OCTOBER 2022

Northshore Hamilton Priority Development Area

Development Scheme Amendment no.1 — Submissions Report

Economic Development Queensland

Creating and investing in sustainable places for Queensland to prosper

Queensland Government

ACKNOWLEDGEMENT

Economic Development Queensland (EDQ) acknowledges the traditional owners of the land and waters of the Northshore Hamilton PDA. We also Acknowledge the continuing culture of the Yagera and Turrbal people; and the influence and contribution their culture brings to the Northshore Hamilton PDA.

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1 Introduction

The proposed Northshore Hamilton Priority Development Area (PDA) Development Scheme Amendment and draft Development Charges and Offset Plan (DCOP) was publicly notified for 30 business days from 22 October to 3 December 2021.

Following the end of the public notification period, all submissions received were reviewed by the Minister for Economic Development Queensland (MEDQ), and the Northshore Hamilton PDA Development Scheme was changed where considered appropriate.

This report has been prepared to summarise the submissions that have been considered and provides information on the merits of the submissions and the extent to which the development scheme and DCOP have been amended.

State agencies were also engaged and have provided comments, which have been considered.

2 Overview of public notification process

Community engagement

The public notification period for the proposed Northshore Hamilton PDA Development Scheme Amendment and draft Development Charges and Offset Plan (DCOP) took place between 22 October and 3 December 2021. During the public notification period the following community engagement initiatives were undertaken:

- A dedicated Northshore Hamilton PDA – Development Scheme Amendment page on the Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) website.
- Online public notice advertisements in The Courier Mail and Brisbane Times published for a two-week period from Saturday 23 October – 3 December 2021.
- Public notice advertisement on the DSDILGP Northshore Hamilton PDA web page.
- Four community engagement sessions, including three Teams meetings and one in-person session.
- Seven DSDILGP Growing Queensland social media posts across Facebook, Twitter and LinkedIn from first promotion on 12 November 2021. The following social media statistics are provided:
    - Reach: 2710
    - Engagement: 91
    - Reactions: 28
    - Comments: 1
    - Shares: 4
    - Clicks: 59
- A ‘Have Your Say’ (HYS) webpage on the DSDILGP website with:
    - an interactive development scheme document providing the community with an opportunity to review and leave comments in the document,
    - QAs mechanism to ask questions and receive responses in a public forum or privately,
    - five (5) short videos each explaining key elements of the proposed development scheme and draft DCOP, and
    - downloadable copies of the proposed development scheme amendment, draft DCOP, draft Infrastructure Planning Background Report (IPBR), community newsletter #1a nd How to make a submission fact sheet.

Engagement sessions registrations and attendance

	Date	Total registrations	Actual attendees	# questions/ session
1	Tuesday 9 November	17	14	17
2	Thursday 11 November	4	4	4
3	Saturday 20 November	6	12	N/a
4	Monday 29 November	9	6	9
TOTAL:		**36**	**36**	**30**

Library downloads

Downloads
• 136 downloads of the proposed development scheme amendment • 31 downloads of the draft Development Charges and Offset Plan (DCOP) • 29 downloads of the FAQs • 27 downloads of the Community newsletter #1 • 25 downloads of the draft Infrastructure Planning Background Report (IPBR) • 15 downloads of the *How to make a submission* fact sheet.

Video	Title	Total views
1	Overview of the Northshore Hamilton Priority Development Area	28
2	Introduction to Structure Plan, Vision and Zoning	23
3	Mixed Use, Residential and Community Areas	20
4	Employment Areas	9
5	The Transport Network	11

Comment topics

- Density
- Building heights
- Public housing - brings with it the associated criminal element, unsavoury behaviour, increased levels of crime and risk to public safety
- Traffic network
- Transport options
- Public transport infrastructure
- Vehicle access to KSD
- Resident and visitor parking restrictions in development
- Active transport links, timing and future planning
- Visitor car parking – both public parking provision and parking rates for development
- Development sequencing, specifically the riverfront public open space
- Connectivity on the waterfront area – how one end of the PDA links to the other
- The Vision
- Future of Eat Street
- Swimming centre
- The use of open space
- Shopping complex in the development
- The evolution of the industrial area – expected timing and how that will occur?
- Brisbane Cruise Terminal – long term plans?
- How planning compliance and enforcement works in a PDA
- What is an activity centre?
- The timing of a definitive plan for the 2032 Olympics Games Village

Submission registration and review process

Submissions were received by post, email and via DSDILGP's Northshore Hamilton PDA – Development Scheme Amendment Have Your Say online submission page. Once submissions were received, they were registered and reviewed.

