

QUEEN'S
WHARF
BRISBANE

Priority Development Area
Public Realm and Movement Network
Planning and Design Guideline

PDA guideline no. 20
May 2016



Queensland
Government

Queen's Wharf Brisbane Priority Development Area Public Realm and Movement Network Planning and Design Guideline

The Department of Infrastructure, Local Government and Planning is responsible for infrastructure policy and investment, urban growth, local government and planning, Building Queensland, land use planning, development assessment and disaster recovery and resilience.

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Purpose and context

Purpose

The purpose of this guideline is to provide a framework to guide the design and delivery of the public realm and movement network within Area A of the Queen's Wharf Brisbane Priority Development Area (PDA) (refer to schedule 4 of the Queen's Wharf Brisbane PDA development scheme).

The primary objective of this guideline is to ensure the delivery of high-quality public realm outcomes and a movement network that is legible, permeable, connected and enhances pedestrian amenity in the Queen's Wharf Brisbane PDA. This guideline establishes five guiding principles. Specific guidance is provided for each of these principles in order to achieve this objective. Innovative and alternative solutions will be considered on their merit.

This guideline should be read in conjunction with the Queen's Wharf Brisbane PDA development scheme and other relevant PDA guidelines and practice notes. The development scheme provides that development demonstrates practical conformance with this guideline. The guideline will be used as a tool to inform and support the development assessment process in accordance with the provisions of the development scheme.

Context

The Queen's Wharf Brisbane PDA consists of approximately 26.8 hectares of land and water in the south-west corner of the Brisbane city centre including approximately one kilometre of Brisbane River frontage. The redevelopment of the Queen's Wharf Brisbane PDA provides the opportunity to reshape Brisbane and reinvigorate this underutilised part of the Brisbane city centre.

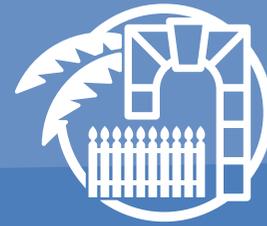
Brisbane's first roads, wharves and infrastructure can all be traced back to the PDA. The PDA includes eleven places entered on the Queensland Heritage Register as well as archaeological places and places listed on the local heritage register. The PDA also contains government buildings including the 1 William Street tower. The Riverside Expressway, an elevated concrete multilane roadway, traverses the PDA along the northern bank of the Brisbane River. The Riverside Expressway is Queensland's busiest roadway creating challenges for both the public realm and movement network within the PDA.



Guiding principles

The guideline establishes the following five key design principles to guide best practice planning and urban design in the PDA.

Under each guiding principle sits a number of elements which represent the most critical aspects that need to be addressed in the delivery of the public realm and movement network in the Queen's Wharf Brisbane PDA.



Distinct

Queen's Wharf Brisbane PDA will become a distinct place where the people of Brisbane and Queensland can engage with the Brisbane River and our history and domestic and international visitors will enjoy a memorable Queensland experience. Development in the PDA will deliver public realm design and placemaking initiatives that contribute to the creation of an authentic and particular Brisbane identity, appropriately responding to the physical context, embrace heritage values and shape a dynamic, high-quality and vibrant place for all people.

Embedding subtropical design initiatives into the public realm and movement network provides an opportunity for the future environment to appropriately respond to Brisbane's enviable subtropical climate, reflect a local character and identity and contribute to enriching our experience of the PDA. It also establishes a strong continuity between the public realm and the required subtropical design responses for buildings within the PDA and the broader Brisbane city centre.

Elements:

- Heritage
- Subtropical design
- Art



Functional

The structure and design of the street and laneway network is critical to achieving the highest levels of amenity, accessibility, connectivity and legibility into and through the PDA. Building on the Brisbane city centre's strong street grid and integrating with the broader transport system, the network is to be characterised by the clarity and ease of movement opportunities and experiences for pedestrians and cyclists. Streetscape and laneway enhancements will deliver safe and attractive urban places that appeal to a wide range of visitors. The quality of facilities and public realm design elements will deliver functional, durable and comfortable spaces that provide settings for a wide variety of activities.

Elements:

- Streets, laneways and intersections
- Amenities and hardscape



Inviting

The redevelopment of the Queen's Wharf Brisbane PDA will create an inviting place that engages with the northern bank of the Brisbane River and activates this important place in the Brisbane city centre. A critical component of this will be significant public realm interventions that improve the amenity around and underneath the Riverside Expressway, including innovative responses to aesthetic challenges and acoustic attenuation.

The topography of the PDA not only provides broad opportunities to capture visual connections to the river and beyond, but also to create a diverse range of interesting journeys and experiences that reconnect the Brisbane city centre to the Brisbane River. Supporting these movement and activation opportunities, public realm design is to focus on user safety and comfort with sufficient shade and shelter, appropriate lighting and weather protection.

Elements:

- Views and edges
- Safe and equitable access
- Acoustics
- Pedestrian priority and environment



Integrated

Queen's Wharf Brisbane PDA is strategically located to deliver a strong, permeable connection between the Brisbane city centre and the northern bank of the Brisbane River. Unlocking this stretch of the river and claiming it as an important piece of Brisbane's public space network will be a benchmark of success for the PDA. The PDA is to be characterised by its successful integration of the heritage places, new high-quality built form, movement network and public realm. Public transport connectivity and infrastructure will support the efficient and safe movement of visitors to and from the PDA.

Elements:

- Brisbane River
- Built form interface
- Wayfinding
- Public transport



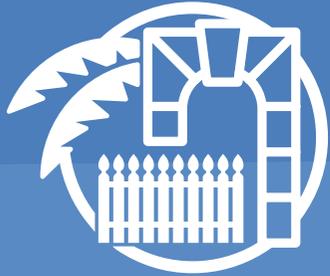
Diverse

Development in the Queen's Wharf Brisbane PDA is to offer a diverse range of public realm experiences to appeal to a wide variety of visitors. These will include active plaza areas, vibrant laneways, strong pedestrian linkages, attractive gateways, a riverside promenade, areas for passive and active recreation as well as flexible large-scale event areas that support its role as a major tourism, entertainment, recreation and cultural destination.

Elements:

- Spaces and experiences
- Public space typologies:
 - Public plazas
 - Riverside promenade including green space
 - Existing parks
 - Gateways
 - Laneways

Distinct



Elements:

- Heritage
- Subtropical design
- Art



Heritage

Development demonstrates the important connection between heritage and the public realm and movement network in Queen's Wharf Brisbane PDA by:

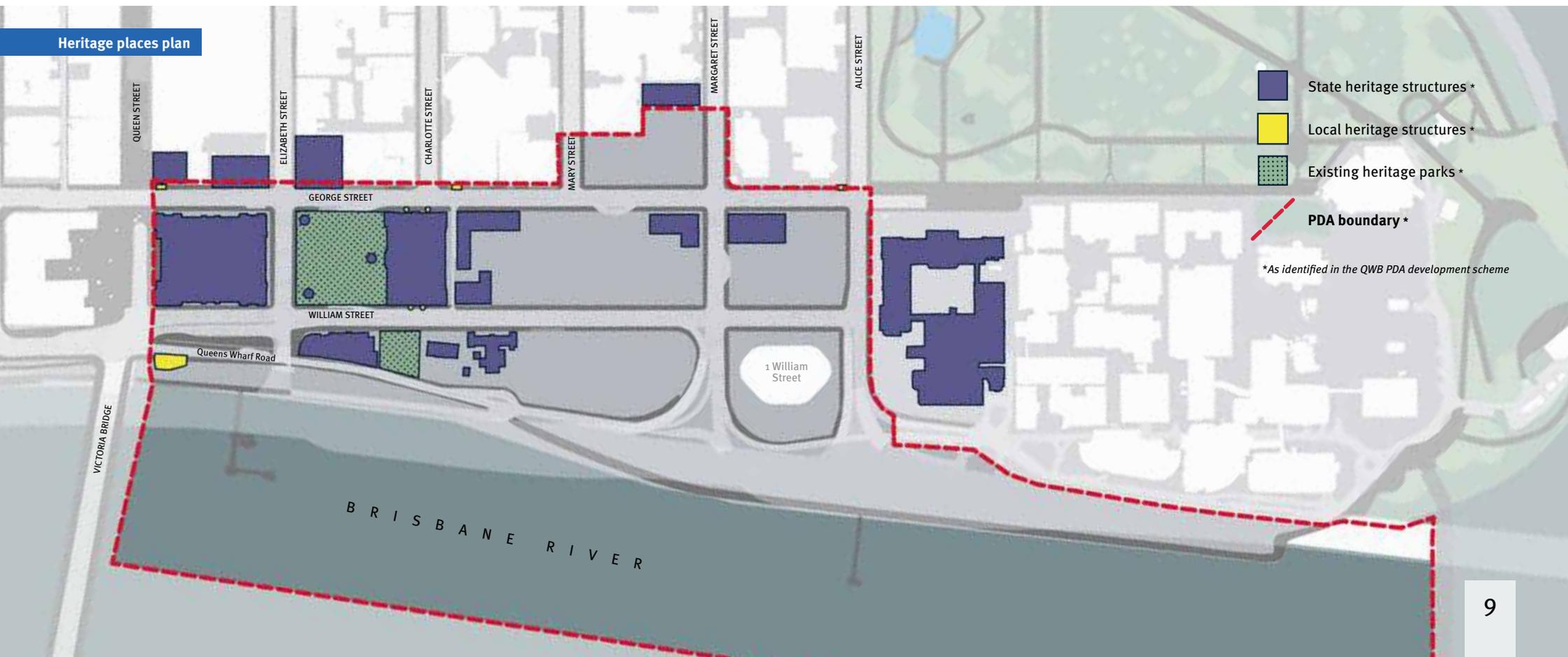
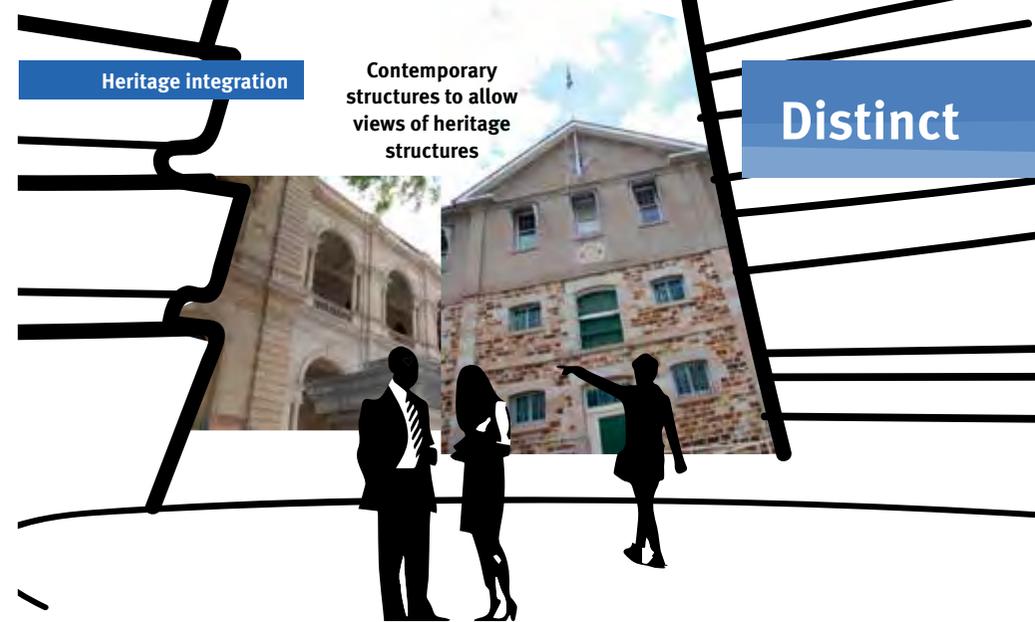
- » enhancing the relationship between Queens Park and surrounding heritage structures by:
 - » delivering a physical pedestrian connection in the underground plane between Treasury Building and Lands Administration Building
 - » maintaining strong visual connectivity at the ground plane
 - » ensuring any built form in Queens Park is low profile and predominantly transparent in nature
 - » providing a recognisable transition from the broader Brisbane city centre into the PDA
 - » providing a memorable and attractive gateway to the Queen's Wharf Brisbane PDA

