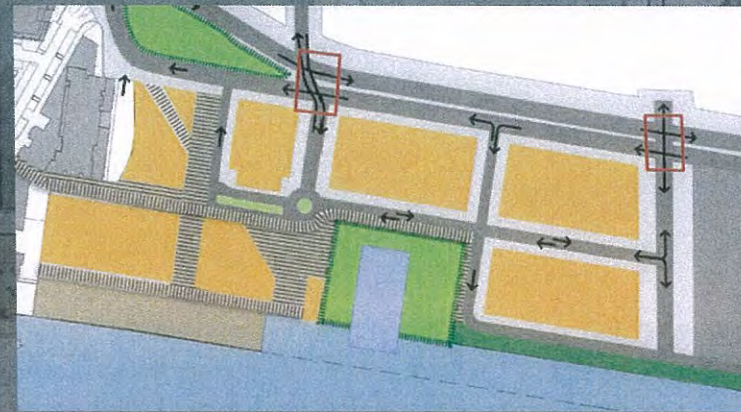




COMPLIANCE ENDORSEMENT
with PDA APPROVAL
21 JUL 2014
MEDQ

Sub-precinct 3(d) River Park Precinct Plan Northshore Hamilton PDA April 2014

Client

This Sub-precinct 3(d) River Park Precinct Plan has been prepared on behalf of Brookfield Residential Properties and EDQ.

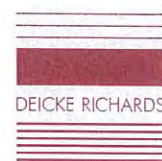
Brookfield
Residential Properties



**Queensland
Government**

Team

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Issue

This Sub-precinct 3(d) River Park Precinct Plan should be referenced as:

130404 SPP (sub-precinct plan)
Issue L – 1 April 2014

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1.0 Introduction

1.1 Document purpose

This document expands on the requirements and principles set out in the Northshore Hamilton PDA Development Scheme (Development Scheme) relating to sub-precinct 3(d): River Park, in the Northshore Hamilton Urban Development Area (PDA) – see Figure 2. It overwrites the development controls within the Development Scheme to the extent set out in this SPP document.

Future development applications within sub-precinct 3(d) are to be in accordance with the controls and requirements of this SPP and the Development Scheme.

Where this SPP is silent, the Development Scheme applies. Where there is conflict between this SPP and the Northshore Hamilton PDA Development Scheme, the provisions of this SPP will apply.

1.2 Site and context

The site is 4.92 ha in area and is located immediately to the east of sub-precinct 3(d) the existing Portside Wharf precinct, strategically located between MacArthur Avenue and the River. MacArthur Avenue is the primary east-west route through the Northshore Hamilton area and is intended to ultimately accommodate a bus transit lane as the area develops.

A wharf extends along the entire river frontage of the site. The eastern boundary has sites adjacent for development with a bounding street on the neighbouring site identified in the Development Scheme. The western boundary abuts the service lane at the rear of the Portside Wharf precinct for loading and plant room access.

The site accommodates the current Brisbane Cruise Terminal which will remain in operation for most of the development time frames for the sub-precinct. The River Park sub-precinct service areas become part of the landside restriction zone for service vehicle access between the terminal building and the dock. The restriction zone extends along the wharf as detailed in Section 2.8. The portion of the wharf needed for cruise terminal purposes is retained with the balance of the wharf removed.

The existing Portside residential tower has a panoramic view to the east over the site.

1.3 Development potential

The Development Scheme encourages a high density development with a mix of residential, commercial and retail uses, with a predominantly residential use.

The development potentials for the sub-precinct are the following:

- the maximum residential GFA for this sub-precinct will be in the order of 100,000 m²
- the maximum commercial GFA for this sub-precinct will be in the order of 27,000 m²
- the maximum retail GFA for this sub-precinct will be in the order of 7,000 m².

The sub-precinct contains two parcels. Parcel A comprises Lots 61 (the present cruise ship terminal) and Lots 62 of SP 224040. Lot 1303 on SP 195300 forms Parcel B.

The Development Scheme allows for in the order of 134 000 m² of GFA in this sub precinct. The development yield for each parcel (as shown in figure 3) is in the order of:

- Parcel A 62 000 m²
- Parcel B 72 000 m²

Uses allocated on the Development Scheme are distributed on a pro rata basis or as otherwise agreed by the land owners.

