Economic Development Queensland



Yeronga Priority Development Area

Proposed Development Scheme

Department of State Development, Manufacturing, Infrastructure and Planning

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Queensland Government

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1. Introduction

1.1 *Economic Development Act 2012*

The *Economic Development Act 2012* (the ED Act)[1] establishes the Minister for Economic Development Queensland (MEDQ) as a corporation sole to exercise the functions and powers of the ED Act.

The main purpose of the ED Act[2] is to facilitate economic development and development for community purposes, in the state. The ED Act[3] 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 priority development areas (PDAs).

1.2 Priority Development Area description

The Yeronga PDA was declared by regulation[4] on 10 August 2018 and is identified on map 1.

The Yeronga PDA is approximately 3.3 hectares and includes land bound by Villa Street to the south, Park Road to the west, the Beenleigh-Gold Coast rail corridor to the north and Yeronga State High School to the east.

The PDA is approximately 5 kilometres from the Brisbane Central Business District (CBD) and approximately 400 metres from Yeronga train station, providing frequent train services to the CBD, Gold Coast and interim stops. The PDA is also close to a range of amenities including shopping centres, bikeways, several education establishments and the approximately 22 hectare heritage-listed Yeronga Memorial Park which provides a wide range of open space and recreation functions.

[1] See section 8 of the ED Act

[2] See section 3 of the ED Act.

[3] See section 4 of the ED Act.

[4] See section 37 of the ED Act

Map 1: PDA boundary and context plan



1.3 Application of the development scheme

The Yeronga PDA Development Scheme (the development scheme) is applicable to development on land[5] within the Yeronga PDA (refer map 1).

From the date of approval under a regulation, the development scheme replaces the Yeronga PDA interim land use plan which commenced upon declaration.

1.4 Content of the development scheme

The development scheme consists of the following:

1. a land use plan that regulates development in the PDA (section 2)
2. an infrastructure plan that describes infrastructure required to support achievement of the land use plan and states applicable infrastructure charges (section 3), and

[5] See section 47A of the *Acts Interpretation Act 1954*

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3. an implementation strategy that describes objectives and actions that complement the land use plan and infrastructure plan to achieve the main purpose of the ED Act (section 4).

2. Land use plan

2.1 Components of the land use plan – hierarchy of provisions

The land use plan establishes:

- the vision for the PDA, and
- the PDA development requirements, which are organised in a hierarchy (refer to figure 1) where:
  - the structural elements and PDA-wide criteria establish outcomes to achieve the vision, and
  - accepted quantitative measures to achieve the outcomes in the PDA-wide criteria.

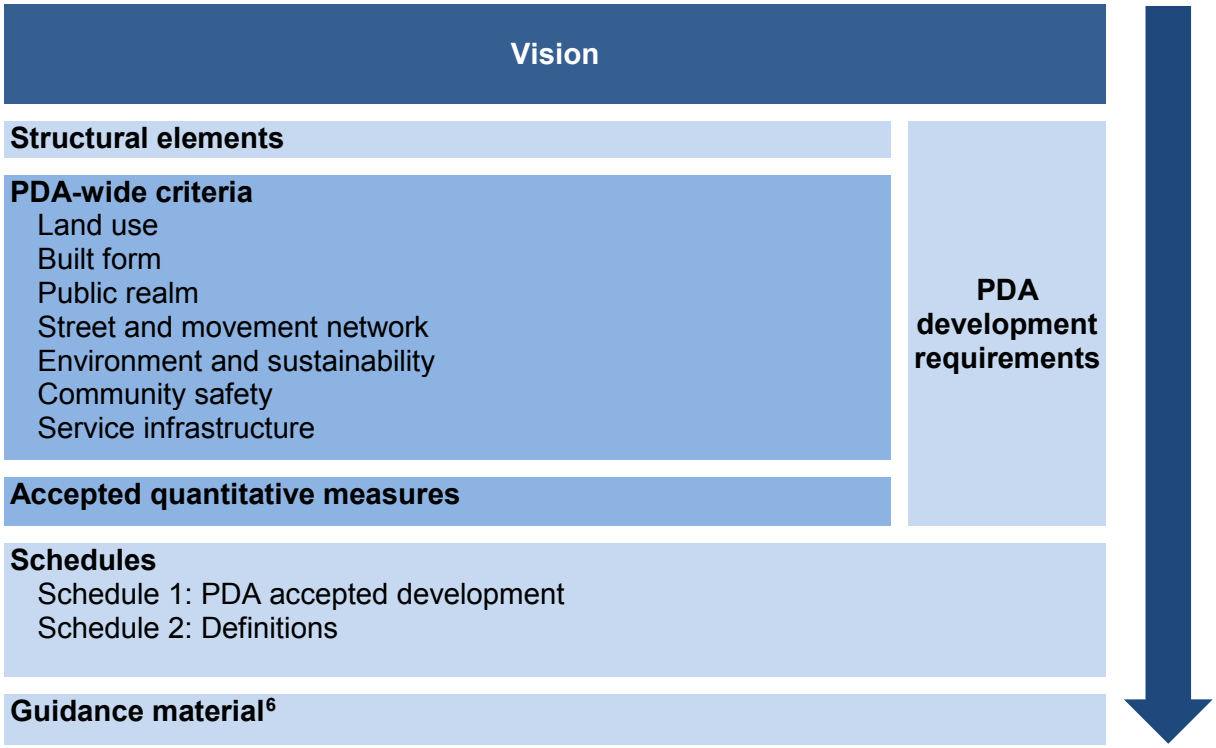


Figure 1: Components of the land use plan – hierarchy of provisions

2.1.1 Vision

The vision (section 2.3) establishes the overall outcomes to be achieved in the PDA, that:

- seek to achieve the purpose of the ED Act for the PDA, and
- provide the basis for the PDA development requirements.

2.1.2 PDA development requirements

The PDA development requirements apply to all PDA assessable development and incorporate:

- structural elements (section 2.4), and
- PDA-wide criteria (section 2.5).

[6] Refer to State government guidelines available at www.dsdmip.qld.gov.au. Guidelines should be read in conjunction with the land use plan, infrastructure plan and implementation strategy and any other document or guideline called up by the development scheme.

2.1.3 Schedules

Schedule 1 identifies PDA accepted development.

Schedule 2 defines terms used in the development scheme.

2.1.4 Guidance material

Guidance material includes EDQ guidelines and any other document or guideline that is referenced in the development scheme.