» demonstrating how the design respects the historic formal geometry of the heritage structures on all four edges of Queens Park.

- » providing a physical and visual link along Queens Wharf Road from the Brisbane city centre into the primary plaza adjacent to the Commissariat Store and the Riverside Expressway, referencing the road as one of the earliest thoroughfares in Brisbane through improvements to the pedestrian amenity and creation of a pedestrianised or shared zone
- » ensuring the public realm engages with heritage buildings through appropriate landscaping, surface treatments and inviting entrances
- » respecting the existing orthogonal relationship between the heritage built form and the existing streetscape on William Street extending from the former

Department of Primary Industries building north to Elizabeth Street as one of the best remaining heritage streetscapes in Brisbane's city centre

- » ensuring the public realm captures opportunities to provide glimpses of heritage buildings and maintain views to South Bank Parklands
- » demonstrating how the design captures the significance of the heritage places in the PDA and frames significant heritage vistas
- » recognising important historical buildings and places that are not listed heritage places including the sites of the Commandant's Cottage and the Bellevue Hotel
- » ensuring Queen's Wharf Brisbane heritage trails and wayfinding strategy are integrated with any existing Brisbane City Council heritage trails.



Distinct

River Quay, Brisbane

Local shade tree species

Informal lifestyle activities

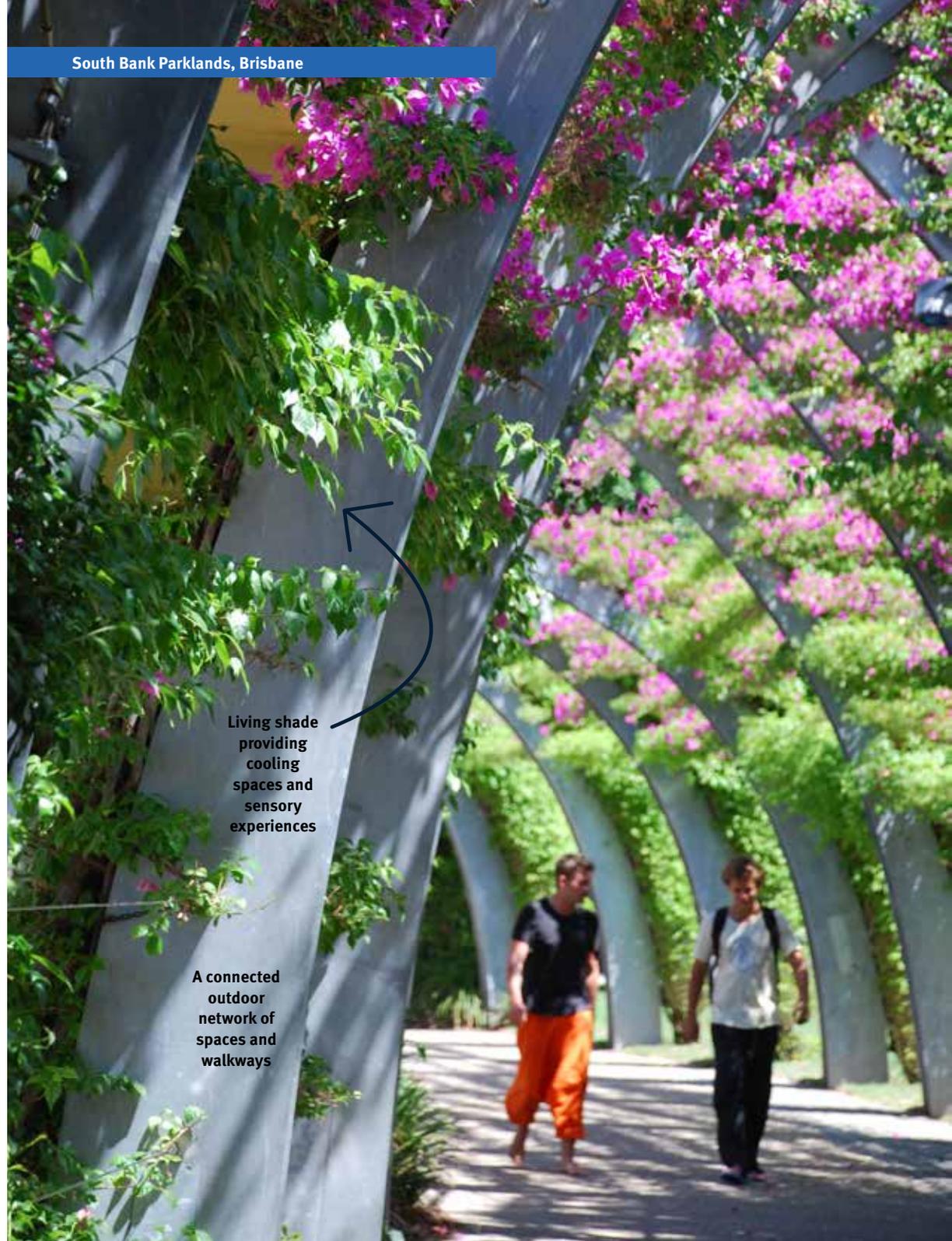
Lounging and picnicking lawn



South Bank Parklands, Brisbane

Living shade providing cooling spaces and sensory experiences

A connected outdoor network of spaces and walkways



Brooklyn Bridge Park, NYC

Cooling water and inclusive outdoor activity



Subtropical design

Development maximises the benefits of a subtropical climate in the public realm and movement network by:

- » creating year-round outdoor spaces which respond to subtropical seasonality and incorporate elements of the natural environment
- » incorporating ecologically sustainable design principles including appropriate orientation, shading, natural daylight and the ability to capture cooling breezes
- » establishing a consistent subtropical streetscape and landscape palette which contributes to the local natural ecology including:
 - » local subtropical species that at maturity are complementary in scale and height to the building form or respond to the site location and design needs;
 - » existing significant vegetation including mangroves
 - » large subtropical street trees
- » horizontal and vertical greenery typologies to cool public spaces and reduce the heat-island effect
- » enhancing the relationship between the PDA and the Brisbane River and protecting the river's environmental and cultural value
- » providing landscape treatments that are durable and resilient to Brisbane's climate
- » providing generous areas of shade and shelter in public spaces to provide weather protection
- » promoting water sensitive urban design to protect water quality
- » incorporating water in the public realm to cool public spaces and provide opportunities for play
- » incorporating best practice subtropical planting and design principles as outlined in the 'Subtropical planting' section.

Subtropical Planting

Deep planting zones

Development provides deep planting zones that allow for the growth of healthy root systems and provide anchorage and stability for mature trees. Design solutions are to provide for deep planting zones with:

- » plan dimension of 5 metres x 5 metres for canopy trees and 3.5 metres x 3.5 metres for columnar trees
- » natural ground below and open to the sky above
- » no major underground services or above ground structures that compromise tree development, including canopy spread
- » the ability to achieve the following benchmarks:
 - » canopy trees with a 5 metre spread x 5 metre height at 5 years, with a minimum mature canopy spread of 10 metres; or
 - » columnar trees with a 3.5 metre spread x 6 metre height at 5 years, with a minimum mature height of 10 metres.

Podium Trees in Public Realm

Development that provides planting on podium structures is designed to allow for the growth of healthy root systems by:

- » ensuring canopy trees have a minimum available soil volume of 3.5 metres long x 3.5 metres wide x 1.5 metres deep to achieve a minimum mature canopy spread of 5 metre spread x 4metre height
- » ensuring columnar trees have a minimum available soil volume of 3.5 metres long x 3.5 metres wide x 1.5 metres deep to achieve a minimum mature canopy spread of 3 metres spread x 6 metres height.