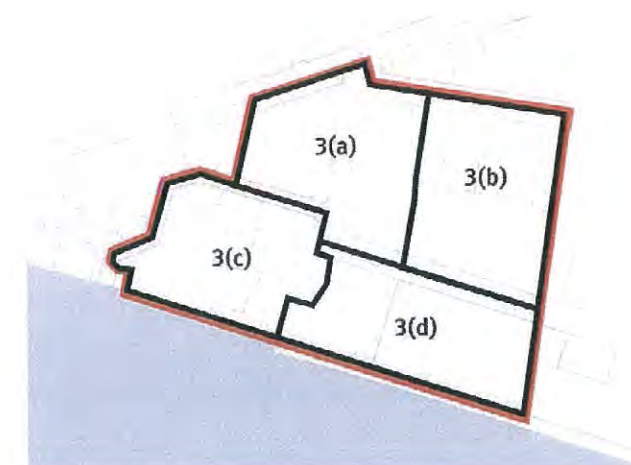


Figure 2 – Precinct 3 – SPP

GFA ALLOCATION

Parcel A	62,000 m ² GFA
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Parcel B	72,000 m ² GFA
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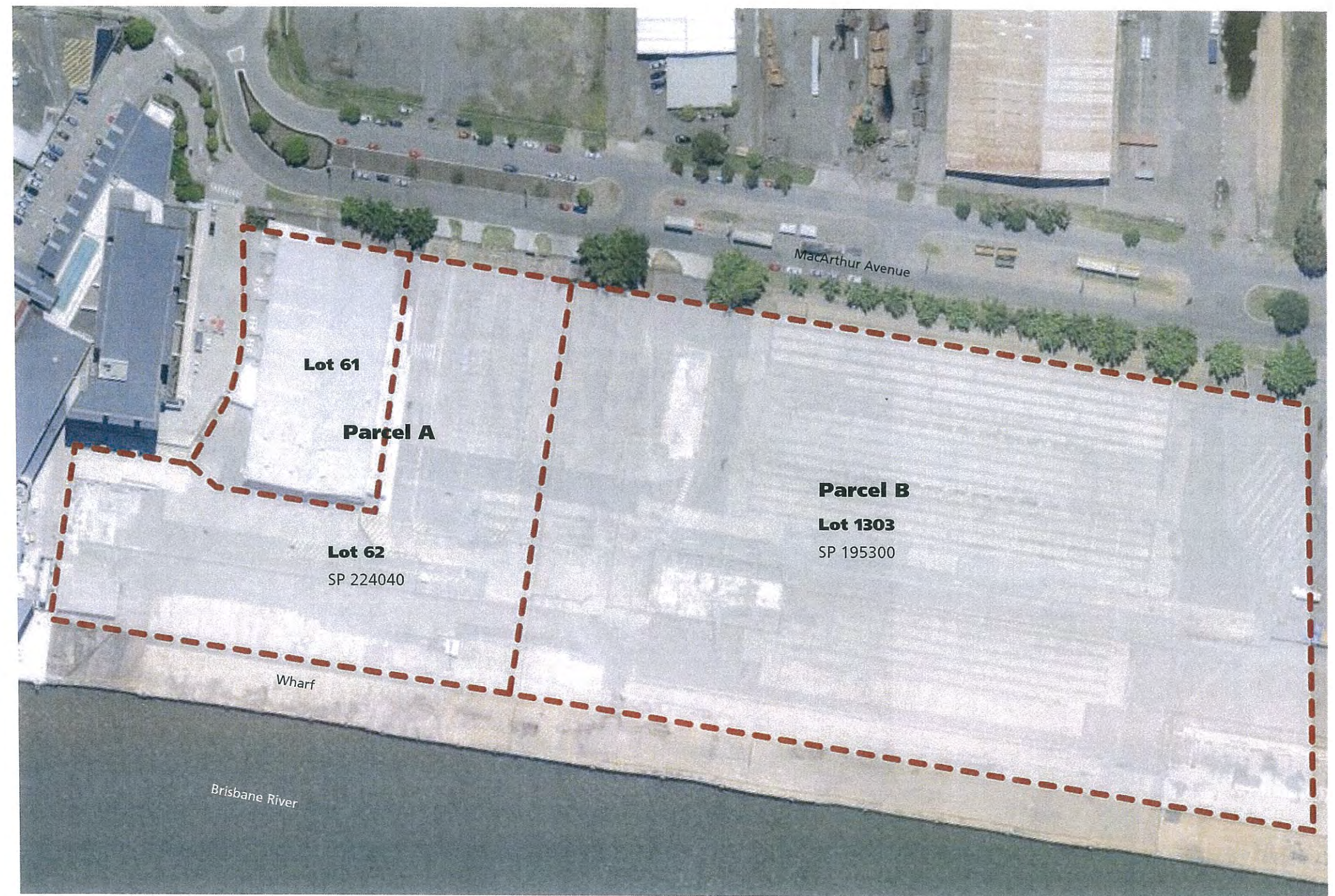
SITE AREA

Lot 61	455.1 m ²
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Lot 62	1.203 HA
---------------	----------

Lot 1303	3.262 HA
-----------------	----------

Total	4.920 HA
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0 10 25 50 m
1:1500 @ A3



Figure 3 – sub-precinct (3b) lot configurations plan

1.4 Design principles and key elements

This SPP describes a new urban precinct that is a logical extension to the Portside Wharf precinct in the adjoining sub-precinct 3(c).

The vision for the sub-precinct is to create:

- a high density urban riverside precinct which is an active and vibrant extension of the Portside Wharf node with strong pedestrian connections to Portside Wharf
- a place that celebrates and connects to the river and that continues the Riverwalk along its length
- a place that creates a number of public spaces of differing scales and characters as focal places including a new riverside park
- a high quality public realm of streets and public spaces providing strong connections and views to the river from within and through the sub-precinct
- a place with a legible and interconnected street network which creates sites of a scale for high density residential and mixed-use development
- a built form of towers and podiums with activated podiums that define streets and public spaces and towers located to enable views between buildings for new and existing towers
- a precinct that exemplifies subtropical urbanism with high quality subtropical streets, spaces and buildings
- an urban precinct that can be developed over time which delivers appropriate amenity and function while enabling the existing Brisbane Cruise Terminal to operate, and then delivers further high quality development on the terminal site in a way that integrates seamlessly with the overall sub-precinct.

Specific design elements are described in the illustrative SPP vision at Figure 5.



