p>Not Applicable The proposed development does not involve any industrial uses.</p>
<p>13. Provides for the continued operation of the Gabba Stadium 34 having regard to a. access, movement of capacity crowds, servicing and parking, and public transport arrangements,</p>	<p>Complies The proposed development will have no impact to the flows of crowds and vehicles to the Gabba.</p>

- b. the operation and efficiency of event management, administration, and
- c. maintenance and other support facilities.

2.5.6 Responsive Design

Criteria	Response
Development addresses:	
1. Natural hazards	Not Applicable The site is not mapped as containing natural hazards.
2. Appropriately responds to flooding constraints,	Not Applicable The subject site is not located within a flood affected area.
3. Implements water sensitive urban design in stormwater and drainage systems, by: <ul style="list-style-type: none"> a. maximising infiltration and opportunities for capture and reuse to minimise roof water and general stormwater run-off and peak flows, b. using natural drainage paths and integrate with landscaping where possible, c. ensuring sufficient capacity to safely convey runoff, d. maintaining or improving water quality leaving the development site, e. accounting for downstream network capacities and not worsening drainage conditions outside the development site, 	Complies The development ensures water sensitive urban design in stormwater and drainage systems. Refer to the Engineering Services Report and Landscape Concept Plan provided in Appendix K and H
4. Minimising whole of life-cycle costs of infrastructure and provides for safe and efficient maintenance	Complies The development has been designed to ensure longevity and with ongoing maintenance in mind to ensure landscaping, infrastructure, etc can be maintained and upgraded where needed.

2.5.7 Service infrastructure

Criteria	Response
Development:	
1. Ensures vehicular access, on-site servicing and parking prioritises pedestrian movements,	<p>Complies</p> <p>The proposed development provides appropriately separated vehicle access, parking and on-site servicing that prioritise pedestrian movement. These arrangements promote safe and accessible vehicle operations without compromising pedestrian safety, as detailed in the Transport Engineering Report (Appendix I).</p>
2. Maximises opportunities for co-location of servicing and parking openings within single buildings or with adjoining developments	<p>Complies</p> <p>The proposed development provides servicing in the lower ground floor area of the site, and is co-located with parking areas.</p>
3. Does not adversely impact on the efficiency or safety of surrounding transport networks and existing major electricity and telecommunications infrastructure	<p>Complies</p> <p>The proposed development will have no adverse impacts on the efficiency or safety of surrounding transport networks or existing major electricity and telecommunications infrastructure. Please refer to the Traffic Impact Assessment provided as Appendix I.</p>
4. Provides adequate car parking for the proposed development having regard to proximity to active and public transport (Refer to Schedule 3),	<p>Complies</p> <p>The proposed development provides 1.066 car parking spaces. Whilst the proposal exceeds the parking rates outlined in the Development Scheme, it is in line with the anticipated traffic. The proposed parking supply is considered suitable and appropriate in this context.</p>
5. For non-residential uses - provides end-of trip facilities (including bicycle parking) for cyclists and pedestrians, designed and located to promote active travel,	<p>Complies</p> <p>While the design of aspects relating to the end-of-trip facilities still to be confirmed. The proposed development provides sufficient bicycle parking spaces, including an allocation for non-residential uses, supporting and encouraging active travel for non-residential users.</p>
6. Provides water, wastewater and other services and utilities to meet the needs of the	<p>Complies</p>

development in a timely, orderly and integrated manner,	The proposed development provides water, wastewater and other services and utilities to meet the needs of the development and future occupants.
7. Integrates with existing and planned infrastructure in and external to the PDA, and	Complies The proposed development is designed in accordance with the infrastructure planned around the site. Refer to the Engineering Services Report provided in Appendix K.
8. Does not adversely impact the structural integrity or ongoing operation and maintenance of sub-surface transport infrastructure.	Complies The development does not propose any major subsurface infrastructure that conflicts with the structural integrity or ongoing maintenance of existing sub-surface transport infrastructure specifically the Clem 7 tunnel.

2.5.8 State and Major Transport Corridors, Future Transport Corridors and Infrastructure

Criteria	Response
Development does not:	
1. Create a safety hazard for users of a state transport corridor, a future state transport corridor, state transport infrastructure, or Council major (District classification and above) road, by increasing the likelihood or frequency of loss of life or serious injury,	Complies The proposed development ensures safety along state transport infrastructure for all uses.
2. Compromise the integrity and function of state or major transport corridors, future state transport corridor or state transport infrastructure and associated works within a state transport corridor or Council major roads (District classification and above)	Complies The proposed development does not compromise the integrity and function of state or major transport corridors.
3. Result in a worsening of the physical condition or operating performance of state and Council transport infrastructure and associated public transport networks, including on-road public transport networks, or compromise the state's ability to construct, maintain or operate state transport infrastructure	Complies The proposed development will not worsen the physical condition or operations of state and Council transport infrastructure.