Street trees

Development ensures street trees develop healthy root systems by:

- » ensuring a minimum 400 litre tree on install with a tree pit design providing a minimum available soil volume of 9 cubic metres
- » ensuring they have access to natural ground below and are open to the sky above
- » ensuring no major underground services or above ground structures compromise tree development, including canopy spread.



GoMA, Brisbane

Outdoor shade and shelter creating gathering spaces

Distinct

Queen Street Mall, Brisbane



Sculpture integrated into public realm

480 Queen Street, Brisbane



Recognition of Indigenous inner city heritage through contemporary art to enliven public thoroughfares

URBNE Festival, Queens Wharf Road

Participatory artwork



North Terrace, Adelaide



Edged by heritage built form

Multi functional public art integrated into street footpath and circulation space



Key outcomes

Heritage

Demonstrate the important connection between heritage and the public realm and movement network in Queen's Wharf Brisbane PDA.

Subtropical design

Maximise the benefits of a subtropical climate in the public realm and movement network.

Art

Ensure public art and creative expression are an integral component of the precinct character.

Neville Bonner building



Reuse materials from the Neville Bonner building where appropriate

Art

Demonstrate that public art and creative expression are an integral component of the precinct character by:

- » integrating art within landscape forms and the public realm that is appropriate to the origins and history of the Queen's Wharf Brisbane precinct including indigenous culture, settlement, immigration, events, growth, and the cultural connection to the river
- » incorporating the reuse of materials and parts of the Neville Bonner building where appropriate, including associated art installations, within the public realm.

Functional



Elements:

Streets, laneways and intersections

Amenities and hardscape



A cross block link between points of interest and public activity

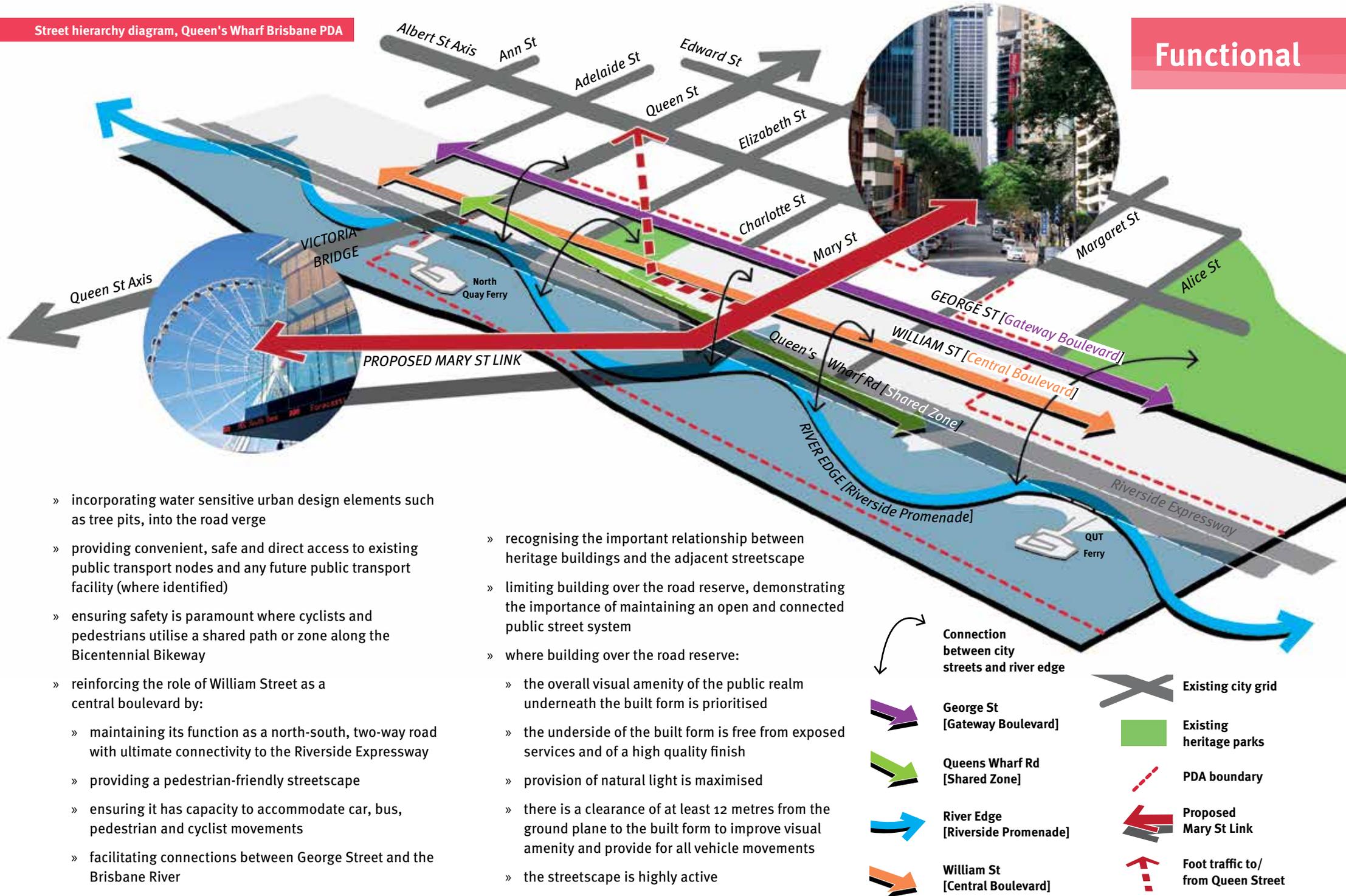
Streets, laneways and intersections

Development maximises the legibility, amenity, connectivity, safety and permeability of the street and movement network by:

- » ensuring public accessibility at all times acknowledging the need for intermittent closures for events
- » providing a fine grained network of publically accessible cross-block links which integrate into the existing Brisbane city centre grid, reinforce their important circulation function and provide opportunities for events
- » providing a strong pedestrian connection between George Street, William Street and the river's edge
- » providing vertical movement options for pedestrians where required to promote equitable access, manage site topography and complement at-grade connections
- » ensuring footpath continuity and minimising conflict between pedestrians, cyclists and motor vehicles by co-locating access and egress for entries, services areas and car parks
- » ensuring shared areas, streets, laneways and intersection geometry prioritises pedestrians through the inclusion of the following elements where appropriate:
 - » wide footpaths
 - » surface treatments
 - » streetscape treatments
 - » appropriate signage and visual cues
 - » frequent and safe pedestrian crossing points at both midblock and intersections
 - » low-speed environments
 - » kerb build-outs and physical cues
 - » other innovative pedestrian protection measures



Event capacity and public program

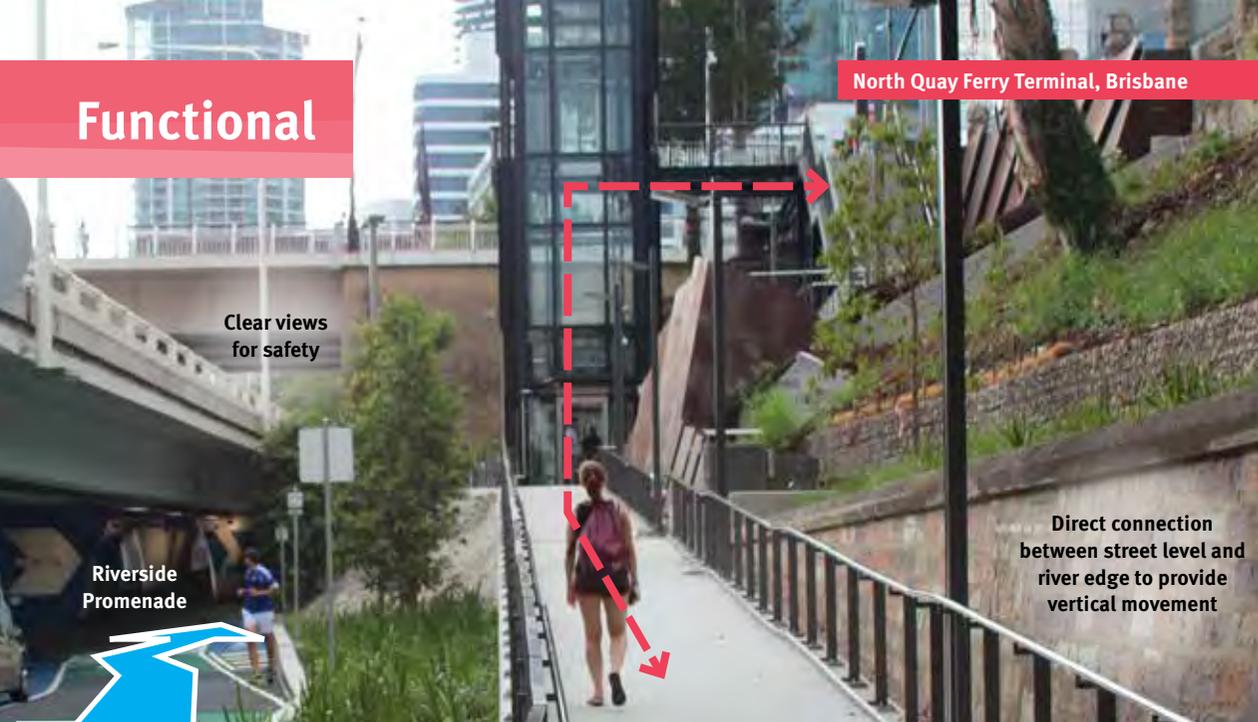


- » incorporating water sensitive urban design elements such as tree pits, into the road verge
- » providing convenient, safe and direct access to existing public transport nodes and any future public transport facility (where identified)
- » ensuring safety is paramount where cyclists and pedestrians utilise a shared path or zone along the Bicentennial Bikeway
- » reinforcing the role of William Street as a central boulevard by:
 - » maintaining its function as a north-south, two-way road with ultimate connectivity to the Riverside Expressway
 - » providing a pedestrian-friendly streetscape
 - » ensuring it has capacity to accommodate car, bus, pedestrian and cyclist movements
 - » facilitating connections between George Street and the Brisbane River

