

12.0 SPECIAL PROVISIONS

12.1 Car Parking

12.1A Background

Provisions contained in this section have been superseded where they relate to Precinct Nine.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

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

12.1.1 Car Parking Standards

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

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

Table 12.1

Car Parking Standards for Predominant Land Uses

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

12.1.2 Car Parking Area Design

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

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

Table 12.2

Corporation Parking Standard by Predominant Land Uses within Corporation Area

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

Table 12.3

Maximum Car Parking Spaces Allocated to Precincts

Precinct Number/Name	Maximum Car Parking Spaces Allowable
1 Maritime	63 spaces
2 International Hotel	81 4 spaces
3 Parkland	452 spaces
4 Boulevard	2,466 spaces
5 Convention and Exhibition	1,236 spaces
6 Colchester Street	229 spaces
7 Melbourne Street	300 spaces
8 Performing Arts Complex	340 spaces
Total	5,900 spaces

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

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

12.2 Bikeways

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

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

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

12.3 Vehicular Circulation and Access

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

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

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

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

12.4 Service and Emergency Vehicle Access

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

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

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

12.5 Pedestrian Thoroughfares

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

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

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

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

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