2.2 Development assessment

2.2.1 Interpretation

The interpretation of terms and definitions will rely on:

- Section 33 of the ED Act which defines development, and
- Schedule 2 of this development scheme which provides the definitions required to interpret and apply the development scheme with reference to the ED Act and the Brisbane City Council Planning Scheme 2014 (Brisbane City Plan 2014).

2.2.2 PDA development applications

To the extent the land use plan (section 2), infrastructure plan (section 3), implementation strategy (section 4) and the guidance material 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.

Development proponents are encouraged to hold pre-application discussions with the MEDQ to obtain feedback and advice on compliance with the development scheme to expedite the PDA development application assessment process and timeframes.

2.2.3 Types of development

PDA accepted development

Column 1 in table 5 identifies PDA accepted development.

PDA assessable development[7]

Column 2 in table 5 identifies PDA assessable development.

2.2.4 Development consistent with the land use plan

PDA assessable development is consistent with the land use plan if it is consistent with all outcomes of the relevant PDA development requirements[8].

However, development that is inconsistent with any of the outcomes of the relevant PDA development requirements may be consistent with the land use plan if the development is consistent with the vision, and:

1. the development is an interim use[9], or
2. there are sufficient grounds to justify the approval of the development despite any inconsistency with any of the outcomes of the relevant PDA development requirements.

[7] Under section 73 of the ED Act, PDA assessable development cannot be carried out without a PDA development permit.

[8] For further guidance, refer to the hierarchy of provisions described under section 2.1.

[9] Refer to section 2.2.11

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

1. superior design outcomes[10], and
2. overwhelming community need.

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

Development that is inconsistent with the land use plan cannot be granted a PDA development approval[11].

2.2.5 Plans of development

A plan of development (PoD)[12] may:

- accompany a PDA development application for a material change of use or reconfiguring a lot
- consider any proposed land use, and any associated building work or operational work, and
- form part of a PDA development approval.

Schedule 1 identifies development consistent with an approved PoD as PDA accepted development.

2.2.6 Notice of applications

A PDA development application will require public notice if the development:

1. is for a material change of use that is not a preferred land use (refer table 1)
2. may, in the opinion of the MEDQ:
   a. have adverse impacts on the amenity or development potential of adjoining land, or
   b. is for a use, or of a size or nature, which warrants public notification.

2.2.7 State Interests

Relevant matters of state interest[13] have been considered in the preparation of this development scheme and will be considered further as part of the assessment of a PDA development application[14].

2.2.8 Relationship with other legislation

In addition to assessment against the development scheme, development may require assessment against other legislation including, but not limited to, the *Environmental Protection Act 1994, Plumbing and Drainage Act 2002, Building Act 1975,* and the *Planning Act 2016* (Planning Act) including subordinate legislation. Relevant local laws made under

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[10] An urban design review panel, see implementation strategy (section 4.4), may provide guidance on the assessment and acceptance of superior design outcomes.

[11] See section 86 of the ED Act

[12] For further advice of preparing a PoD refer to the applicable EDQ practice note available at http://www.dsdmip.qld.gov.au/resources/guideline/pda/practice-note-10-plans-of-development.pdf

[13] Relevant matters of state interest include a State transport corridor (railway corridor).

[14] Section 87 of the Act states that any relevant state interest must be considered and decided in a PDA development application. For the purposes of addressing state interests in development assessment, the State Planning Policy (SPP) and State Development Assessment Provisions (SDAP), provide guidance in identifying if a state interest is relevant to the assessment of a PDA development application. For further advice on the consideration of state interests refer to the EDQ Practice Note 14: State interests in development assessment in priority development areas, available at http://www.statedevelopment.qld.gov.au/edq/pdas-guidelines-and-practice-notes.html

the *City of Brisbane Act 2010* apply in the PDA to the extent they are not replaced by a by-law made under the ED Act.

2.2.9 Relationship with Brisbane City Plan 2014

Schedule 6 of the *Planning Regulation 2017* (Planning Regulation) prohibits Brisbane City Plan 2014 from making PDA-related development assessable under the Planning Act. However, schedule 2 adopts definitions from Brisbane City Plan 2014 and the development scheme calls up various other parts of the Brisbane City Plan 2014 as guidance.

Under section 71 of the ED Act, if there is a conflict between the development scheme and a planning instrument, or assessment benchmarks prescribed by regulation under the Planning Act or another Act for the Planning Act, the development scheme prevails to the extent of any inconsistency.

2.2.10 Interim uses

An interim use is a land use that, because of its nature, scale, built form or intensity, is not an appropriate long-term use of the land, but may be appropriate for a short or medium-term period as the PDA develops.

An interim use:

- may be subject to a limited duration
- must not prejudice or delay:
    - an preferred land use(s)
    - an appropriate intensity of development, or
    - infrastructure delivery envisaged by the vision for the PDA.

2.3 Vision

Development in the Yeronga PDA will transform the land on the corner of Park Road and Villa Street, Yeronga into an inviting, sustainable, connected and integrated place.

Development in the PDA will achieve this vision by:

1. delivering a predominantly residential community complemented by a range of other compatible non-residential uses including retail, commercial and a new community facility for Yeronga
2. delivering a balanced environmentally, economically and socially sustainable outcome
3. promoting housing innovation and diversity to improve housing options and address housing affordability
4. delivering an efficient, safe, inviting, attractive and legible street and movement network that:
    a. is pedestrian and cyclist friendly
    b. encourages active and public transport use
    c. complements and responds to the land's natural topography
    d. protects the safety and functionality of the surrounding road network, and
    e. maintains access to the Yeronga State High School car park
5. ensuring the built form and public realm provide a high-quality living environment for residents, workers and visitors including consideration of the amenity impacts of the adjacent rail line and provision of publicly-accessible open space
6. ensuring impacts on amenity and privacy of surrounding residences and Yeronga State High School are minimised including consideration of appropriate building scale, orientation and setbacks
7. delivering appropriate supporting infrastructure including improvements to active and public transport connectivity in the PDA and surrounding area, including better connectivity to Yeronga rail station, bus stops and the existing cycle network, and
8. contributing to a sense of place and identity for the PDA and surrounding area by embracing the topography, surrounding landscape, heritage and cultural qualities including Yeronga Memorial Park.