Figure 4 – Indicative aerial view towards site

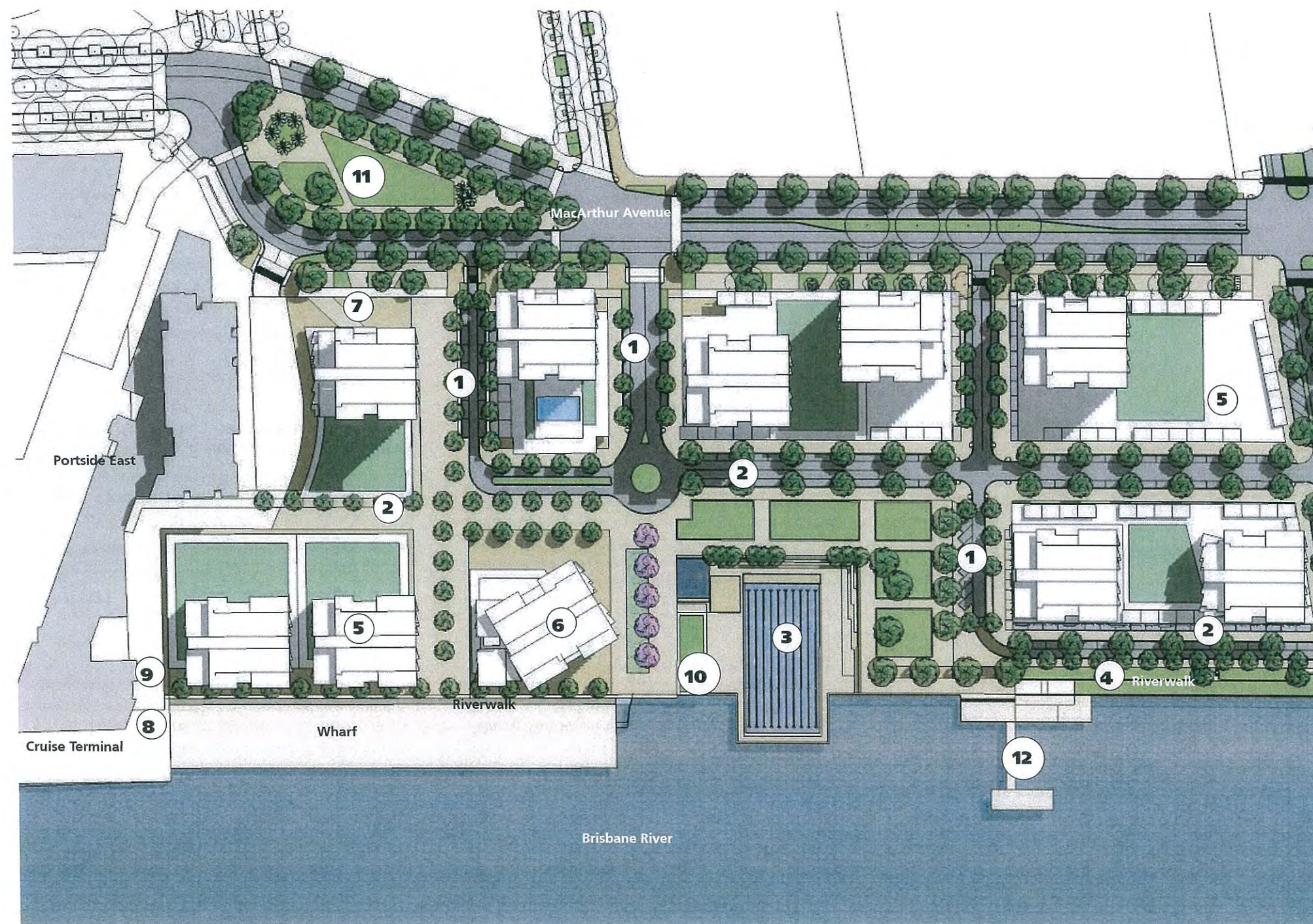


Figure 5 - Illustrative SPP vision

LEGEND

- 1** The precinct is formed around an interconnected street network linking into the existing streets. Streets create views to the river from the precinct
- 2** The street network and building form create a series of high quality public spaces and parks providing a series of activity nodes linking to surrounding residential and retail areas
- 3** The River Park is located at the end of the primary entry street from MacArthur Avenue and enhances the vista from this street through to the river corridor. It is also a major activity node within the precinct providing active and passive recreation space
- 4** A landscaped edge to the river maintains the Riverwalk through the site and public access to the river allowing good surveillance and overlooking from surrounding development
- 5** Built form comprises clusters of high density towers on landscaped podiums towers are arranged to enable views from towers
- 6** A landmark development forming the western boundary of the River Park
- 7** Development on this site is a redevelopment of the current cruise terminal with a landmark building that addresses MacArthur Avenue. This development creates diagonal pedestrian links and view corridors from MacArthur Avenue to the River Park
- 8** An at-grade connection between Portside Wharf and Portside East via the Riverwalk system is created which activates the water front
- 9** Upper level connections to and through the existing Portside enables continuing pedestrian access along the river on ship days.
- 10** Pool Pavilion which retains the plaza adjoining the Brookfield Wharf. This structure helps define the plaza space and provides a visually permeable structure overlooking the pool
- 11** Island Park allows for deep planting with a range of feature trees strengthening the sub tropical nature of the locality
- 12** Possible future Citycat Terminal



2.0 Movement

2.1 Principles

The movement strategy for access and circulation encourages the provision of sustainable transport and movement options and addresses the following key principles.

- the street network is permeable and accessible and provides direct and legible access to and within the sub-precinct
- the movement network supports public transport, pedestrian and cycle movements as well as vehicles
- footpaths and cycleways link the site to nearby destinations and facilitates the integration of the site into the wider community and transport networks
- the street network creates a series of addresses for development parcels which will overlook the new streets, open spaces and river corridor
- vehicle access to development parcels is direct and connects through the precinct to adjacent precincts while avoiding inappropriate levels of through traffic
- the street network is to be developed in stages over time and maintains vehicle access to the Brisbane Cruise Terminal while it remains in operation in the sub-precinct
- the pedestrian network uses both edges of new streets, new civic, community spaces and the Riverwalk along the rivers edge (as outlined in Section 2.6).

2.2 Staging

As the terminal facility will remain in place for at least the medium term, staging will need to maintain access for a range of users.

The SPP provides an interconnected street network. The types and design of streets vary according to their context (see Figure 6). Details of specific street types are listed to the right in section 2.3 Street network.

2.3 Street network

MacArthur Avenue is a key street connection for the Northshore Hamilton Development Area. Its design as a subtropical boulevard allows the retention of existing vegetation and the generous areas for planting large canopy trees. The dual carriageway also incorporates a dual flow bikeway along the southern alignment

Street A, a wide short boulevard, is the primary entry into the precinct from MacArthur Avenue with a signalised all turns intersection. The axis of this street will extend into future development to the north of this precinct. This two way street provides a vista to the Brisbane River.

Street B is a two way esplanade giving high public accessibility and sense of address internally for the precinct.

Street C is a two way intermediate street connecting Street B to the rivers edge. It extends the esplanade from precincts to the east and is built 10 m into the 20 m riparian setback from the river. It extends along the development frontage to the River Park forming a public boundary and interface to the River Park.

Street D is a one way service lane that will operate to provide access to the western portion of the precinct. In the interim until this part of the precinct is fully developed it will provide set down facilities for the existing terminal.

Street E is a two way service lane providing access to existing service area that separates sub-precincts (c) and (d) and will provide access to basement and podium parking areas.

The east west portion of the street is a two way split road from the main roundabout connecting with Street A and provides turnaround opportunities.

Refer to Section 2.8 for further details on these streets.

2.4 Parking

Parking for the development is provided in a combination of on site and on street parking.

On site parking is provided in podiums and basements. All podium car parks are screened with active uses fronting the street except where fronting Streets E (laneway).

Car parking rates are in accordance with the Development Scheme.

On street parking is provided as short term regulated parking. Only limited parking is available on street and its primary purpose is to provide convenience parking for restaurant and retail uses in the sub-precinct.

The required off street parking for the proposed swimming pool will be accommodated in off street basement parking as shown in Figure 25.

LEGEND

	Signalised intersections
	Streets + lanes
	Pedestrian link
	Turning / traffic movements
	Development sites
	Plaza
	Park
	Air Bridge Link (Pedestrian Only)
	Riverwalk
	Swimming Pool
	Street type A
	Street type B
	Street type C
	Street type D
	Street type E