- » recognising the important relationship between heritage buildings and the adjacent streetscape
- » limiting building over the road reserve, demonstrating the importance of maintaining an open and connected public street system
- » where building over the road reserve:
 - » the overall visual amenity of the public realm underneath the built form is prioritised
 - » the underside of the built form is free from exposed services and of a high quality finish
 - » provision of natural light is maximised
 - » there is a clearance of at least 12 metres from the ground plane to the built form to improve visual amenity and provide for all vehicle movements
 - » the streetscape is highly active

- » Connection between city streets and river edge
- » Existing city grid
- » Existing heritage parks
- » PDA boundary
- » Proposed Mary St Link
- » Foot traffic to/from Queen Street

Functional



North Quay Ferry Terminal, Brisbane

Clear views for safety

Riverside Promenade

Direct connection between street level and river edge to provide vertical movement

- » there is a sensitive public realm response to adjoining heritage places
 - » pedestrian priority is maintained
 - » reinforcing the role of George Street as a gateway boulevard and key pedestrian spine by:
 - » maintaining its function as a two-way city boulevard from Charlotte Street to Alice Street and one-way from Charlotte Street to Queen Street
 - » ensuring it has capacity to accommodate car, bus, cyclist and high-volume pedestrian movements
 - » maintaining the functionality of Elizabeth, Margaret and Alice Streets as key east-west connector roads from the Brisbane city centre to the Riverside Expressway and ensuring they have capacity to accommodate car, bus, pedestrian and cyclist movements
 - » creating a shared zone along Queens Wharf
- Road to improve pedestrian permeability and connectivity from the Victoria Bridge into the primary plaza adjacent to the Commissariat Store and the Riverside Expressway
 - » prioritising pedestrian movements, streetscape improvements and network capacity over provision of on-street parking
 - » ensuring where a cross river connection to South Bank Parklands is delivered it:
 - » is navigable, legible and accessible to all
 - » allows an appropriate clearance for existing river traffic
 - » enhances the connection from the Victoria Bridge into the primary plaza adjacent to the Commissariat Store and the Riverside Expressway and onto South Bank Parklands.
 - » optimises visual amenity at landing points
 - » is integrated into the existing movement network and surrounding public realm.

Built form over public space/road, Parkroyal, Singapore



Subtropical planting as part of the built form skin

An occupiable undercroft space

A canopy that is articulated allowing natural light penetration and visual interest

Selective shade for pedestrian comfort and sun protection

Amenities and hardscape

Development improves the amenity and functionality of the PDA by:

- » establishing a consistent streetscape palette which reinforces the PDA character including:
 - » high-quality hard landscape elements
 - » paving
 - » street furniture
 - » lighting
 - » verge and kerb treatments
- » ensuring street furniture along the streetscape and other public spaces is located to allow sufficient unobstructed width for pedestrian thoroughfare
- » ensuring hardscape materials are durable and resilient to Brisbane's climate including overland flow and flooding events
- » ensuring hard materials for paved surfaces are selected based on the following characteristics:
 - » minimal porosity to ensure low maintenance requirements
 - » complementary to proposed building materials
 - » contain recycled materials, such as recycled aggregates as much as possible
- » ensuring stormwater and rainwater is captured and reused for landscape irrigation where possible
- » ensuring cycling and active transport modes are supported through the provision of facilities including cycling racks and storage facilities
- » providing drinking fountains and public toilets throughout the PDA and ensuring these are accessible by all.



Key outcomes

Streets, laneways and intersections

Maximise the legibility, amenity, connectivity, safety and permeability of the street and movement network.

Amenities and hardscape

Improve the amenity and functionality of the PDA.

Russell Street, South Brisbane



An established streetscape hierarchy including paving, street trees, lighting and other consistent landscape elements

Pedestrian priority maintained especially along footpath and crossings

Inviting



Elements:

- Views and edges
- Safe and equitable access
- Acoustics
- Pedestrian priority and environment



Queens Park, Brisbane

Desire line diagonally across Queens Park between Elizabeth Street and Miller Park

Views and edges

Development promotes an active and safe public realm and ensures protection of important views by:

- » establishing and maintaining culturally important sight lines and view corridors from Miller Park, the core development and the Riverside Promenade towards the Brisbane River and beyond
- » providing embellishments such as viewing platforms and landscape treatments, to signify and enhance these views
- » creating predominantly active and urban edges along street frontages and public realm areas which promote safety and

activation through casual surveillance of public areas.

- » recognising important visual desire lines and views through the site including that through Queens Park towards Miller Park and along William Street

Where delivering primary active frontages, development:

- » reinforces pedestrian priority by including co-location of access and egress for entries, services areas and car parks
- » creates highly permeable and articulated building facades at the ground level to

promote surveillance of adjoining streets and public spaces

- » incorporates glazing and elements that activate the ground plane during the day and night
- » ensures car parking is sleeved by active uses
- » ensures key entry points integrate awnings to provide shelter and announce the entrance to buildings from the public realm
- » ensures facades are well detailed and articulated by frequent access points.

Serial Vision, William Street



Miller Park Gateway

Queens Park - preservation of a city green space

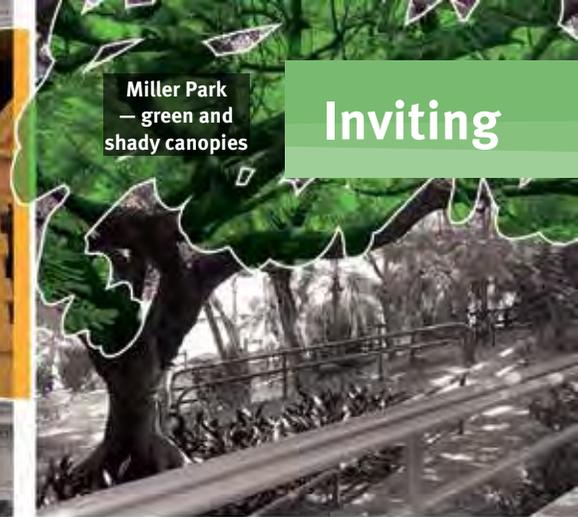


Treasury Building

Pedestrian priority through Queens Park



Views to heritage building detail



Miller Park — green and shady canopies

Inviting



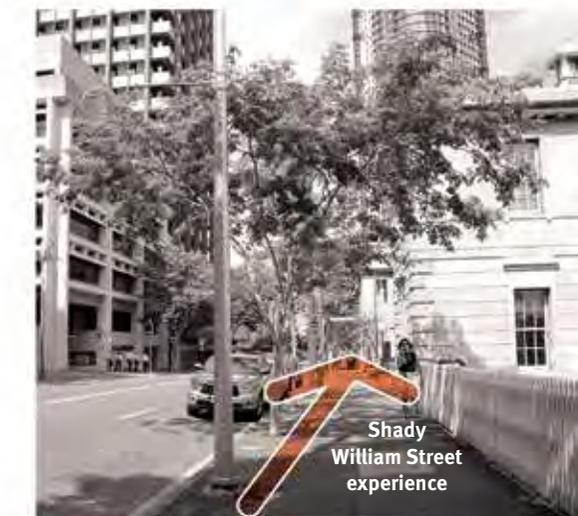
William Street footpath treatment



View to Commissariat Store architectural detail



Key sights, view lines, character and materiality of the William Street pedestrian experience



Shady William Street experience



Subtropical vegetation character integrated with built form



Framed views over the river to South Bank



Reuse of key parts of the Neville Bonner Building



Keying into 1 William Street pedestrian links

Inviting



Sensitively graded lawn and access ramps to manage gradient change between the river edge and gallery forecourt

Where delivering secondary active frontages, development:

- » ensures pedestrian priority is considered in the first instance including co-location of access and egress for entries, services areas and car parks
- » ensures buildings directly address the street and/or public realm by providing casual surveillance
- » ensures car parking is not visible from the public realm
- » ensures key entry points integrate awnings to provide shelter and announce the entrance to buildings from the public realm
- » ensures facades are well detailed and articulated by regular access points.

- » integrates basements within the building footprints or set back from street alignments to allow for deep planting where possible
- » ensures entry points are articulated with architectural and landscape treatments.

Safe and equitable access

Development delivers a safe and equitable public realm for all users by:

Where delivering other frontages, development:

- » ensures built form addresses the street and/or public realm, however a wider variety of setbacks may be included to allow for privacy to be maintained between the private and public realms
- » considers the inclusion of private courtyards, balconies and deep planting areas to separate the public and private realms

- » incorporating Crime Prevention Through Environmental Design (CPTED) principles including lighting to support the safe use of public realm areas at all times
- » ensuring compliance with the *Disability Discrimination Act 1992* (Cwth) in all publically accessible areas
- » demonstrating innovative solutions to manage the gradient change from George Street to the Brisbane River and enable access for all users to all public spaces
- » demonstrating best practice for inclusion of physical, visual and audio cues, design of seating, stairs and ramps into the public realm
- » providing tactile markers along major pedestrian thoroughfares to ensure equitable access.