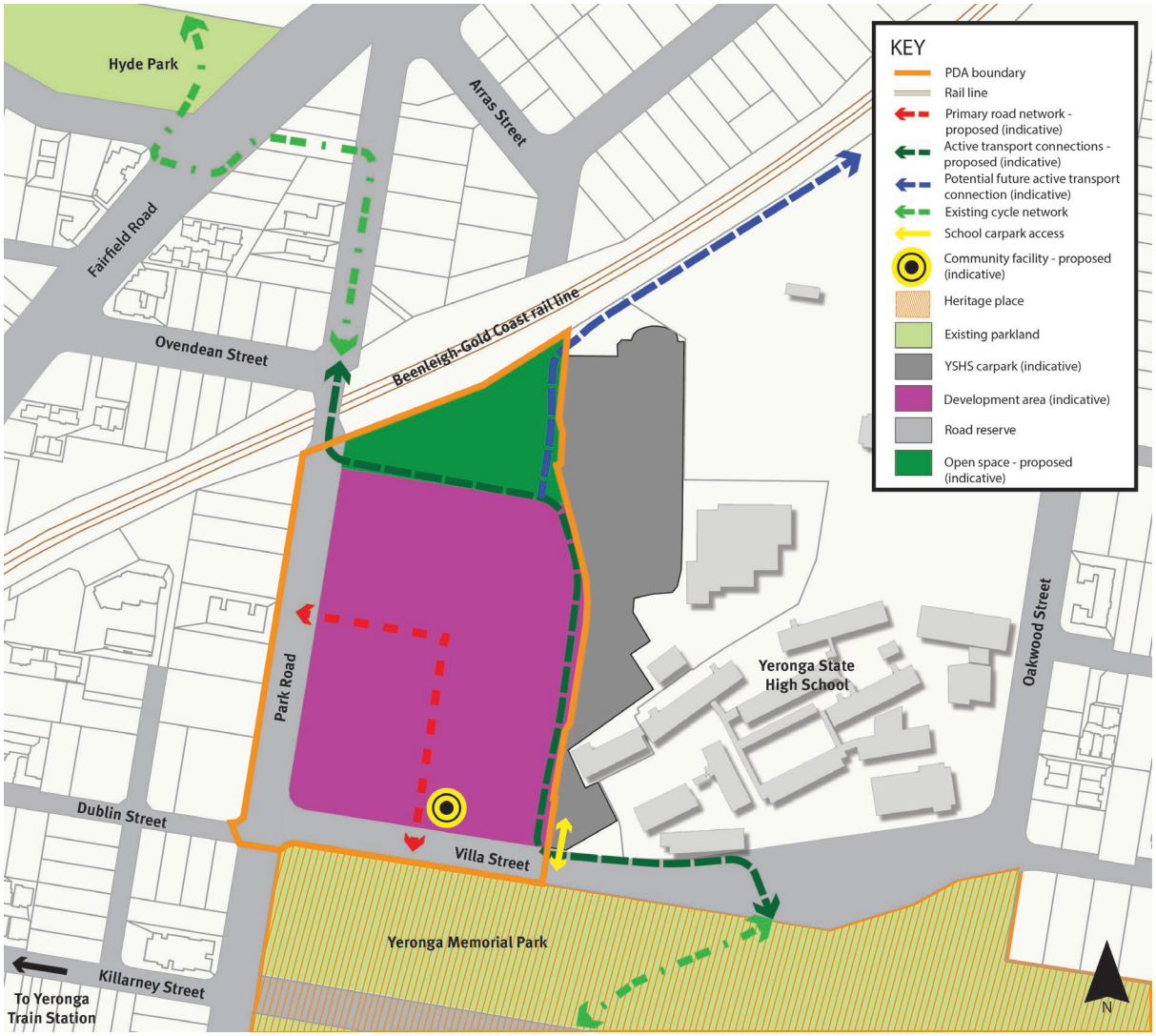
2.4 Structural elements

The structural elements plan (map 2) indicatively illustrates the highest-order physical components that are critical to achieve the vision.

The structural elements plan indicatively outlines:

- the primary vehicle and active transport network
- community infrastructure including a community facility and open space
- area for development, and
- other contextual elements.

Map 2: Structural elements plan



Note: This plan is intended for illustration purposes only and is not to scale.

2.5 PDA-wide criteria

2.5.1 Land use

Development provides a range of preferred land uses (refer to Table 1) that:

1. are principally primary land uses, complemented by secondary land uses
2. deliver a predominantly residential focus for the PDA including a mix of medium and high density (up to 6 storey) buildings
3. deliver affordable housing[15]
4. deliver a net residential density of a minimum of 65 dwellings per hectare across the PDA
5. deliver a new community hub including a new Yeronga Community Centre and other co-located community and complementary uses such as health care services
6. deliver employment generating uses including commercial and small-scale retail that support the needs of the residents in the PDA and local community
7. co-locate commercial and retail uses with the community uses to the greatest extent practicable to provide a vibrant and active focal point to the PDA, and
8. allow for home-based businesses in residential development where of a scale and nature that protects the amenity of adjoining residents.

Table 1: Preferred land uses

Preferred land uses	
Primary land uses	**Secondary land uses**
• Club • Community care centre • Community residence • Community use • Dual occupancy • Dwelling house (where sharing a common wall with an adjacent dwelling house and on a lot under 300m^2) • Dwelling unit • Health care service • Home based business • Multiple dwelling. • Park • Residential care facility • Retirement facility	• Bar (where less than 250m^2 GFA per tenancy) • Caretaker's accommodation • Childcare centre • Educational establishment • Food and drink outlet (where less than 250m^2 GFA per tenancy) • Indoor sport and recreation • Market • Office • Sales office • Shop (where less than 250m^2 GFA per tenancy) • Utility installation, where required to service the PDA.

A non-preferred land use may be appropriate in the PDA. However, a non-preferred land use is inappropriate in the PDA if one or more of the following apply:

[15] Refer to the *Queensland Housing Strategy 2017-2027* and PDA guideline no. 16.

1. the use prejudices the ability to deliver preferred land uses elsewhere in the PDA
2. the use would have a significant adverse impact on infrastructure
3. the nature, scale, built form or intensity of the use would have a significant adverse impact on amenity in the PDA and surrounding area.