0 10 25 50 m
1:1500 @ A3

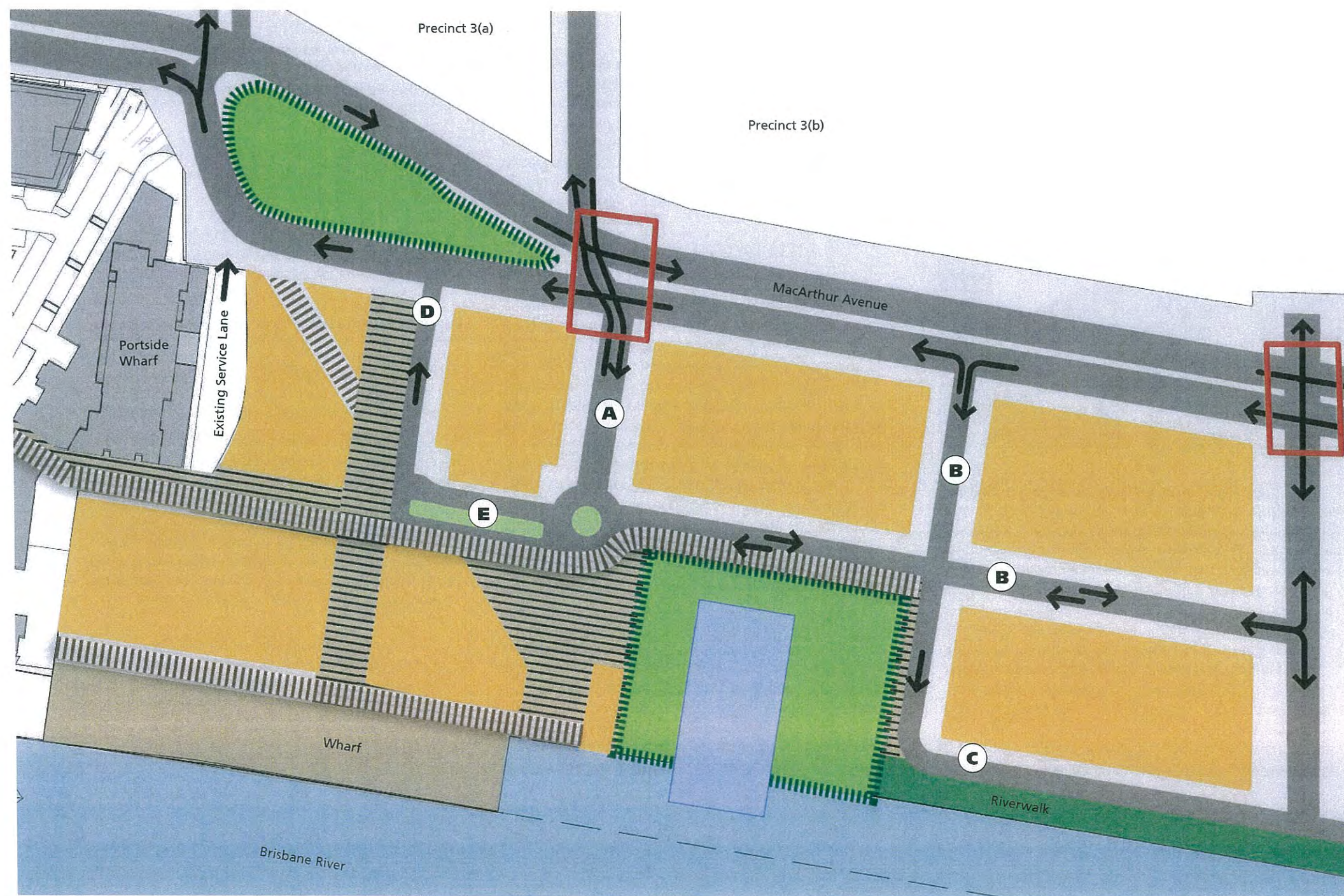


Figure 6 - Street network plan



Figure 7 – Development Sites key plan

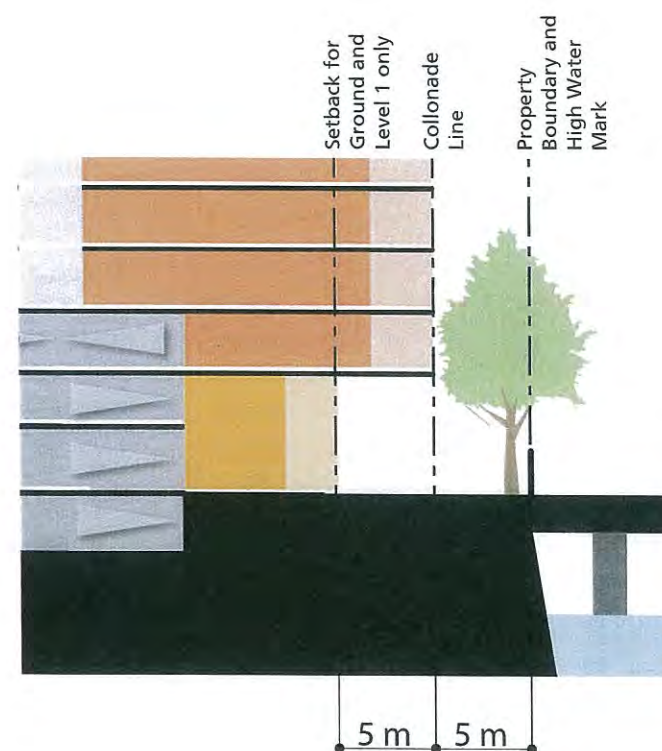


Figure 8 – Frontage setback plan for Lot 62 only

2.5 Pedestrian network

The SPP provides pedestrian connections which are vital to the integration with adjoining sub-precincts and assists in providing a finer grain of movement and transition. Key pedestrian linkages are described as follows:

- the Riverwalk extends along the length of the river frontage connecting to the existing Portside Wharf and future development areas to the east. Development in the western portion of this sub-precinct along the riverfront, is setback 10 m enabling a 5 m wide pedestrian walkway and a 5 m wide landscaped zone between development and the wharf to facilitate a pedestrian connection between sub-precincts 3(c) and 3(d). These setbacks are detailed in Figure 7.
- a number of pedestrian routes align with key view corridors including the 25 m wide view line along Street A which extends through the River Park to the river
- a 20 m view line along Street B to the river provides access to the river and a visual connection to the River Park
- a view line from the intersection of Remora Road and MacArthur Avenue, diagonally through Development Site 8 (refer Figures 6, 7 & 10) to the riverfront, is maintained as a pedestrian path through the proposed buildings. The view line has a minimum height of 9 m and a minimum width 10 m. The view corridor is also maintained through Development Site 2 (refer Figures 6 & 10)
- In conjunction with the delivery of the River Park, the western section of Riverwalk, linking to Portside Wharf, will be undertaken when Development Site 1 or 2 (see Figure 7) is developed, whichever is first. The eastern section of Riverwalk, linking to the adjoining Precinct 5 will be delivered when Development Site 3 or 4 is developed, whichever is first.

Pedestrian connections through the site are detailed in Figures 10, 10a and 10b.

2.5.1 Preferred Option – During ship days, when the terminal facility is in operation, an upper level air bridge will link the River Park Precinct and Portside Wharf on Level 3, viewing deck level, as shown in Figure 9. This pedestrian linkage will be accessible from ground level via stairs and a lift, providing continuous waterfront access during ship days. The connection will be delivered upon completion of Development Site 1. This link will traverse a service area for Portside Wharf, so will need to be carefully considered to enable pedestrian legibility, shelter and safety.