<p>4. Expose the public to significant adverse impacts resulting from environmental emissions generated by state transport infrastructure, and</p>	<p>Complies The proposed development does not expose the public to significant adverse impacts resulting from environmental emissions.</p>
<p>5. Compromise the structural integrity nor result in a worsening of the physical condition or efficiency of roads within the PDA.</p>	<p>Complies The proposed development does not impact the structural integrity of road network within the PDA.</p>

2.6.1 Precinct 1: Woolloongabba Core

Criteria	Response
2.6.1.1 Precinct intent	
<p>Precinct 1 is planned for redevelopment to serve as an entertainment and residential area that will accommodate cultural activities, major events, and both daytime and nighttime uses.</p> <p>The precinct is well connected to high-frequency public transport, open space and active transport.</p> <p>The precinct hosts Woolloongabba’s PDA’s main business, retail, dining, entertainment, education, community and cultural activities, with scope for more homes.</p> <p>New open space will support a variety of experiences for community enjoyment and civic engagement.</p> <p>The area near the Pacific Motorway, South-East Busway and Captain Cook Bridge off-ramp - bound by Leopard Street, the Pacific Motorway and Vulture Street - is grassed land adjacent to road reserves.</p> <p>The area is transport infrastructure, with no planned development.</p>	<p>Complies</p> <p>The proposal is consistent with the planned role of Precinct 1 as a mixed-use entertainment and residential area that supports cultural activities, major events and both daytime and nighttime use. The development contributes to the precinct’s function as the PDA’s primary focus for business, retail, dining, entertainment, community and cultural activity, while also providing opportunities for additional housing.</p> <p>The site benefits from excellent access to high-frequency public transport, active transport networks and nearby open space, reinforcing a walkable and well-connected urban environment. Public realm and open space outcomes support community enjoyment and civic engagement, complementing the broader precinct network.</p> <p>The proposal does not encroach upon land identified as transport infrastructure adjacent to the Pacific Motorway, South-East Busway and Captain Cook Bridge off-ramp.</p>
2.6.1.1 Sub-precinct 1a – Gabba Entertainment – Not Applicable	
2.6.1.2 Preferred land uses	
<p>Table 3 details preferred uses for the precinct and relevant sub-areas.</p>	<p>Complies</p>

The proposed development incorporates preferred uses for the precinct as outlined for Precinct 1 including multiple dwelling, shop, food and drink outlet, hotel, and short-term accommodation.

2.6.1.3 Connectivity, access and public realm

Development within Precinct 1:

<p>1. Creates a large park and open spaces for recreational, leisure and community gatherings,</p>	<p>Complies</p> <p>The proposed development incorporates a new pocket park and Communal Park adjoining the ground floor Plaza along the western boundary. This supports the PDA criteria by delivering publicly accessible open space that can accommodate community gatherings and associated activities.</p>
<p>2. Contributes to the achievement of the Creek to Cliffs Corridor. The final alignment of the Creek to Cliffs Corridor through Sub-Precinct 1a is subject to detailed design and precinct planning,</p>	<p>Complies</p> <p>The development includes a voluntary cross block link that cuts through the site, linking the Main Street and Vulture Street intersection with mark lane which strengthens connections to the Creek to Cliffs Corridor. The proposed development leverages laneways and cross-precinct links to support improved future connectivity to the corridor.</p>
<p>3. Provides direct, safe and legible connections to and between public transport infrastructure, as well as convenient, comfortable and safe access through the precinct to key destinations,</p>	<p>Complies</p> <p>The proposed laneway beneath the podium enhances pedestrian comfort and delivers a clear, direct connection through the site towards future public transport infrastructure. This link provides safer and more comfortable access to key destinations within the surrounding precinct through its sheltered design and supporting laneways.</p> <p>It additionally enhances connections between existing and future public transport infrastructure, facilitating smooth transitions for commuters and visitors using CRR, Brisbane Metro, and local bus services.</p>
<p>4. Facilitates safe and equitable at-grade active transport and emergency vehicle access from adjoining streets,</p>	<p>Complies</p> <p>The proposed development prioritises active transport and ensures seamless access for emergency vehicles when needed.</p>
<p>5. Rationalises vehicle access locations,</p>	<p>Complies</p>

	Consolidated vehicle access points are in positions that are compliant with providing safe access requirements which are supported by Appendix I – Transport Engineering Report .
6. Delivers streetscape improvements and landscape treatments along the key streetscape interfaces,	Complies The revitalisation of the public realm supports the vision of Main Street as a subtropical boulevard, promoting community engagement and connectivity.
7. Improves pedestrian access and connectivity across Main Street, and	Complies The revitalisation of the public realm supports the vision for greater pedestrian access and connections across Main Street.
8. Provides improved pedestrian connections across Stanley Street and Vulture Street	Complies The revitalisation of the public realm supports the vision for greater connections on Vulture Street.

2.6.1.4 Built environment

Development:

1. Exhibits outstanding building architecture that contributes to Woolloongabba’s role as the southern arrival point into Brisbane’s city centre,	Complies The proposed development showcases high quality subtropical architecture that aligns with Brisbane’s identity. The design responds to the intended scale and form of the surrounding PDA, strengthening its visual and functional integration while reinforcing Woolloongabba’s role as the southern arrival point into Brisbane’s city centre.
2. Retains and responds to the form and appearance of heritage places and character buildings, including on Stanley Street,	Complies The proposed development ensures a harmonious transition between the heritage places surrounding the site and character buildings. The design of the development further respects the surrounding appearances through its height transitions and increased pedestrian connectivity.
3. In an interface area on Map 6 incorporates appropriate treatments to respond to and manage impacts on the adjoining area, and	Complies The proposed development incorporates the appropriate treatments into the built form. As represented the development utilises the subtropical uplift opportunity whilst responding to the specified building heights. The development facilitates this

through an appropriate height transition which will manage the impacts on the adjoining areas.

4. Where adjoining the existing East Brisbane State School - incorporates appropriate interface treatments.

Not Applicable

The proposed development does not adjoin East Brisbane State School and is therefore not applicable.