Table 1 below provides an overview of the submission registration and review process.

Table 1: Submission registration and review process

Step		Action
1	Registration of submissions	Submissions were registered and given a submission number.
2	Classification of submissions	Submissions were classified by number and section relevant to the development scheme.
3	Summarising submission issues	Each submission was read, and each distinct matter entered in the submissions database under categories and key common issues. Each submission often covered several topics; therefore, allowance was made for the same or similar comments being raised in several submissions. This included receipt of multiple submissions with similar views on a topic or submissions having different views on the same topic. For this reason, topics common across multiple submissions were identified and summarised under common headings, based on the sections of the development scheme in the submissions report.
4	Evaluation and responses to issues	Once all comments were summarised, they were assessed and responses prepared. Potential changes to the development scheme were identified. In evaluating submissions, allowance was made for the same or similar comments being raised in different submissions. For this reason, assessment of comments and resulting development scheme changes were made based on the sections of the development scheme rather than on a submission-by-submission basis.
5	Submissions report	The submissions report collates steps 3 and 4 above, providing a summary of the submissions considered, information about the merits of the submissions and recommendations for changes to the development scheme to reflect submissions. Comments raised through submissions have been summarised to simplify the presentation and review of comments.
6	MEDQ approval	The final submissions report and development scheme amendment were submitted to the MEDQ for review and approval.
7	Publishing and notification of development scheme amendment	As soon as practicable after the MEDQ approved the development scheme amendment, the MEDQ published: • a gazette notice establishing the date the development scheme amendment came into effect, • the development scheme amendment and submissions report on the department's website, and • a notice in at least one newspaper circulating in the local area, stating the development scheme amendment had been approved and it was available on the department's website, along with the submissions report. The MEDQ also notified submitters, Brisbane City Council and State agencies that the development scheme amendment was in effect.

3 Overview of submissions

Submission numbers

A total of 37 submissions were received by EDQ, 35 during the public notification period and two after the public notification period ended.

Submitter interest in the PDA

Submissions were received from a variety of interested parties. A breakdown of the submissions by interest is outlined in Table 3 below.

Table 2: Breakdown of submissions by interested party

Type of submitter	Number of submissions received
Resident	6
Business, public sector entities and other organisations	31
Total submissions	**37**

Overarching areas of support or concern

A review of the submissions identified general support for the:

- phasing out of industrial uses PDA –wide (noting some submissions requested acknowledgement of lawful use rights for existing industrial development), and
- inclusion of sustainability standards and initiatives throughout the draft scheme.

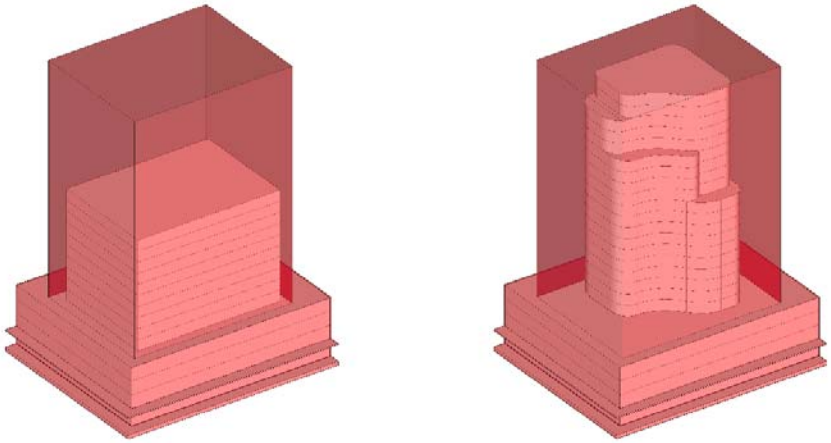
The following matters of concern were also raised:

- lack of detail about plans for the 2032 Olympic Village,
- the appropriateness of the built form provisions, in particular for plot ratios, setbacks, building height and the relationship between building height and plot ratio,
- the operation of the land use plan as a performance-based planning instrument,
- the zoning of specific properties in the draft scheme,
- the requirement for housing diversity,
- the integration of public, active and private transport networks,
- the lack of specific provisions to facilitate the achievement of the sustainability standards outlined in the draft scheme, and
- changes made in the DCOP, specifically concerning the Value Uplift Charge.

A full evaluation of the submissions, including consideration of both support and concern, is detailed in section 4.0 of this report.

4 Summary of submissions and amendments

#	Summary of Issue	Response	Amendment triggered
Overarching matters			
1.	The PDA development requirements are too prescriptive and do not allow for performance-based planning. Non-compliance with a prescriptive provision will trigger a full assessment against the Vision and PDA wide criteria. Provide greater clarification about the hierarchy and extent of PDA development requirements to ensure consistency with other development schemes and to provide the necessary flexibility in the application of built form provisions.	The scheme provides a performance-based development assessment framework. Unlike Planning Schemes under the *Planning Act 2016*, PDA development instruments do not have 'bounded' (i.e. code assessable) and 'non-bounded' (impact assessable) development. Instead, development is categorised as PDA accepted development (no application required) and PDA assessable development required a PDA development permit. The *Economic Development Act 2012* states that PDA assessable development cannot be approved if the proposed development would be inconsistent with the relevant development instrument. Section 2.2.3 in the amendment establishes the process for determining consistency with the development instrument. There are two pathways to determine consistency with the land use plan: 1. development is consistent with the relevant PDA development requirements. Development is consistent with the PDA development requirements where it achieves the outcomes sought by the relevant PDA development requirements. An application may be at variance with a prescriptive measure but still consistent with the outcomes for the PDA development requirements as a whole. This creates flexibility to apply the instrument in a performance-based manner, 2. development fails to pass the assessment of consistency under (1) above but there are sufficient grounds to justify the development, despite the inconsistency. In these instances, the application must demonstrate that the development is consistent with the Vision and that the grounds for approval are sufficient despite the inconsistency.	No
2.	Plot ratios and maximum GFA requirements are too prescriptive. Plot ratios should be increased. Maximum plot ratio should be removed.	The maximum plot ratio is the scheme's primary control for development intensity, controlling both development yield as well as maximum building bulk. Maximum plot ratios have been allocated to zones and sub-areas in a way that reinforces the vision and structure of the land use plan and manages the impact of development on planned infrastructure network. The specified maximum plot ratios have informed the provision for infrastructure as outlined in the Development Charges and Offsets Plan (DCOP) and Infrastructure Planning Background Report (IPBR). Maximum plot ratio requirements in zones and sub-areas provides for the equitable distribution of development yield, ensuring that no one individual site places an unreasonable demand on infrastructure services such that it undermines the potential for adjacent sites to develop to their intended potential. Removal of the maximum plot ratio requirement would require stricter built from requirements to ensure maximum development yield is not exceeded. This is considered an undesirable outcome as it would limit opportunities for design responses that respond to context and result in a homogenous built from outcome across each of the zones.	No