2.5.2 Built form

Development delivers high-quality built form outcomes that:

1. deliver an attractive, human-scale and welcoming interface with the public realm
2. promote architectural diversity while respecting the neighbourhood character
3. for a community use, provide adaptable spaces to accommodate a diversity of users
4. deliver energy efficient, water efficient, and climate responsive buildings[16] including:
    a. appropriate solar orientation
    b. provision of shading and shelter
    c. thermal comfort
    d. cross ventilation and passive cooling techniques to minimise mechanical temperature control
    e. prioritisation of natural lighting over artificial lighting, and
    f. promotion of water recycling and best practice stormwater management
5. deliver housing diversity, adaptability and innovation through a mix of building types, dwelling sizes and configurations
6. maximise views and vistas including to the Brisbane CBD, Yeronga Memorial Park and other open spaces in the PDA
7. provide generous, well-integrated private open space in each dwelling (for accepted quantitative measures to achieve this outcome refer to tables 2 and 3)
8. in development containing 6 or more dwellings, provide landscaped, attractive and universally accessible communal open space in varied settings to improve resident amenity, promote health and wellbeing and encourage socialisation and leisure pursuits (for accepted quantitative measures to achieve this outcome refer to tables 2 and 3)
9. provide inviting, attractive, pedestrian friendly and clearly identifiable entry points into the PDA that reinforce a sense of arrival
10. ensure the design and orientation of building envelopes protect the privacy and amenity of residents and adjoining land uses including Yeronga State High School through consideration of appropriate screening, building setback, site cover, bulk, scale and massing (for accepted quantitative measures to achieve this outcome refer to tables 2 and 3)
11. ensure building are of a height, scale and form that is considerate of their location in the urban context and interface with adjoining properties including:
    a. a maximum building height of 3 storeys along Park Road and Villa Street frontages
    b. a maximum building height of 6 storeys elsewhere in the PDA, and
    c. stepping down to the eastern boundary of the PDA to provide for an appropriate interface with Yeronga State High School

[16] Refer to the guidance provided in Brisbane City Council's New World City Design Guide: Buildings that Breathe.

12. for residential buildings up to 3 storeys, are accommodated on lot sizes with primary frontage widths that support a high-quality streetscape and dwelling amenity including generous, well-integrated private open space for each dwelling (for accepted quantitative measures to achieve this outcome refer to table 2)
13. ensure buildings are constructed to appropriately respond to the natural topography of the PDA and minimise requirements for cut and fill
14. ensure buildings maximise natural light and air flow in the public realm, private open space and communal open space
15. protect the safety and functioning of the operational airspace of the Brisbane and Archerfield Airports by not creating a permanent or temporary obstruction or hazard to operational airspaces of the Procedures for Air Navigation Services – Aircraft Operational Surfaces (PANS-OPS) for the Brisbane and Archerfield Airports[17]
16. provide generous landscape areas including areas suitable for deep planting of large subtropical shade trees that are open to the sky with access to light and rainfall
17. provide building separation distances (for accepted quantitative measures to achieve this outcome refer to tables 2 and 3) that achieve natural light penetration and air circulation and ensure impacts on amenity, privacy and overshadowing are minimised
18. ensure the diverse needs of all community members, including children, elderly and people with disabilities, are catered for by applying principles of universal, adaptable and inclusive design[18]
19. ensure mixed-use and single use buildings that include community and non-residential uses:
    a. tie into the predominantly residential character of the neighbourhood including a high-quality street interface
    b. consider impacts on resident amenity and privacy
    c. are co-located to provide a community focal point, and
    d. are highly accessible and convenient for both residents who live in the PDA and those in the local neighbourhood, and
20. ensure car parking and service areas for medium and high density buildings are concealed to support a high-quality public realm by:
    a. integrating within, behind or under buildings or sleeved with active frontages along the primary road network, or
    b. providing an attractive and well-articulated facade treatment along other roads and non-vehicular pedestrian thoroughfares.

Table 2: Accepted quantitative measures for particular residential buildings[19]

Element		Accepted quantitative measure
Scope		Residential buildings up to 3 storeys (including where a building incorporates a home based business)
Building envelope	Minimum street frontage (front) setback	3 metres
	Built to boundary walls	70 per cent of boundary on the ground level only and a maximum length of 25 metres (including non-continuous walls).

[17] For guidance, refer to the requirements and standards identified in the Brisbane City Plan, Airport environs overlay and code. This criterion is relevant to the consideration of building height within the PDA.
[18] For guidance, refer to EDQ guideline No.2 Accessible housing.
[19] Table 2 includes alternative provisions to Queensland Development Code boundary clearance and site cover provisions for particular buildings under section 33 of the *Building Act 1975*.

	Minimum side setback	1 metre (except where a compliant built to boundary wall is provided)	
	Minimum rear setback	Ground storey	3 metres
		2 to 3 storeys	4.5 metres
		Where lot fronts a rear laneway or to a garage or covered car parking space	1 metre
	Maximum site cover (per lot)	70 per cent	
Minimum lot size		120m^2	
Minimum primary frontage width		7 metres	
Communal open space		Development of 6 or more dwellings provides universally accessible communal open space as follows: - a minimum 15 per cent of the site area - a minimum area of 40m^2 with a minimum dimension of 4 metres.	
Private open space		All dwellings have private open space (courtyard or balconies), with a minimum area of 16m^2 and minimum dimension of 4 metres.	

Table 3: Accepted quantitative measures for particular residential, mixed-use and non-residential buildings

Element		Accepted quantitative measure	
Scope		Medium and high density residential, mixed-use and non-residential buildings up to 6 storeys	
Building envelope	Minimum street frontage (front) setback	Ground level	3 metres
		2 to 6 storeys	3 metres to balconies. 6 metres to external walls
	Built to boundary walls	On the ground level only and a maximum length of 25 metres and for non-habitable spaces (including non-continuous walls).	
	Minimum side setback	Ground to 4 storeys	3 metres
		5 storeys and above	6 metres to habitable rooms 4 metres to balconies, non-habitable rooms
	Minimum rear setback	6 metres	
Building form	Scale and bulk	Maximum building footprint	1,200m^2
		Maximum site cover of any part of a building above 4 storeys	60 per cent
		Maximum horizontal dimension of a wall	50 metres
		Maximum wall length between building articulations.	10 metres

		A maximum length on any one outer building wall.	30 metres
	Separation distances (between buildings)	Minimum separation distance to balconies or windows in habitable rooms at ground level, unless screened by a 1.8-metre high fence.	6 metres
		Minimum separation distance to balconies or windows in habitable rooms above ground level.	9 metres
Communal open space		Development of 6 or more dwellings provides universally accessible communal open space as follows: - a minimum 15 per cent of the site area - a minimum area of 40m^2 with a minimum dimension of 4 metres.	
Private open space		All dwellings have private open space (courtyard or balconies), with a minimum area of 16m^2 and minimum dimension of 3 metres.	