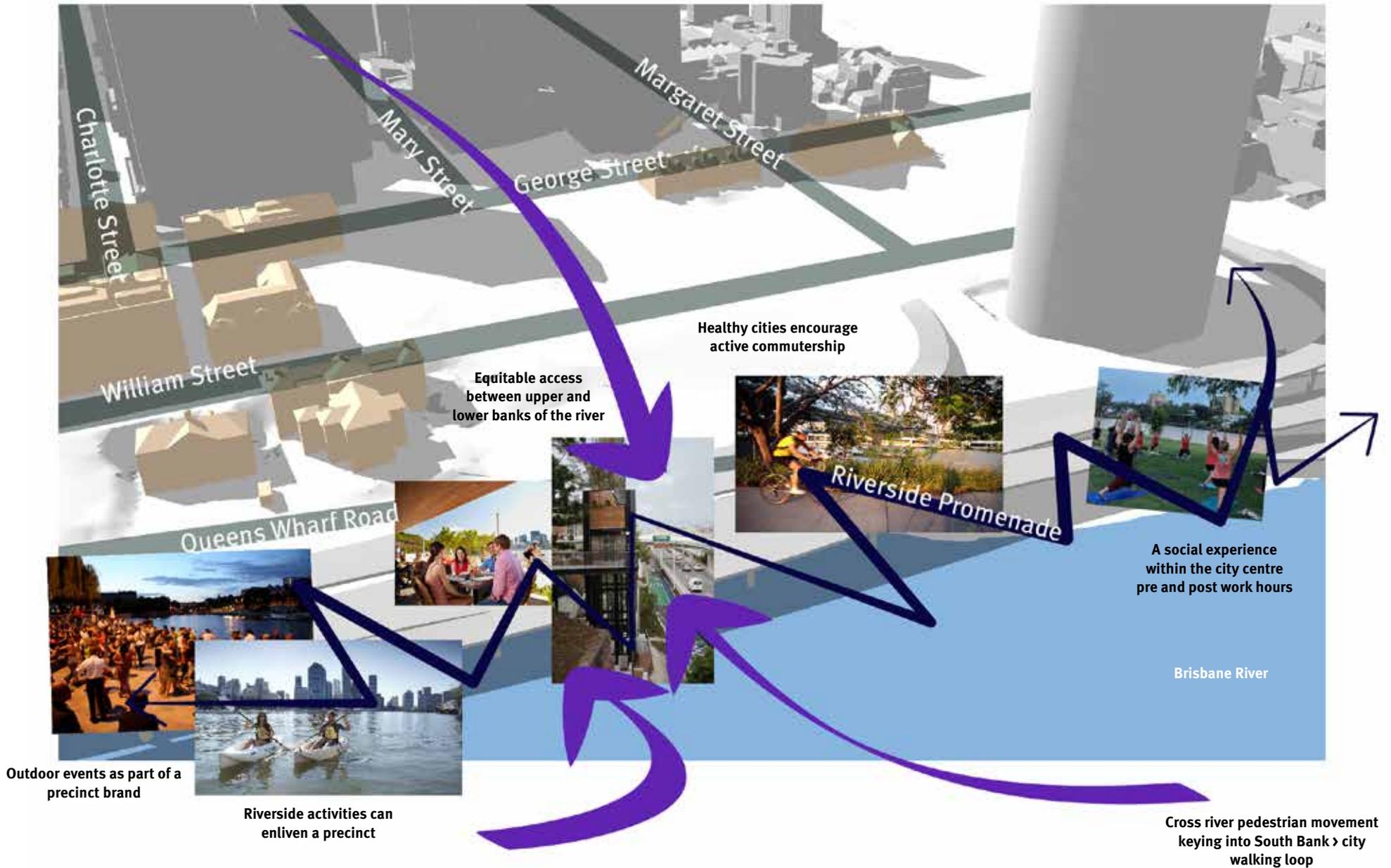


Protective awnings

Visible engagement between pedestrians and patrons along active frontages



Activate edges of existing heritage buildings to encourage engagement with historic city places



Inviting

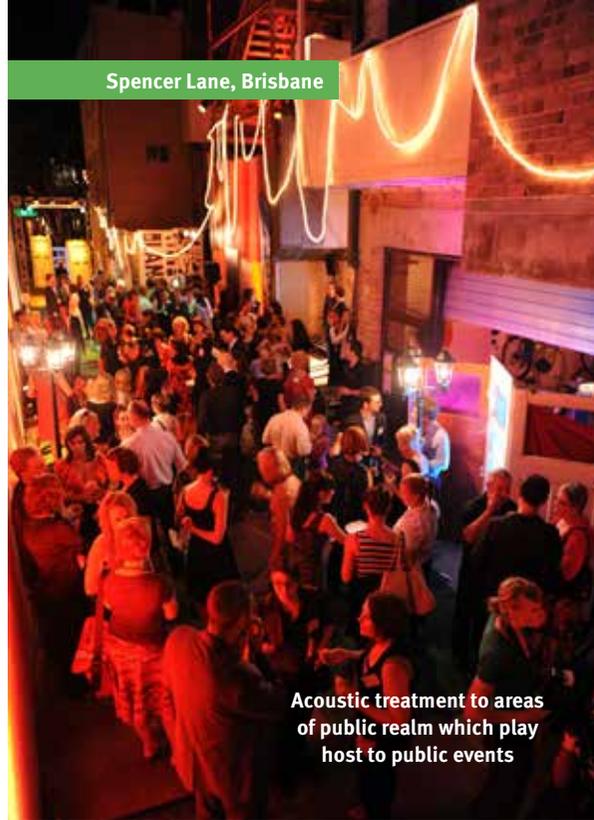
Melbourne City Link

Innovative noise attenuation measures over infrastructure



Spencer Lane, Brisbane

Acoustic treatment to areas of public realm which play host to public events



Acoustics

Development achieves an acceptable background noise level in the public realm by:

- » incorporating innovative acoustic design measures to mitigate the noise impacts from the Riverside Expressway and contribute to the aesthetic appeal of the PDA
- » ensuring plant and equipment which services the built form and interfaces with the public realm, is to be designed to mitigate noise levels
- » ensuring appropriate acoustic treatment of public realm areas where public events are being held, especially those areas that are adjacent to or in close proximity to residential development.

Acoustic mitigation

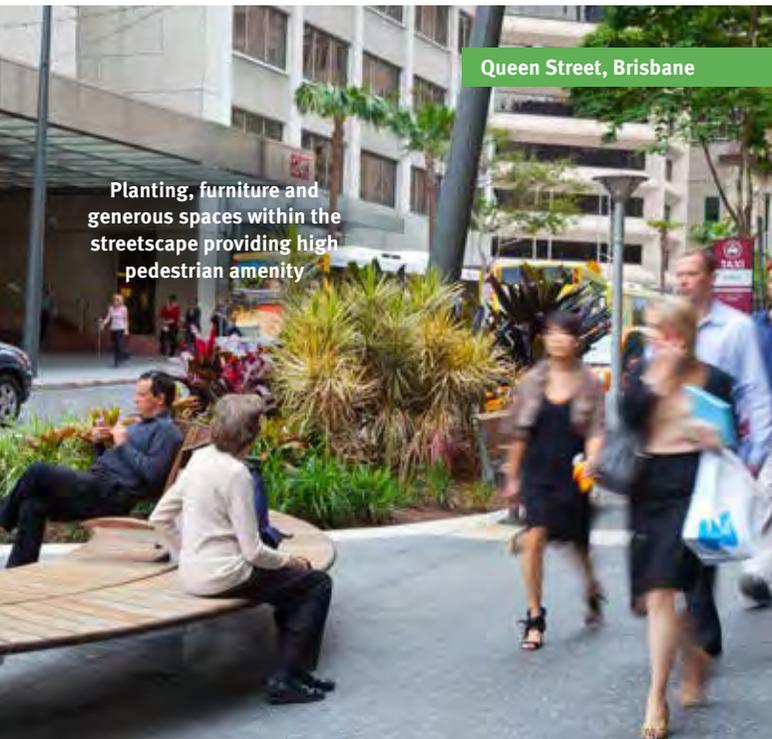
Concept showing ideas for reflected views of heritage structures and innovative acoustic attenuation to mitigate noise



Pedestrian priority and environment

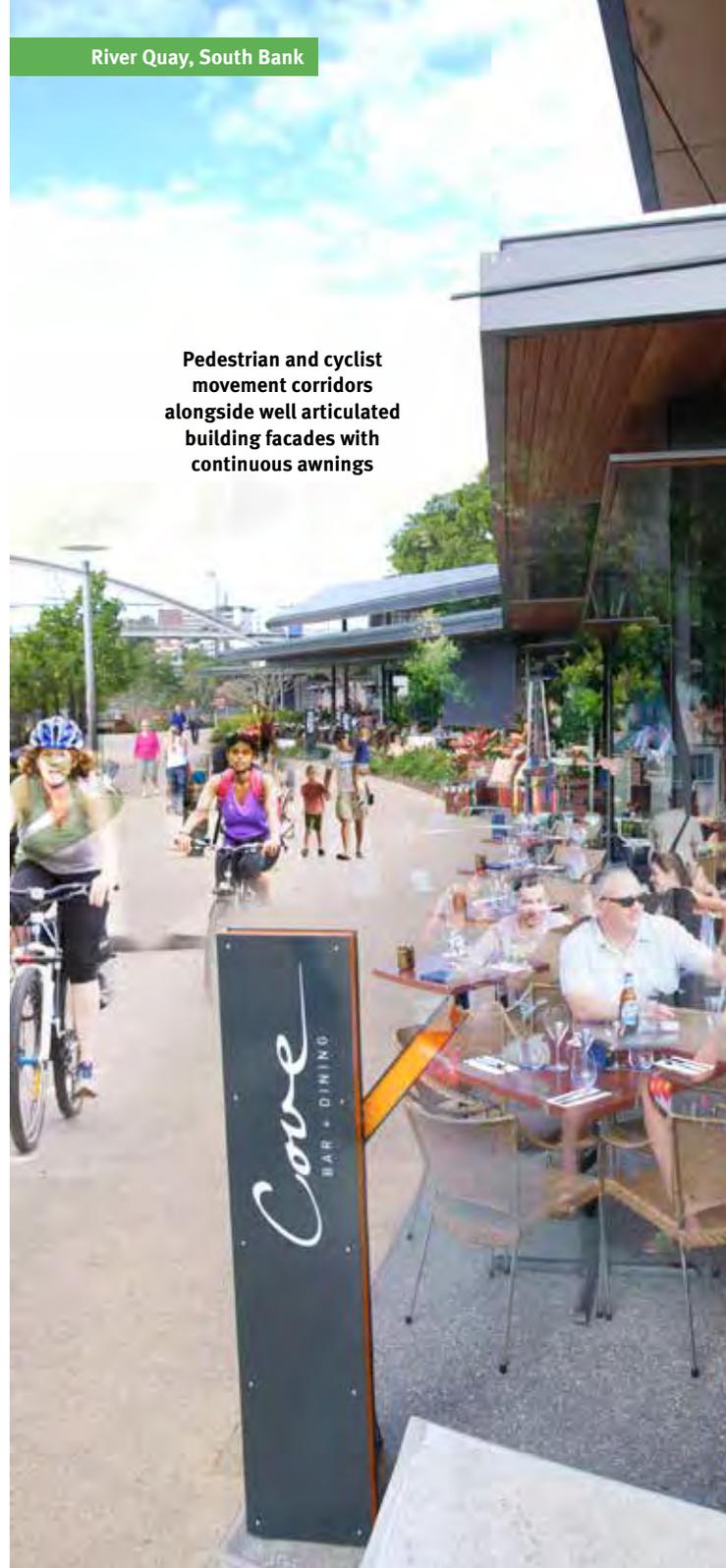
Development achieves pedestrian priority and an inviting environment by:

- » providing footpaths, bridges and movement corridors throughout the PDA that are wide enough to perform their intended role and function and allow for comfortable movement in either direction
- » providing streetscape and public realm treatments and furniture which allow for rest areas, shaded viewpoints and comfortable ambling through the PDA
- » incorporating continuous awnings over the streetscape to provide all-weather protection along primary and secondary frontages, except where on heritage places
- » ensuring awnings allow for the placement of street trees.



Planting, furniture and generous spaces within the streetscape providing high pedestrian amenity

River Quay, South Bank



Pedestrian and cyclist movement corridors alongside well articulated building facades with continuous awnings



Key outcomes

Views and edges

Promote an active and safe public realm and ensure protection of important views.

Safe and equitable access

Deliver a safe and equitable public realm for all users.

Acoustics

Achieve an acceptable background noise level in the public realm.

Pedestrian priority and environment

Achieve pedestrian priority and an inviting environment.

Integrated



Elements:

- Brisbane River
- Built form interface
- Wayfinding
- Public transport

Brisbane River

Development achieves improved integration of the Queen's Wharf Brisbane PDA with the Brisbane River, the Brisbane city centre and surrounds by:

- » providing opportunities for recreation activities which promote greater interaction with the river, for example a boardwalk or facility for other active recreation pursuits
- » integrating the riverside public realm and movement network with existing networks, facilities and infrastructure including connectivity to:
 - » the Brisbane River
 - » the Brisbane city centre
 - » any potential cross river connection to South Bank Parklands

- » ensuring the Bicentennial Bikeway is upgraded to provide improved amenity, safety and a legible movement corridor alongside the river for pedestrians, commuters and cyclists from Victoria Bridge to the Botanical Gardens
- » providing additional access points to the river's edge which are accessible by all users.

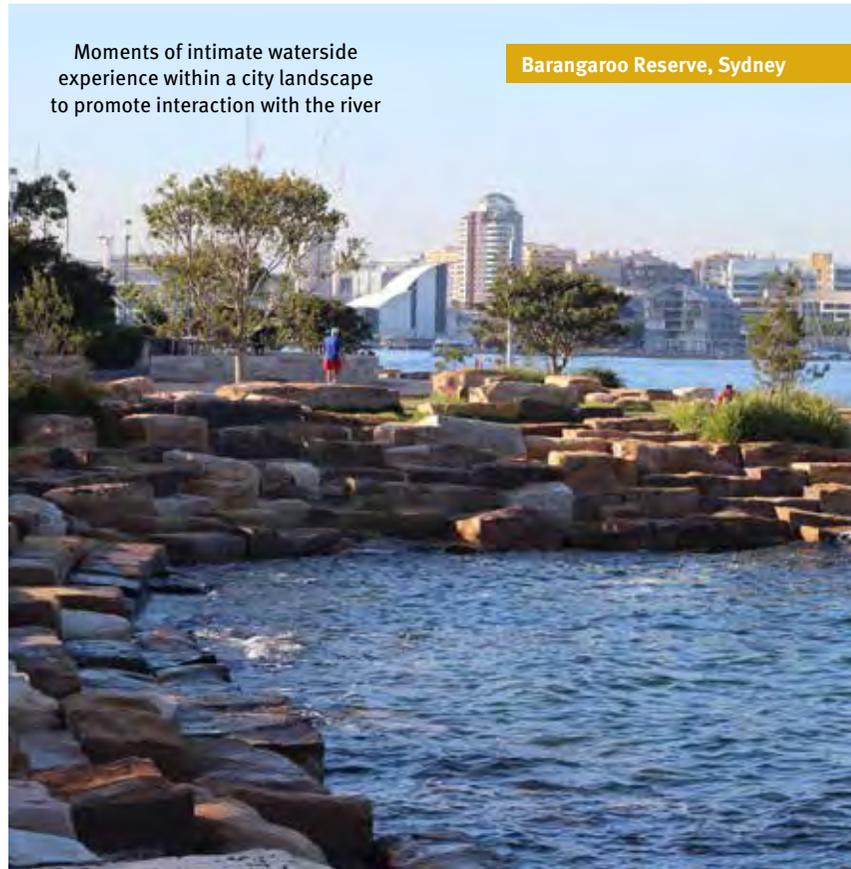
Built form interface

Development enhances the relationship between the public realm and the built form by:

- » demonstrating appropriate edge treatments adjacent to heritage buildings
- » maximising visual permeability where building over William Street

Moments of intimate waterside experience within a city landscape to promote interaction with the river

Barangaroo Reserve, Sydney



River Seine, Paris



Temporary events and activation to activate the riverside public realm and promote interaction with the river

- » incorporating sustainable design principles into the public realm which interface with the subtropical built form
- » demonstrating a material and texture palette which is commensurate to that of the built form
- » providing ample natural light and cross ventilation through public spaces
- » ensuring building entrances and forecourts at designated gateways:
 - » provide a prominent statement within the public realm
 - » frame public realm areas and plazas
- » are distinct and legible
- » clearly define ingress and egress points to the PDA
- » respond to the surrounding hard and soft landscape elements
- » ensuring on primary active frontages or where new built form interfaces with public realm, buildings are predominately built to the front property boundary line or setbacks may be increased at the footpath and public realm area to allow for outdoor dining areas
- » incorporating long-hour and active use tenancies on the ground floor and where streets and laneways will be overlooked.

Post Office Square, Brisbane

Integrated

An active dining edge integrated into heritage sandstone building

Long views to city landmarks to assist with wayfinding

Millennium Bridge, London

Civic infrastructure to enhance pedestrian circulation and provide opportunities for greater integration with the river

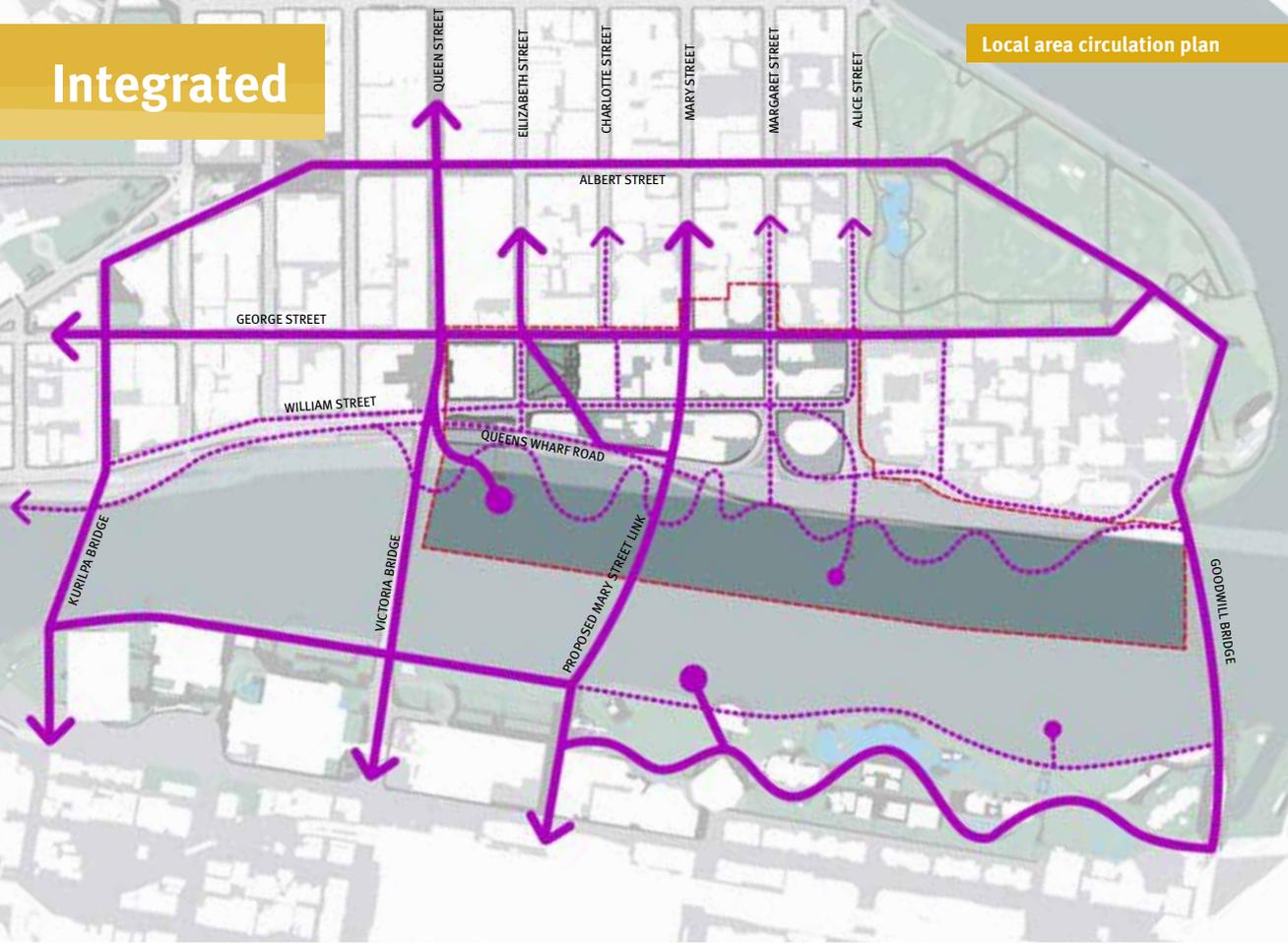
Museum of Sydney

Buildings which legibly frame a public plaza

New and innovative built form interface with old buildings including a clearly defined entrance