2.5.2 Alternative Option – Where agreed in writing by the Director, Development Assessment DSDIP an alternative pedestrian access link may be achievable between the River Park Precinct and Portside Wharf where it can be demonstrated that visitor access, ship servicing access, construction traffic and visitor movement can be accommodated at all times. Alternate pedestrian arrangements will provide continuous pedestrian access from sub-precinct 3(d) to Portside Wharf at all times. This connection will be delivered upon completion of Development Site 1. This link will traverse a service area for Portside Wharf, so will need to be carefully considered to enable pedestrian legibility, shelter and safety.

2.6 Cycleways network

The cycle network for the sub-precinct utilises the Riverwalk connection providing continuous movement along the waterfront. Cycle lane provision along MacArthur Avenue will be a dedicated cycleway on southern verge with a separated dual flow (3m wide) path in accordance with Draft TMR policy. Intersection treatments including Hercules Rd will be in accordance with Draft TMR design guidelines. This cycleway should continue the full length of MacArthur Ave.

2.7 Landside restriction zone

In accordance with the Maritime Transport and Offshore Facilities Security Regulations 2003, the terminal facility and associated wharf is a Security Regulated Port for the purposes of establishing a Landside Restricted Zone (LRZ). The current LRZ is illustrated in Figure 10 below. The LRZ is

defined and regulated by the Maritime Security Plan (MSP) as approved by the Office of Transport Security (OTS). The air bridge linking to Portside Wharf, as detailed in Section 2.6, will be established at the time that Development Site 1 (see Figure 7) is developed. The creation of this link will provide continuous pedestrian access from sub-precinct 3(d) to the Portside Wharf. As described in Section 2.6, alternate pedestrian access arrangements may be possible between Portside Wharf and the River Park Precinct where endorsed by the Director, Development Assessment DSDIP. Alternative pedestrian linkages must demonstrate how the design objectives and principles within this SPP are achieved, in addition to seeking all necessary approvals from the OTS for a variation to the MSP as per Section 52A of the Maritime Transport and Offshore Facilities Security Act 2003.

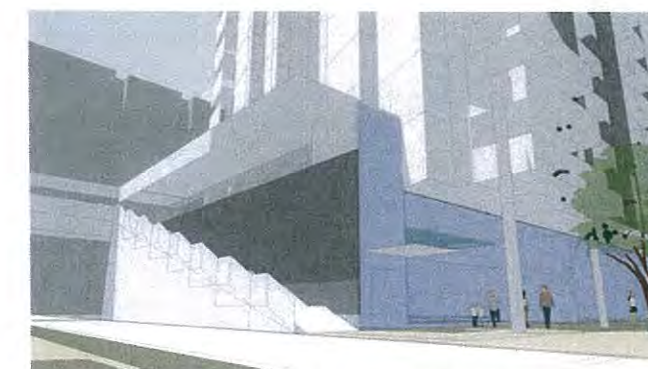


Figure 9 – Indicative design of the upper level connection to Portside Wharf

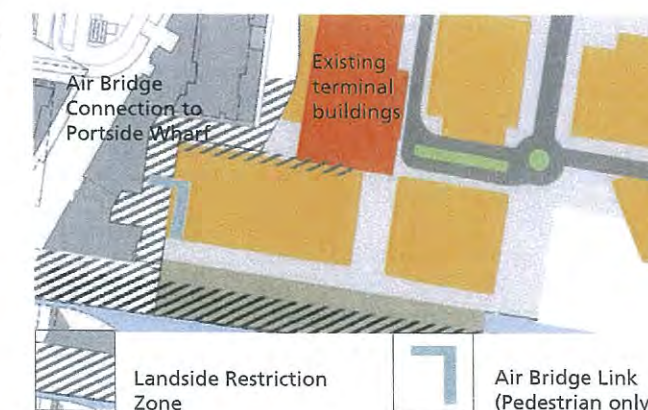


Figure 10 – Landside Restriction Zone

LEGEND

-  Primary pedestrian links
-  Cycle connection
-  Pedestrian walkways
-  Air Bridge Link (Pedestrian Only)
-  Development sites
-  Plaza
-  Park
-  Riverwalk
-  Swimming Pool
-  View corridors

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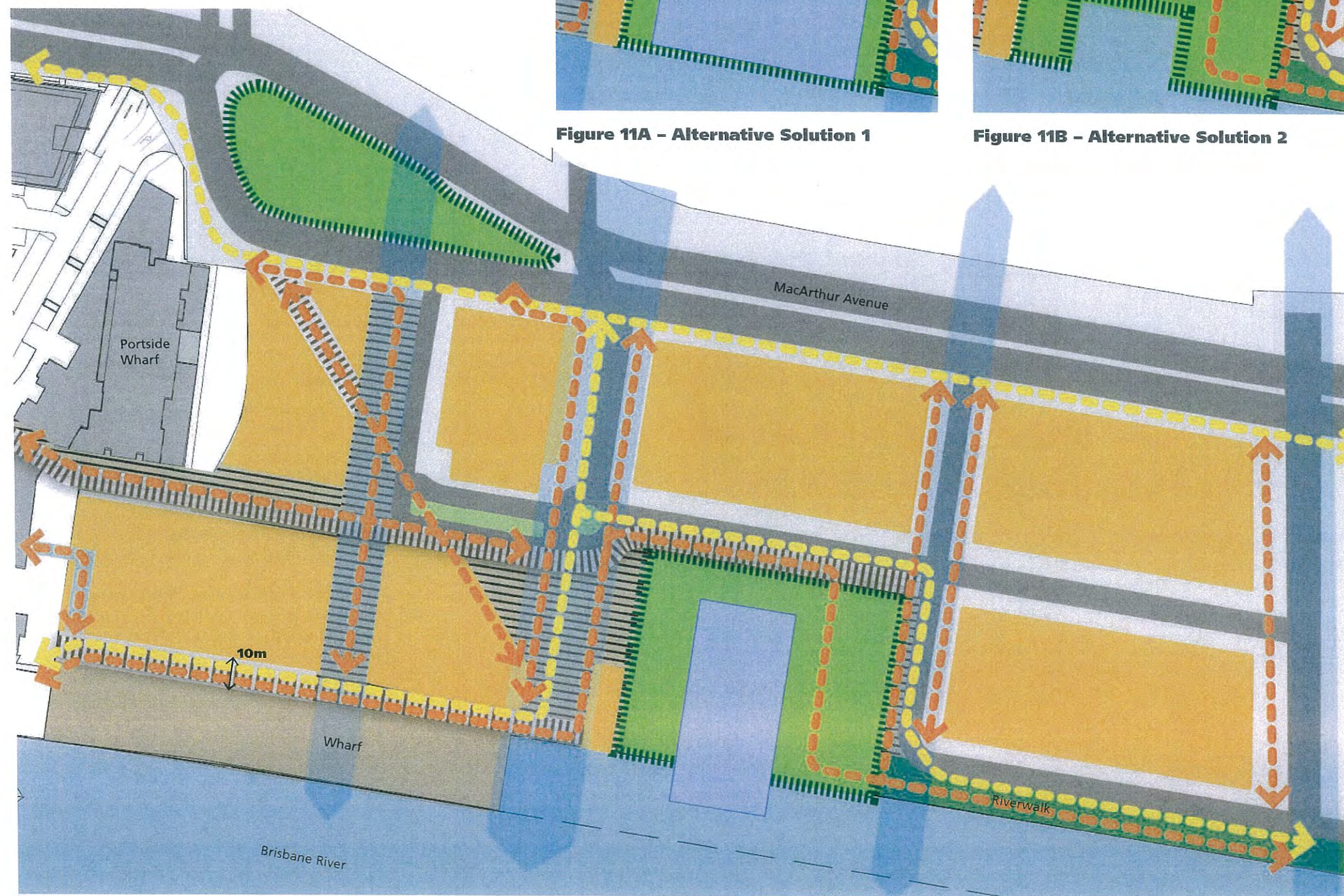