2.5.3 Public realm

Development delivers an attractive, high quality, accessible, well-connected and multi-functional public realm that:

1. responds to, and respects the cultural heritage values of Yeronga Memorial Park heritage place (refer map 2) including interpretation and promotion of local cultural heritage
2. provides high-quality, publicly-accessible open space along the Beenleigh-Gold Coast rail line and elsewhere in the PDA
3. contributes to a sense of place and identity and promotes a distinctive character that has a strong relationship with its context
4. delivers attractive spaces that encourage social interaction, healthy active lifestyle and community-based activity
5. provides an attractive landscaped buffer of at least 6 metres on the eastern boundary of the PDA to provide an appropriate interface with Yeronga State High School
6. creates a safe, comfortable and inviting environment by promoting day and night activity and passive surveillance[20]
7. creates a high level of amenity[21] including:
    a. a consistent and durable hard and soft landscaping palette comprising subtropical advanced street trees and landscaping
    b. appropriate orientation and location to maximise natural light penetration and natural cooling breezes, and
    c. high quality street furniture

[20] For guidance, refer to the Brisbane City Plan Crime prevention through environmental design (CPTED) planning scheme policy.
[21] For guidance refer to Brisbane City Plan Streetscape hierarchy overlay code.

8. creates enclosure and definition to the public realm around, and in between buildings without creating areas for entrapment
9. enhances connectivity to, and creates an appropriate interface with, public transport to maximise patronage
10. provides acceptable gradients and ease of wayfinding to cater for a range of mobility needs
11. integrates public art
12. allows for future advancements in information technology, and
13. establishes a clear relationship between public open space and adjoining land uses through appropriate interface treatment to address issues of security and surveillance.

2.5.4 Street and movement network

Development delivers a high-quality and functional street and movement network which:

1. has a clear hierarchy and is easy to navigate with a well-connected, logical, permeable and legible network of routes for all transport modes[22]
2. creates a generous primary road network that provides for strong visual and physical connectivity into and through the PDA
3. delivers an active transport connection through the PDA to link into the broader cycling network that:
    a. provides improved off-road connectivity to Park Road through the PDA, and
    b. does not compromise a potential future active transport connection to Venner Road through Yeronga State High School
4. considers the safety, amenity and function of Yeronga State High School including maintaining the existing vehicular access to the Yeronga State High School car park to the east of the PDA (refer Map 2)
5. ensures streets deliver universal access to provide for the needs of all members of the community
6. maximises public transport patronage by accentuating linkages to public transport stops including Yeronga train station
7. creates safe, welcoming, pleasant and character-rich streets and shared areas which prioritise the safety and experience of pedestrians and cyclists, and provide legible connections to key locations internal and external to the PDA
8. ensures access to and egress from all entries, service areas and car parks:
    a. are safe, legible and logical
    b. do not adversely impact on the public realm including pedestrian and cycling infrastructure
    c. maximise co-location of servicing and parking openings, and
    d. do not adversely impact on the public road network internal and external to the PDA
9. minimises conflict between pedestrians, cyclists and motor vehicles through appropriate design
10. provides appropriate driveway crossovers, site access, vehicular circulation and servicing to meet the functional requirements of the PDA[23]
11. provides on-site car parking spaces that:

[22] For guidance, refer to Brisbane City Plan Streetscape hierarchy overlay and Infrastructure design planning scheme policy.
[23] For guidance, refer to the requirements in the Brisbane City Plan 2014 Transport, access, parking and servicing planning scheme policy.

a. consider peak parking demand
b. meet the functional requirements of the PDA
c. have regard to the impact on the efficiency of the road network, and
d. minimise the impact on other premises and streets both internal and external to the PDA (for accepted quantitative measures to achieve this outcome refer to table 4)

12. provides easily accessible, on-site bicycle parking spaces and end-of-trip facilities for residents, employees and visitors[24]
13. ensures the safe and efficient operation of the road and active transport network internal and external to the PDA
14. provides road network improvements (including public and active transport facilities) both internal and external to the PDA where required to facilitate access and movement to and from the PDA, and
15. ensures wayfinding elements are incorporated to improve connectivity and pedestrian permeability in the PDA and the surrounding area.

Table 4: Car parking space standards

Use	Accepted quantitative measure
Multiple dwelling	Minimum 0.9 spaces per 1 bedroom dwelling Minimum 1.1 spaces per 2 bedroom dwelling Minimum 1.3 spaces per 3 or above bedroom dwelling Minimum 0.15 spaces per dwelling for visitor parking.
Centre activities	Maximum 5 spaces per 100m^2 gross floor area for uses accessible at-grade from a public street or an on-site car parking area, plus maximum 2 spaces per 100m^2 gross floor area for uses on other levels.
Other uses	Refer to Table 14 in Brisbane City Plan 2014 Transport, access, parking and servicing planning scheme policy.

2.5.5 Environment and sustainability

The design, siting and layout of development respects the environment and supports sustainable outcomes by:

1. incorporating a diverse range of design elements that reduce the urban heat island effect and promote urban greening such as green roofs, walls and deep planting of mature trees[25]
2. minimising and mitigating impacts on significant vegetation after demonstrating avoidance is not reasonably possible
3. retaining significant vegetation for street trees and feature trees in public realm areas where possible to promote biodiversity and provide landscaped buffers to adjoining properties including Yeronga State High School
4. promoting innovations in transport technology and alternative mobility including consideration of car sharing, shared car parking, on-demand services and other opportunities

[24] For guidance, refer to the requirements in the Brisbane City Plan 2014 Transport, access, parking and servicing planning scheme policy.
[25] Refer to the guidance provided in Brisbane City Council's New World City Design Guide: Buildings that Breathe.

5. providing facilities to support the charging of electric vehicles including at least one destination AC charger[26] and the electrical capacity for basic AC charging[27] for all non-visitor parking[28]
6. reducing waste generation and maximising recycling opportunities
7. protecting water quality through the use of best practice integrated water cycle management and water sensitive urban design principles[29] in buildings and the public realm as well as achieving the water quality objectives for Moreton Bay waters[30], and
8. promoting innovative and efficient use of energy and water including urban agriculture, community gardens, energy efficient lighting, plant and equipment, smart technology, alternative energy generation, water recycling and stormwater management.