Integrated

Local area circulation plan



Kurilpa Point Intersection, Brisbane



- ➔ Primary pathways
- ➔ Secondary pathways
- Ferry terminals
- PDA Boundary

Wayfinding

Development improves legibility and accessibility in the PDA by:

- » incorporating logical, legible and intuitive wayfinding principles into primary and secondary public pathways
- » integrating with primary and secondary pathways in the local area that are outside the PDA
- » ensuring primary and secondary public pathways utilise surface treatments, self-navigation tools and limited signage to ensure these paths look distinctly different from service routes and other non-public routes
- » utilising physical and visual cues such as landscape and other wayfinding elements which signify movement in and out of the PDA.

A suite of navigational tools — paving, furniture, signage and planting — to provide improved legibility and accessibility



The High Line, NYC

Visual cues leading people between levels, buildings and public spaces

Public transport

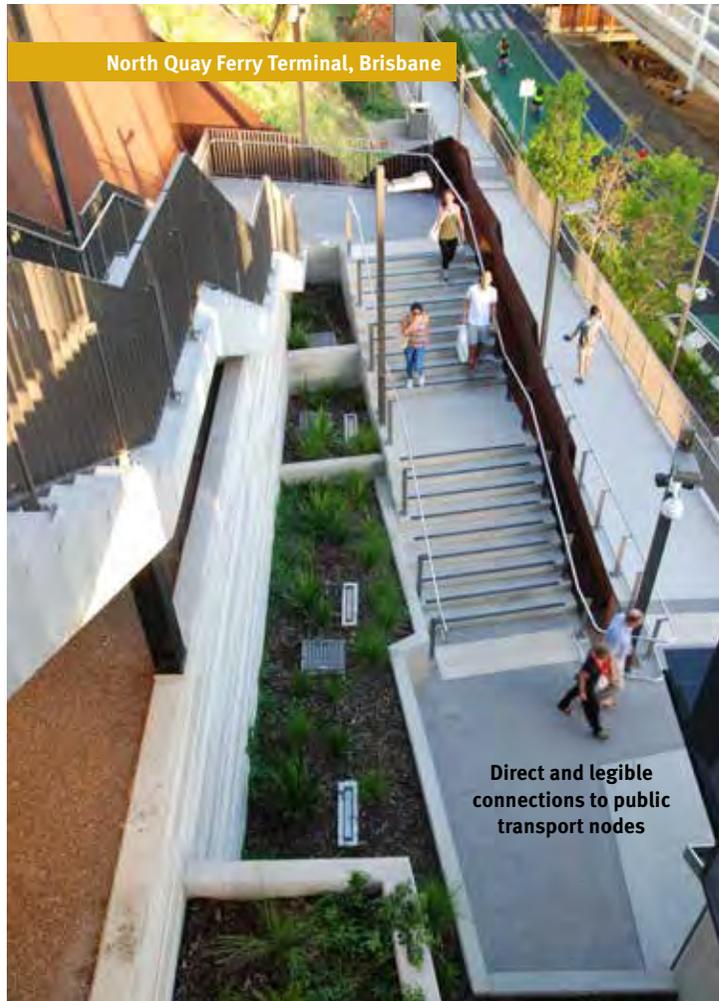
Development achieves appropriate access to public transport services throughout the PDA by:

- » demonstrating that all modes of public transport can interact with and support pedestrian movements in the area
- » enabling functional and legible connections to key destinations within the PDA and the wider Brisbane city centre
- » ensuring public transport nodes are supported by attractive, sheltered waiting areas which are safe and provide informative timetabling information.



State Library of Queensland, Brisbane

Attractive and sheltered waiting areas at public transport nodes



North Quay Ferry Terminal, Brisbane

Direct and legible connections to public transport nodes



Key outcomes

Brisbane River

Achieve improved integration of the Queen's Wharf Brisbane PDA with the Brisbane River, the Brisbane city centre and surrounds.

Built form interface

Enhance the relationship between the public realm and the built form.

Wayfinding

Improve legibility and accessibility in the PDA.

Public transport

Achieve appropriate access to public transport services throughout the PDA.

Diverse



Elements:

Spaces and experiences

Public space typologies:

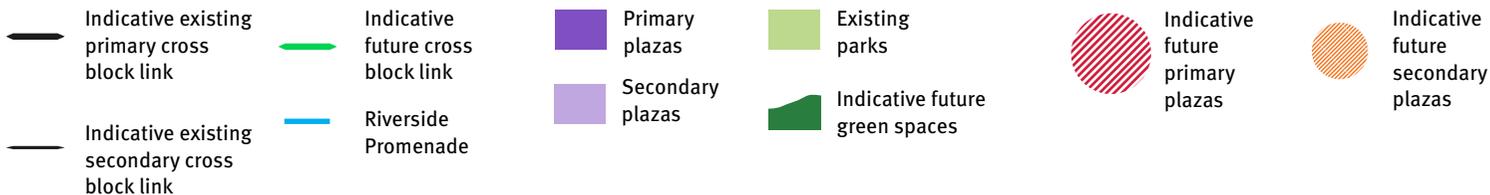
Public plazas

Riverside promenade including green space

Existing parks

Gateways

Laneways



Spaces and experiences

Development of public realm spaces in the Queen's Wharf Brisbane PDA delivers diverse experiences by:

- » providing a range of different well-connected spaces that vary in size, format, location and are complementary to each other
- » remaining publically accessible at all times acknowledging the need for intermittent closures for events
- » accommodating different experiences including performances, markets, events and activities
- » providing infrastructure for power, water, lighting, public facilities, shade structures and furniture
- » incorporating flexible and adaptable spaces that are usable day and night and suitable for a range of events and activation

- » providing shade trees and deep planting
- » retaining significant trees where possible
- » increasing opportunities for play including active and passive recreation in the public realm network and engagement with the river.

Public space typologies

Development delivers at a minimum, the following key public space typologies:

- » public plazas
- » existing parks
- » riverside promenade including new green space
- » gateways
- » laneways.

The role, function and design of these spaces are outlined on the following pages.



Bryant Park, NYC

A valuable and accessible green space within a city context



Grand Central, NYC

A high quality street environment edged with activity

Diverse



Spitalfields, London

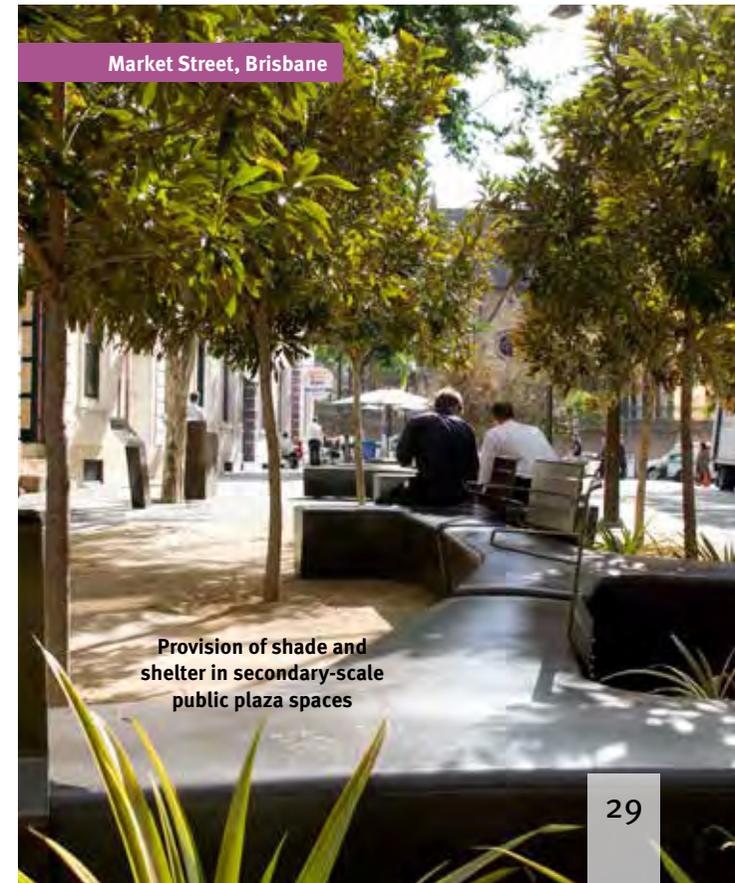
Parks are vital places for passive recreation in a bustling city centre



Southbank, London

Strong physical and visual links between upper and lower public spaces

Plazas capable of hosting large (and small) scale events



Market Street, Brisbane

Provision of shade and shelter in secondary-scale public plaza spaces

Diverse

Laneway, Brisbane

Laneways provide opportunities to highlight landmark city views



Gateway and laneway plan



Significant PDA gateways



Routes to gateways



Existing arcades/covered laneways



Existing open air laneways

Spencer Lane, Brisbane

Flexible and adaptable small scale spaces with active edges such as laneways provide opportunities for day and night activities and improve the vibrancy of a place



Artist's impression



Considerations given to appropriately managing commuter and recreational traffic to assist with ease of movement and improve safety

Public plazas

Development in the Queen's Wharf Brisbane PDA provides a primary public plaza area adjacent to the river's edge which becomes a key destination and focal point for the PDA and greater Brisbane that:

- » is capable of hosting large-scale outdoor performances, viewing of sporting or other events
- » takes advantage of the riverside location
- » incorporates edge activation, shade structures and subtropical planting
- » addresses the interface with the Riverside Expressway and surrounding uses
- » achieves strong connections and linkages to the river promenade, South Bank Parklands and the core integrated resort development.