Figure 11 - Pedestrian linkages plan

Figure 11A - Alternative Solution 1

Figure 11B - Alternative Solution 2

2.8 Street types

The movement strategy within the sub-precinct is aligned to a range of street types appropriate for their purpose. The role of the range of streets has been introduced in Section 2.2.

MacArthur Avenue

The road pattern throughout Northshore Hamilton has a strong north south focus. The primary east west spine is however MacArthur Avenue which acts as the principal movement corridor for pedestrian, vehicular and public transport linking the eastern and western ends of the site.

This major path will contain two movement lanes either way with on street parking and a dedicated cycleway on southern verge with a separated dual flow (3m wide) path.

The reserve width will vary in some places where retention of significant Fig Trees will be required.

Reserve width	up to 45.5 m (generally 35 m)
Movement lanes	2 x 3.5 m (each way)
Designated cycle lanes	Yes 3 m (dual flow)
Verge	up to 8.5 m (generally 4.25 m)
Footpath	3 m (min)
On street parking	2.5 m wide lanes, short term parking
Pedestrian crossings	Intersections only
Posted speed	50 kph

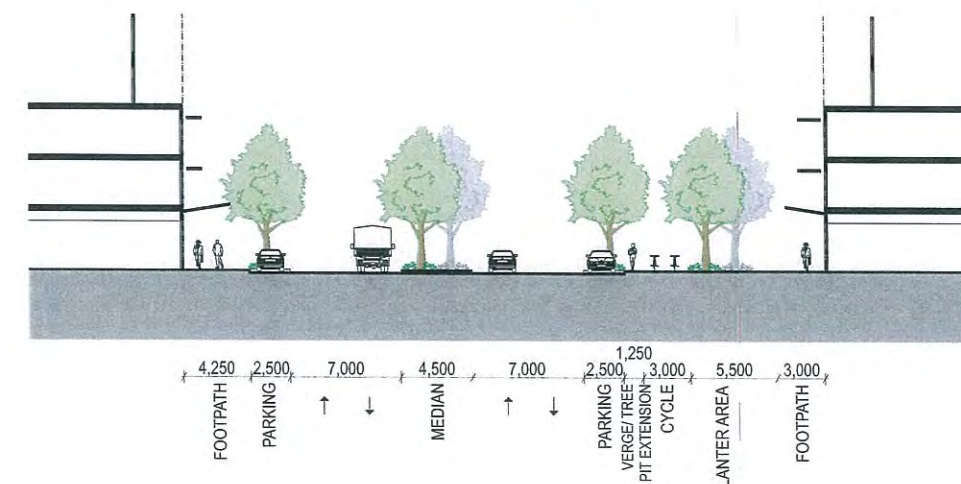
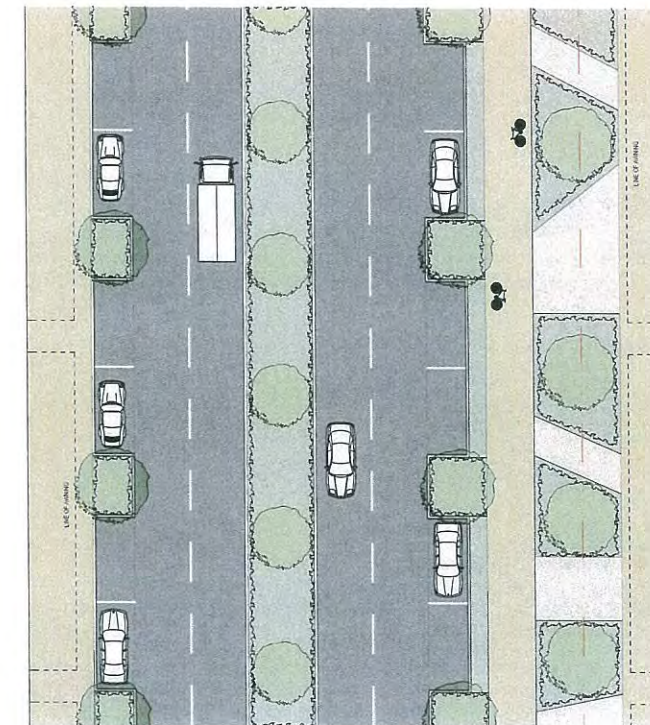


Figure 12 – MacArthur Avenue

Street A

This street (Figure 13) is the main entry into the sub-precinct from MacArthur Avenue.

Reserve width	25 m
Movement lanes	2 x 3.5 m
Designated cycle lanes	Yes
Verge	5 m
Footpath	5 m
On street parking	2.5 m wide lanes, short term parking
Pedestrian crossings	Corners and intermediate
Posted speed	40 kph

The short term nature of the parking will result in parking spaces turning over relatively quickly contributing to on street activity. On street parking is maintained through peak periods as this street does not carry high volumes of traffic. The street is a mix of visually and physically tight elements with buildings and street trees enclosing the street space. This street is a very active pedestrian space so pedestrian crossing are frequent.