2.5.6 Community safety

The siting, design, construction and operation of development supports community safety and gives appropriate consideration to development constraints by:

1. avoiding, to the greatest extent practicable, then managing or mitigating significant adverse impacts from flooding[31] including:
    a. providing for efficient and safe evacuation during defined flood events without unduly burdening the city's counter-disaster response unit, particularly for vulnerable uses and difficult to evacuate uses[32]
    b. ensuring vulnerable uses are not located in areas where the risk from flooding is unacceptable or intolerable and cannot be mitigated
    c. providing for essential community infrastructure and critical services[33] to remain functional during and immediately after an inundation event. Essential electrical services including substation equipment and switchboards must be located above the defined flood level
    d. ensuring development does not directly, indirectly or cumulatively increase the severity of flooding and potential for damage on the site or to other properties, and
    e. providing public realm surfaces which are durable and flood resilient where at risk of flooding
2. managing or mitigating significant adverse impacts from overland flow[34] including:
    a. disposing of stormwater with regard to average recurrence intervals in a manner appropriate to the site, the adjacent buildings, the use of the public realm and the

26 Destination AC charging requires three phase 415V, 16-32A, supplying 11-22kW of power. If three phase power is unavailable, single phase 40A may be acceptable.

27 Basic AC charging requires supply of a dedicated AC circuit of 240 volts, 10-15amps, supplying 2.4-3.7kW of power.

28 Refer to EDQ Practice Note No.20 Electric vehicle charging infrastructure.

29 Refer to the requirements, standards and guidance identified in the Healthy Waterways Water Sensitive Urban Design Technical Design Guidelines for South East Queensland, as amended or replaced from time to time.

30 Refer to the *Environmental Protection (Water) Policy 2009* and the SPP – Appendix 2.

31 Refer to the requirements, standards and guidance identified in the SPP and SDAP, Brisbane City Plan and Handbook 7, Australian Emergency Management Handbook Series and the Queensland Government's Brisbane River Catchment Flood Study, each as amended or replaced from time to time.

32 Refer to the requirements, standards and guidance identified in the Brisbane City Plan Flood Overlay Code and Flood Planning Scheme Policy.

33 Critical 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.

34 Refer to the requirements, standards and guidance identified in the Department Energy and Water Supply's (DEWS) Queensland Urban Drainage Manual 2013 and the Brisbane City Plan Flood overlay code, as amended or replaced from time to time.

severity of potential damage to property, loss of amenity, illness or injury that would result from the failure of the system[35]

b. designing the stormwater drainage system to comply with relevant quantity and quality standards[36] and mitigate downstream impacts and impacts on the existing stormwater network
c. ensuring development does not directly, indirectly or cumulatively increase the severity of overland flow and potential for damage on the site or to other properties, and
d. ensuring the stormwater drainage system has regard to the safety of pedestrians and maintains pedestrian access during storm events, ensuring key pedestrian paths are not used for the conveyance of overland flow, and

3. avoiding, to the greatest extent practicable, then managing or mitigating significant adverse impacts:
    a. from air pollution and light nuisance
    b. from noise emissions on sensitive uses[37], including those from transport noise corridors, and
    c. on the environment, amenity and accessibility during and after construction including acid sulfate soil erosion and siltation[38].

2.5.7 Service infrastructure

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

1. where in the vicinity of rail transport infrastructure[39], not:
    a. creating a safety hazard for users of rail transport infrastructure, by increasing the likelihood or frequency of loss of life or serious injury
    b. compromising the structural integrity of rail transport infrastructure and associated works within a state transport corridor or future state transport corridor
    c. resulting in a worsening of the physical condition or operating performance of rail transport infrastructure and associated transport networks
    d. compromising the state's ability to construct, maintain or operate rail transport infrastructure within a state transport corridor or future state transport corridor, and
    e. exposing the public to significant adverse impacts resulting from environmental emissions generated by rail transport infrastructure.
2. ensuring existing and planned infrastructure is not adversely impacted
3. providing infrastructure and services in a timely, orderly, integrated and coordinated manner to support urban uses and works
4. ensuring infrastructure and services are available or capable of being made available including roads, public and active transport, water supply, sewerage, drainage, park network, community facilities, energy and telecommunications
5. delivering appropriate fire hydrant infrastructure and unimpeded access for emergency service vehicles, and

[35] Refer to the requirements, standards and guidance identified in the Brisbane City Plan Stormwater code.
[36] Refer to the requirements, standards and guidance identified in the SPP – Appendix 2 and PDA guideline No. 13 Engineering standards - Stormwater quantity and quality, as amended or replaced from time to time.
[37] For guidance on acoustic amenity, refer to the Brisbane City Plan Centre or mixed use code.
[38] For guidance, refer to the Brisbane City Plan Potential and actual acid sulfate soils overlay code.
[39] For guidance, refer to the Department of Transport and Main Roads *Guide to development in a transport environment: Rail*.

6. ensuring infrastructure and services are located and designed to maximise efficiency and ease of maintenance.

2.6 Levels of assessment

Table 5: Levels of assessment

Column 1 PDA accepted development	**Column 2** PDA assessable development
All development specified in Schedule 1.	All development, including interim uses, other than development mentioned in Column 1.

3 Infrastructure plan

3.1 Purpose

The purpose of this infrastructure plan is to ensure that the vision is achieved through:

- integrating infrastructure planning with land use planning identified in this development scheme
- identifying the infrastructure requirements which may be delivered by the relevant infrastructure provider such as local government, state government, Queensland Urban Utilities (QUU) or applicants
- providing a basis for imposing conditions on development approvals, and
- responding to the increased demand on the relevant infrastructure networks.

3.2 Infrastructure networks

The following infrastructure networks require additional infrastructure provision or upgrades to support growth in the PDA:

- transport (roads, intersections, pedestrian and cycle paths)
- stormwater (quantity and quality)
- parks and open space
- water supply
- sewerage
- electricity and gas
- telecommunications, and
- community facilities.

Table 6 below identifies key infrastructure that will be provided to enable the vision to be delivered.

3.3 Infrastructure categories

The infrastructure planned to be delivered within the PDA will fall into one of the following categories:

- trunk infrastructure
- non-trunk infrastructure, or
- other infrastructure.

Table 6 includes infrastructure which is trunk infrastructure, non-trunk infrastructure and other infrastructure. As such, the inclusion of infrastructure in table 6 does not make it eligible for an infrastructure charges offset.