Development in the PDA provides secondary public plaza areas that deliver high amenity spaces which vary from intimate courtyard spaces to activated, highly visible plazas that:

- » provide appropriate shade and shelter
- » are attractive and well-lit spaces
- » integrate hard and soft landscape elements with the built form
- » are accessible for all users
- » promote water sensitive urban design
- » integrate public art where appropriate
- » provide adequate public amenities.

Riverside Promenade including new green space

Development in the PDA provides a Riverside Promenade that:

- » activates the north bank of the Brisbane River and provides a key linkage from North Quay to the City Botanic Gardens
- » caters for pedestrians and bicycles and is of a scale, width and configuration which is capable of acting as a shared user facility

Kangaroo Point, Brisbane



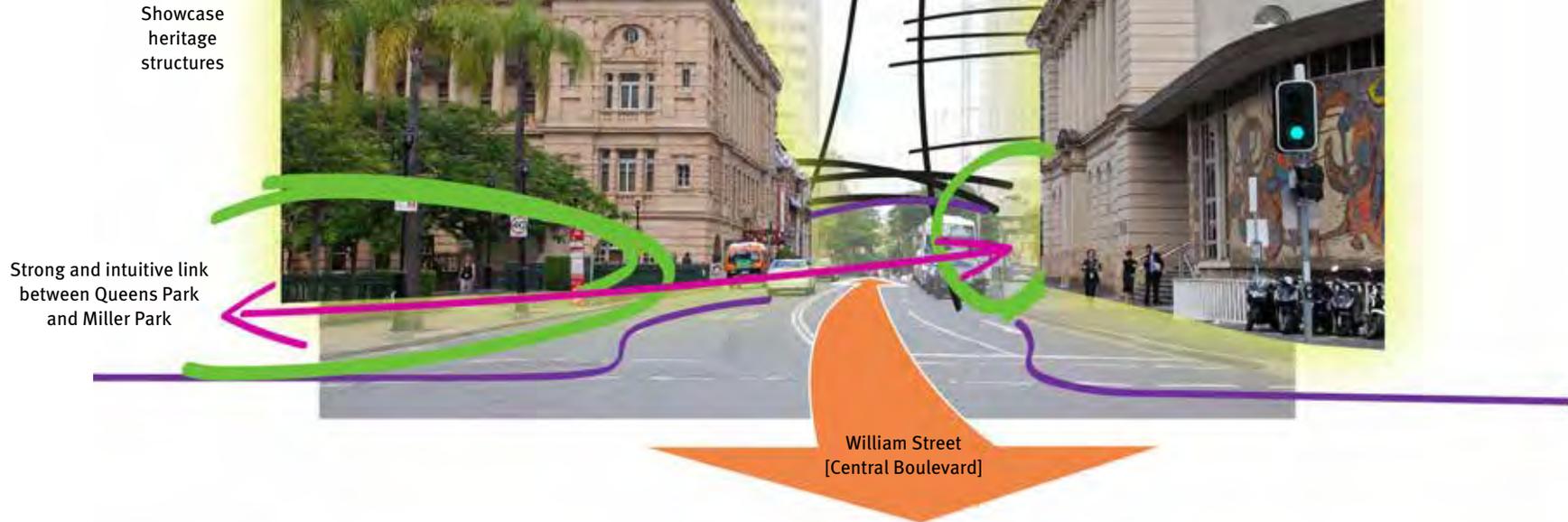
Diverse

Riverside promenades are places of linear movement as well as occupation and shared use

Former Bellevue Hotel



Cultural stories can be told at the sites of former heritage structures



- » incorporates safe vantage points during events and include focal nodes to create interest and variety
- » provides opportunities for active recreation
- » demonstrates a clear interface with the primary public plaza
- » provides seating areas and new green spaces along the riverfront
- » provides opportunities for water access
- » addresses the interface with the Riverside Expressway.

Existing parks

Development in the PDA ensures that Queens Park and Miller Park are maintained and enhanced by:

- » preserving their location, size and function as valuable publically accessible green space in this part of the Brisbane city centre

- » improving connectivity to the surrounding area and the core of the PDA through form, materials and interpretation
- » maximising their location and amenity to provide improved access from the Brisbane city centre
- » preserving views from them to the Brisbane River and beyond
- » ensuring Miller Park maintains an important visual link from Queens Park to South Bank Parklands and the former State Library to the Commissariat Store
- » providing new opportunities for passive recreation.

Gateways

Development in the PDA establishes designated public realm gateways that:

- » seamlessly transition and integrate into the built form and surrounding city landscape

- » incorporate appropriate hard and soft landscaping and other surface treatments
- » create an engaging and inviting space
- » provide clear sight lines to improve visual amenity
- » provide strong visual cues such as angles and curves
- » provide structural elements, sculptures or arbours
- » deliver clearly identifiable entry, corner or arrival points into the PDA where appropriate.

Laneways

Development in the PDA creates vibrant laneways that:

- » provide safe, legible pedestrian linkages
- » are designed as high quality street environments incorporating activation at the edges
- » provide opportunities for art and creativity.

River edge gateway key elements



Key outcomes

Spaces and experiences

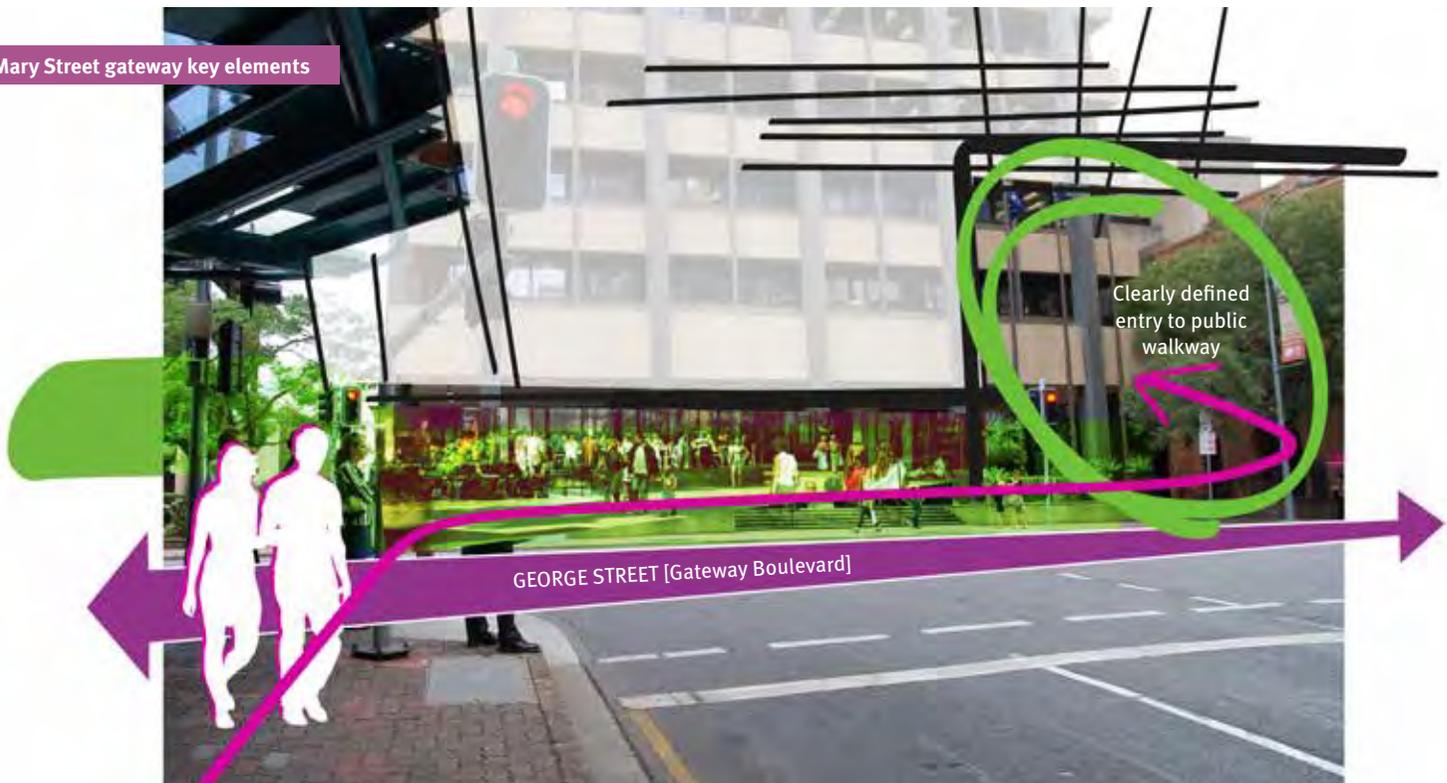
Public realm spaces in the Queen's Wharf Brisbane PDA deliver diverse experiences.

Public space typologies

Deliver at a minimum, the following key public space typologies:

- » public plazas
- » riverside promenade including new green space
- » existing parks
- » gateways
- » laneways.

Mary Street gateway key elements





QUEEN'S
WHARF
BRISBANE



**Queensland
Government**

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May 2016