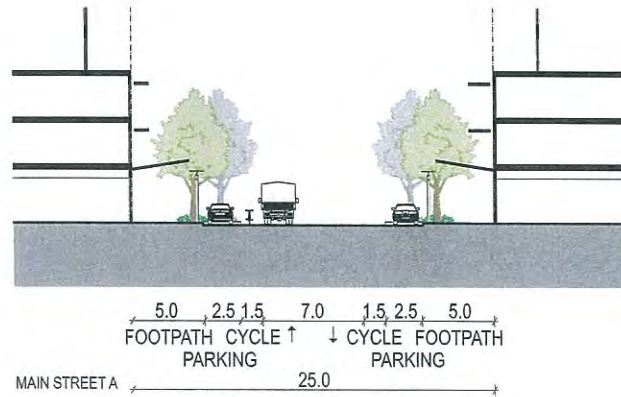
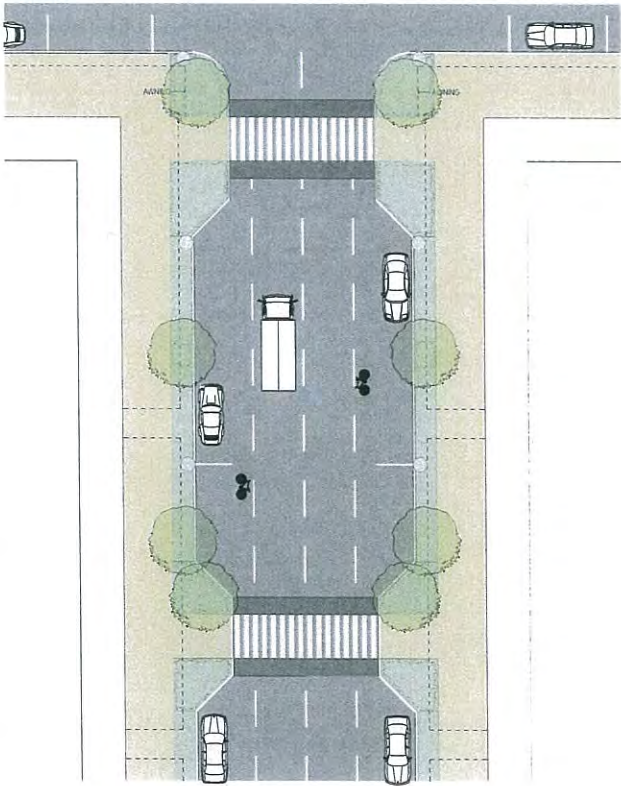


Figure 13 - Main Street - Street A

Streets B & C

Street B (Figures 12 and 13) provides a key access routes throughout the sub-precinct. This street provides on street parking and a detailed and comfortable pedestrian realm.

Reserve width	20 m
Movement lanes	2 x 3.0 m
Designated cycle lanes	No
Median	No
Verge	4.5 m
Footpath	4.5 m
On street parking	2.5 m wide lanes, short term parking
Pedestrian crossings	Corners and intermediate
Posted speed	40 kph

The streets are a mix of visually and physically tight elements with buildings and street trees enclosing the space or reinforcing the river aspect.

Street Type C has the same cross section with a different verge detail as it forms an esplanade on the edge of the river and provides for a shared pedestrian and cycle path as part of the Riverwalk (Figure 16).

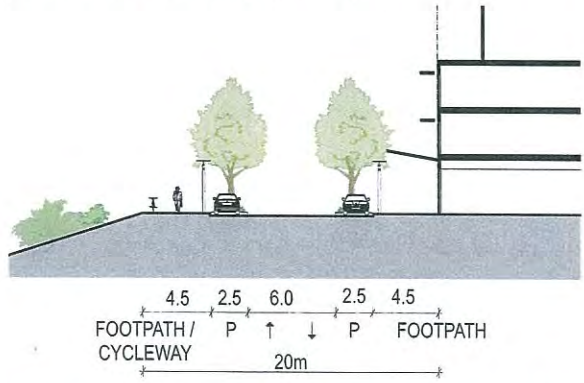


Figure 16 - Cross section & verge detail Street C

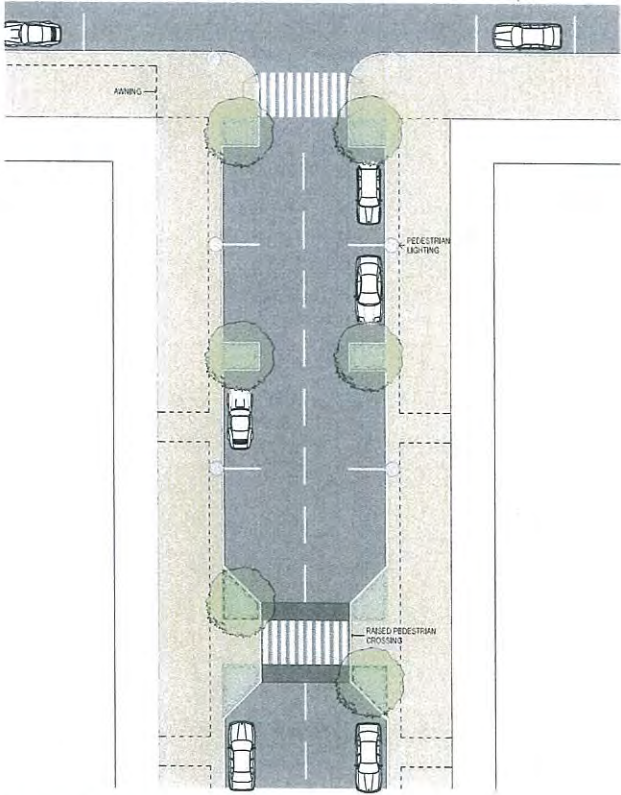


Figure 14 - Street B

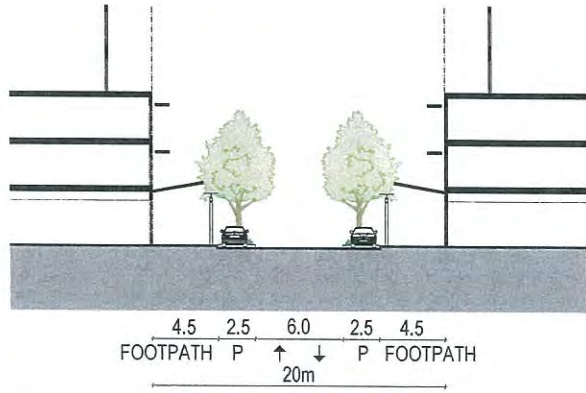


Figure 15 - Cross section & verge detail Street B



Laneways D

These one way service laneways (see Figure 17) are shared pedestrian and vehicle areas providing access to buildings. Car parking is provided on both sides of the street.

Reserve width	Varies (generally 14 m)
Movement lanes	3.0 m (one way)
Designated cycle lanes	No
Median	No
Verge	Varies (min 3.0 m)
Footpath	Varies (min 3.0 m)
On street parking	2.1 m wide lanes, short term parking
Pedestrian crossings	None required
Posted speed	10 kph

These laneways provide on street parking, loading and set down for passengers as well as access for service vehicles and to basement parking areas.

These laneways are visually tight with narrow widths and street tree planting. Although accessible by pedestrians, they are not intended as significant routes within the pedestrian network.