3.3.1 Trunk infrastructure

Trunk infrastructure is generally the high order shared infrastructure that is planned to service the wider catchments internal or external to the PDA, rather than individual development sites. A development charges and offset plan (DCOP) (if approved) identifies trunk infrastructure eligible for an offset. Trunk infrastructure may be delivered by the relevant infrastructure provider such as local government, state government, QUU or by developers if required by a condition of a PDA development approval.

3.3.2 Non-trunk infrastructure

Non-trunk infrastructure is the lower order infrastructure which generally services a single development site, is internal to a development site, or connects the development site to trunk infrastructure. Non-trunk infrastructure will be provided by the applicant, in accordance with the relevant responsible entity's requirements and as specified in a condition of a PDA development approval. Non-trunk infrastructure will not be eligible for an infrastructure charges offset.

3.3.3 Other infrastructure

Other infrastructure includes infrastructure which is not part of Brisbane City Council's (BCC) or QUU's infrastructure networks. Other infrastructure may include necessary development infrastructure or provision for upgrades to the electricity, gas or telecommunications networks. Other infrastructure may be delivered by state government, other infrastructure providers or by developers who may be required to deliver or preserve the ability to provide this infrastructure by a condition of a PDA development approval, or to service their development.

3.4 Infrastructure charges, funding and conditions

Infrastructure charges will be based on the applicable BCC and QUU infrastructure charges instrument in force at the time the PDA development application is approved unless:

- a DCOP is approved for the PDA, or
- an infrastructure agreement is entered into between the applicant and the MEDQ.

Applicable trunk infrastructure delivered as part of the development may be offset against the applicable infrastructure charges in accordance with a DCOP or the applicable policy in force at the time of the PDA development approval.

The infrastructure identified in table 6 and map 2 reflects current understanding of infrastructure needs at the time of making the development scheme. However, further detailed infrastructure investigations will occur as development progresses. Infrastructure requirements and delivery responsibilities may be amended over time to reflect the outcomes of these investigations and changing circumstances.

Infrastructure requirements established in the conditions of a PDA development approval must be delivered at the time of development occurring unless otherwise agreed or conditioned by MEDQ.

Table 6: Infrastructure

Infrastructure category	Details	Map reference
Transport (roads, intersections, pedestrian and cycle paths)	As required to service the PDA and may include: • a primary road network • upgrades to Park Road and Villa Street including new intersections, road widening, realignment and turning lanes at entry points into the PDA • an active transport connection on the eastern boundary of PDA with connection to Park Road and the surrounding primary cycle network.	Refer to map 2.
Stormwater (quantity and quality)	As required to service the PDA.	N/A

Parks and open space	As required to manage the impacts of development within the PDA and may include: • publicly accessible open space adjacent to the Beenleigh-Gold Coast rail line • a vegetated buffer to Yeronga State High School.	Refer to map 2.
Water supply	As required to service the PDA including a potential water connection under the Beenleigh-Gold Coast rail line.	N/A
Sewerage	As required to service the PDA.	N/A
Electricity and gas	As required to service the PDA.	N/A
Telecommunications	As required to service the PDA.	N/A
Community facilities	Community facility and associated land.	Refer to map 2.

3.5 Infrastructure agreements

An infrastructure agreement may be negotiated and entered into with MEDQ and other relevant infrastructure providers to address the provisions and requirements of the infrastructure plan. To the extent an infrastructure agreement is inconsistent with a PDA development approval, the infrastructure agreement prevails.

3.6 Infrastructure standards

Infrastructure will be delivered in accordance with the standards of MEDQ, BCC, state government or relevant infrastructure providers at the time a PDA development application or an Infrastructure Master Plan[40] (IMP) is approved.

[40] An IMP identifies existing and future trunk infrastructure required to service ultimate development of a single development approval within a PDA

3 Implementation strategy

4.1 Purpose

The ED Act requires a development scheme to include an implementation strategy to achieve the main purposes of the ED Act for the PDA, to the extent that they are not achieved by the land use plan or infrastructure plan.

The implementation strategy for the development scheme fulfills this requirement by identifying a number of key objectives and a suite of actions that support the achievement of the strategic intent and strategic outcomes for the PDA and support the delivery of economic development and development for community purposes within the PDA.

The key focus areas of this strategy are:

- delivering a unique and vibrant place for the Yeronga community
- supporting private sector investment, and
- delivering exemplar design, sustainability and innovation.

4.2 Delivering a unique and vibrant place for the Yeronga community

Objective
Maximise the strategic advantages of the PDA including its proximity to education and public transport facilities and the commitment to deliver a new home for the Yeronga Community Centre to create a vibrant and well-integrated place.

Actions

1. Facilitate the delivery of the Yeronga Community Centre and any co-located community uses to provide spaces for residents and visitors to meet, access services and participate in social and cultural activities.
2. Work with stakeholders including BCC, the Department of Education, Yeronga State High School and Queensland Rail to deliver new active transport connections to, through and within the PDA that connect into the surrounding neighbourhood and active transport network including a potential future connection to Venner Road.
3. Establish mechanisms to build partnerships and synergies between EDQ, developers, the Yeronga State High School, local businesses and the community to help deliver an integrated development outcome.
4. Investigate opportunities within the public realm to create interactive spaces for children residing in and visiting the PDA, through the provision of robust children's infrastructure, which promote creative and imaginative play.
5. Work with Yeronga State High School to identify opportunities for additional vegetation in the school site to screen development from school activities.
6. Seek to partner with BCC to facilitate the timely delivery of relevant planned street, pedestrian and cycling infrastructure.
7. Examine options that incentivise the delivery of social housing, community housing, affordable housing, innovative housing concepts and 3+ bedroom dwellings to encourage housing diversity and support the various needs of different sectors of the community.

4.3 Supporting private sector investment

Objective

Create an environment that attracts and facilitates development and investment in the PDA.

Actions

1. Work with the development industry and other key stakeholders to monitor and evaluate market uptake of property in the PDA to inform future demographic analysis, land use planning and project marketing.
2. Promote private sector investment in sustainable and innovative development outcomes through a commercial process to help demonstrate new ideas and ways of funding and facilitating these outcomes.
3. Promote job creation by encouraging a range of commercial, health and retail outcomes in the PDA.

4.4 Delivering exemplar design, sustainability and innovation

Objective

Encourage and support the delivery of development that is of exemplar design, sustainability and innovation that positively contributes to the character and identity of the PDA.