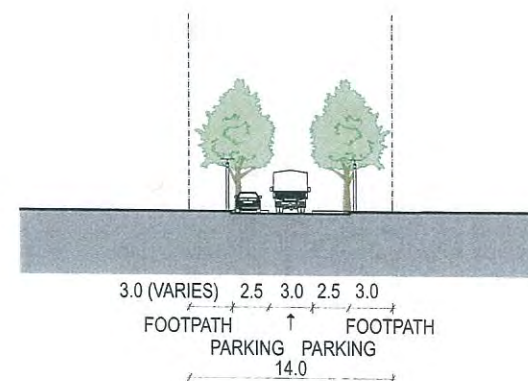
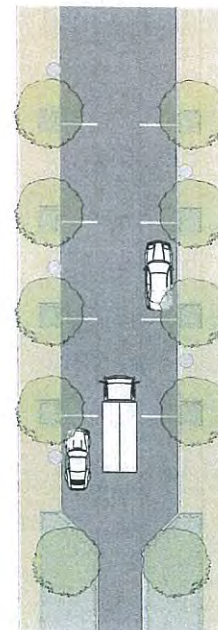


Figure 17 – Laneways D

Laneway E

This short two way laneway (see Figure 18) is a shared pedestrian and vehicles area providing vehicle access to buildings. No on street car parking is provided.

Reserve width	Varies (generally 15 m)
Movement lanes	2 x 3.0 m (two way)
Designated cycle lanes	No
Median	Yes
Verge	Varies (up to 3.0 m)
Footpath	Varies (up to 3.0 m)
On street parking	None
Pedestrian crossings	None required
Posted speed	10 kph

This laneway provides access and set down areas for service vehicles. It also provides access to basement parking areas and links with existing service lanes.

This laneway is visually tight with narrow lane widths. Although accessible by pedestrians, it is not intended to form a significant part of the pedestrian network.

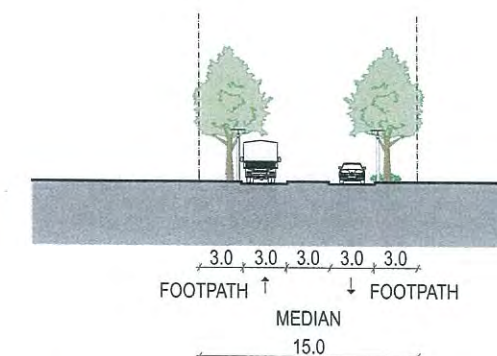
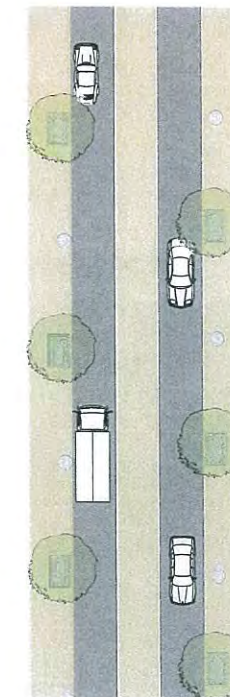
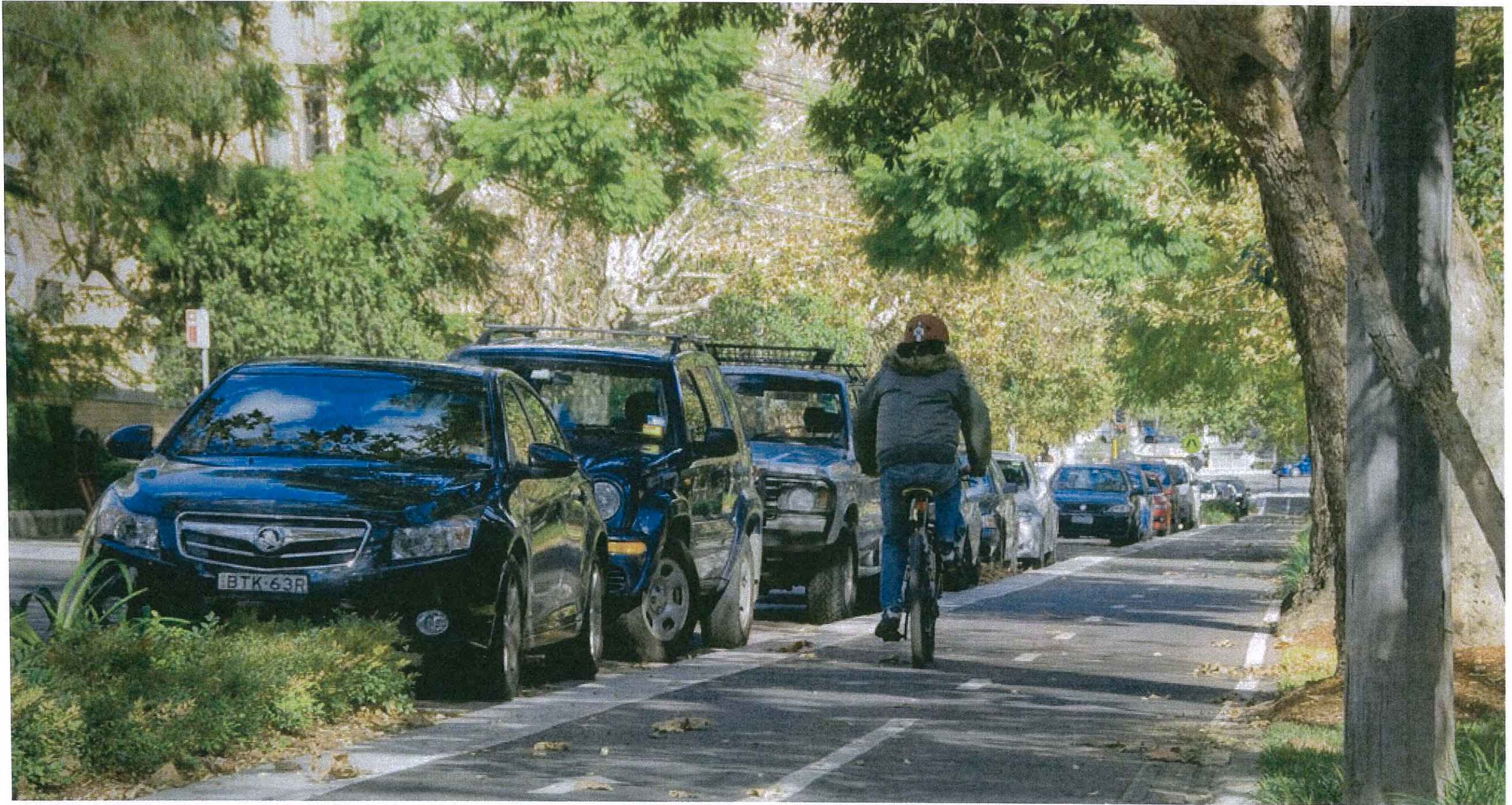


Figure 18 – Laneway E



Bourke Street dual flow cycle path Sydney