Actions

1. Utilise members of a design review panel during development assessment to provide independent third party expert landscape, architecture and urban design advice, including consideration of QDesign, to:
    a. ensure high-quality building and urban design outcomes
    b. promote design excellence, and
    c. advocate exemplary design[41].
2. Provide parking spaces and facilities in development to support the charging of electric vehicles and electric bikes. This can include providing wiring dedicated AC circuits to parking spaces during construction and terminating with a standard General Purpose Outlet which can be readily replaced with a dedicated electric vehicle charger at a later date.
3. Investigate a range of multi-modal transport innovations that supplement on-site car parking and acknowledge advancements in transport technology, services and changing needs of residents.
4. Promote and incentivise green infrastructure in development, including green roofs, green walls and green streets to provide amenity and reduce the urban heat island effect.
5. Retain significant vegetation where possible, to provide amenity, support local biodiversity and provide green buffers to adjoining properties including Yeronga State High School.
6. Deliver best practice sustainability in the development by achieving a 6-leaf Envirodevelopment standard (or equivalent).
7. Emphasise the importance of pre-application meetings to provide early feedback and advice in a collaborative and facilitative way to encourage high quality and innovative outcomes.

[41] QDesign provides for supplementary information on how to achieve high quality urban design outcomes.

8. Promote the delivery of ‘mobility as a service’, ‘infrastructure as a service’ and ‘smart city’ concepts and technologies to improve urban sustainability and drive innovation throughout the PDA to:

   a. increase community engagement, employee productivity, competitive advantage, community satisfaction, and liveability

   b. generate investment and jobs growth

   c. improve reliability and resilience, and

   d. reduce costs and promote affordability.

   For example, explore the following smart city initiatives and opportunities:

   a. smart buildings and consolidated control systems

   b. use of recycled water

   c. renewable energy and low-emission technologies

   d. adaptive places, spaces and tenancies to promote a range of activities or shared working and living arrangements

   e. multi-modal transport

   f. smart lighting

   g. digital city services: high-speed fibre optic, wireless and mobile networks, integrated Wi-Fi, and connecting people through internet, smart phones / devices, and other mobile device connectivity

   h. connected sensors and CCTV

   i. power systems integration

   j. parking and transport real-time tracking and assessment

   k. integrated signage / display panels

   l. inclusion of smart infrastructure within the streetscape and digital wayfinding.

5 Schedules

Schedule 1: PDA accepted development

Schedule 1 identifies development that is PDA accepted development mentioned in table 5, column 1.

Building work[42]
Carrying out minor building work.
Carrying out building work, where for demolition of a building or other structure.
Carrying out building work associated with: a. a material change of use that is PDA accepted development; or b. an approved material change of use.
Reconfiguring a lot
Reconfiguring a lot involving road widening and truncations required as a condition of development approval.
Material change of use
Making a material change of use of premises for a: a. home-based business if: i. occupying a floor area of 30m^2 or less and the activity does not involve: • employees on the site that do not also reside in the dwelling, and • customers or clients visiting the site, or ii. involving home-based childcare b. sales office if: i. occupying a floor area of 30m^2 or less, and ii. complying with the applicable car parking space standards in the Brisbane City Plan 2014 c. outdoor sport and recreation, park or utility installation – if provided by a public sector entity d. telecommunications facility – if underground cabling for broadband purposes – if provided by a public sector entity e. market, if not involving building work or operational work.
Operational work
Carrying out operational work for filling or excavation where the development is not affected by the flood hazard or potential and actual acid sulfate soils overlays in Brisbane City Plan 2014 and: a. not resulting in a retaining wall greater than 1 vertical metre, or b. not resulting in an increase in the depth or height of the ground level or finished design level greater than 1 vertical metre.
Carrying out operational work in accordance with the conditions of a PDA development approval.
Carrying out operational work associated with a material change of use that is PDA accepted development.
Carrying out operational work associated with the decontamination of land.

[42] Relevant approvals under the *Building Act 1975* may be required.

Carrying out operational work that is clearing of vegetation, other than significant vegetation unless the clearing of significant vegetation is carried out by or on behalf of a public sector entity, where the works being undertaken are authorised under a State law
Carrying out operational work for advertising devices. *Note—the Brisbane City Council Advertisements Local Law 2013 and Advertisements Subordinate Local Law 2005, as amended or replaced from time to time, apply in the PDA.*
Plumbing or drainage work
Carrying out plumbing work or drainage work.
All aspects of development
Development prescribed in Schedule 6 of the Planning Regulation 2017, other than part 5, section 28.
Development consistent with an approved Plan of Development.
Development for major electricity infrastructure, where below the surface of the ground and carried out by or on behalf of a public sector entity.

Schedule 2: Definitions

Definitions

Unless defined below or in the ED Act, the definitions in schedule 1 of the Brisbane City Plan 2014 apply to all development[43].

Term	Definition
Brisbane City Plan 2014	Means the Brisbane City Council Planning Scheme 2014, as amended and replaced from time to time.
Interim use	Refer to section 2.2.11.
Net residential density	Means the number of dwellings or single dwelling lots, or a combination, divided by the area of the lots and local roads and parks.
Non-trunk infrastructure	Refer to section 3.3.2.
Other infrastructure	Means infrastructure which is not part of council's infrastructure networks, and may include necessary development infrastructure or provision for upgrades to the electricity, gas, telecommunications and/or state-controlled road networks.
Preferred land use	Refer to section 2.5.1.
Plan of development	Refer to section 2.2.6.
Private open space	Means an outdoor space for the exclusive use of occupants of a building.
Significant vegetation	Means all vegetation, except those listed as pest vegetation by state or local government, that is significant in its: a. ecological value at local, state or national levels including remnant vegetation, non-juvenile koala habitat trees in bushland habitat and marine plants; or b. contribution to the preservation of natural landforms; or c. contribution to the character of the landscape; or d. cultural or historical value; or e. amenity value to the general public Note: vegetation may be living or dead and the term includes their root stock.
Storey	Means a space within a building between 2 floor levels (including a mezzanine) or a floor level and a ceiling or roof, other than— a. a space containing only a lift shaft, stairway or meter room; or b. a space containing only a bathroom, shower room, laundry, toilet or other sanitary compartment; or c. a space on top of a building that contains landscaped communal open space (e.g. green roof) including shade structures; or d. a space containing only a combination of the things stated in a, b or c; or e. a basement with a ceiling that is not more than 1 metre above ground level.
Trunk infrastructure	Refer to section 3.3.1.

[43] Note that schedule 1 of the Brisbane City Plan includes use definitions, activity groups, industry thresholds and administrative terms.

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