		The performance-based application of the scheme as well as the sufficient grounds mechanism, as outlined under item 1 of this submissions report, provides a pathway for the MEDQ to consider development applications that depart from the prescriptive requirements of the PDA development scheme.	
3.	Maximum plot ratios do not relate to the maximum building envelope created by the building height and setback requirements.	The maximum plot ratio does not necessarily relate to the maximum building envelope created by applying the maximum building height with the minimum building setbacks. The application of both a maximum building envelope and maximum plot ratio provides for design flexibility and enables variation in building form. The allowable development yield determined by the maximum plot ratio may be distributed across the built from in a variety of different ways that does not exceed the building envelope. Example images showing the relationship between plot ratio and building envelope are provided below.  In the above image the red outline represents the maximum building envelope created by applying the maximum building height and minimum building setbacks. These controls aim to ensure that visual privacy, access to natural light and cross ventilation can be achieved throughout the precinct. The models within the red outline both achieve the same development yield and plot ratio. The height, design, and orientation of the two buildings are different but both are compliant with the built form provisions. The application of the plot ratio as well as the building envelope controls provides opportunities for variation in built form outcomes across the precinct that responds to commercial drivers as well as local context and amenity. As outlined in item 2 of this Report, the maximum plot ratio provides for the equitable distribution of development yield across the PDA in a way that reinforces the vision and structure of the land use plan. The plot ratio is a primary control in regulating the impact of development on the planned infrastructure network.	No

4.	Concerns about maximum building height limits. Additional building height should be allowed on certain sites across the PDA. Justifications for increasing maximum building height included: • creating gateway sites to define entry points or creating landmark sites within the PDA. • enabling development opportunities that respond to changes in market demands.	The distribution of building height across the PDA reinforces the structure of the Land Use Plan and the PDAs centres and open space hierarchy. The amendment has undergone extensive assessment, including three-dimensional visualisation and analysis, to validate the maximum building height requirements across the PDA. While the suggestion of highlighting entrances to the PDA is supported, it is not considered necessary that this outcome be achieved through additional building height or development yield. The structure plan for the PDA clearly establishes the primacy of the Brisbane River, and framing development around the riverfront parks. The greatest intensity of development is located in the mixed-use high density areas along Macarthur Avenue, which capitalise on new civic open spaces that frame the Brisbane River and the location of activity centres, particularly the main activity centre. This wholistic approach to managing development yield and building height across the PDA is considered equitable and provides an appropriate foundation for more detailed planning to occur on individual sites. The performance-based application of the development scheme, as well as the sufficient grounds mechanism outlined under item 1 of this submissions report, provides a pathway for the MEDQ to consider development applications that depart from the prescriptive requirements of the PDA development scheme.	No
5.	Greater development opportunities were requested for certain land holdings, sighting reasons including: • opportunities to leverage landmark or gateway site locations, • improved development opportunity and viability, and • opportunities to create localised centres. The amendments related to: • 7 Remora Road, Hamilton – Mixed Use High Density Zone instead of Mixed Use Medium Density (sub-area 1) zone. • land on the southern side of Macarthur North, and north of new road 4 (Karakul) -	The amendment has undergone extensive assessment to determine the appropriate distribution of development across the PDA in a way that reinforces the Vision. The distribution of development is established through the configuration of the zones. Extensive testing verifying the distribution of development has been undertaken. This distribution of development reinforces the vision and structure for the land use plan and underpins the infrastructure planning. The justifications for amending zoning may have merit when viewed in the context of an individual site. However, when viewed in the context of the Land Use Plan as a whole, the rezoning of individual sites would undermine fundamental elements of the plan such as the centres strategy, open space network and the infrastructure planning for the PDA's associated road network. Notwithstanding the above, the amendment provides for individual development applications to seek a departure from the zone intent where the development is consistent with the vision and sufficient grounds can be demonstrated to justify the departure despite the inconsistency. Item 1 of this submissions report provides further information on the consideration of development applications.	No

	Mixed Industry and Business Zone instead of Mixed Use Medium Density (sub-area 3 • 112 Cullen Avenue, Eagle Farm - Commercial Centre instead of Industrial • 100 on SP275551 and Lot 1093 on SI8401 between Kingsford Smith Drive and Cullen Avenue West –Mixed Industry and Business Zone instead of Industrial. • Suggest for 7, 11, 33, 37 Curtin Avenue West - Mixed Use High Density and Mixed Use Medium Density (sub-area 1).		
6.	Built form provisions should reflect approved but not constructed development, including building envelopes (building height and setbacks) and plot ratios.	The currency of existing PDA development approvals continue despite the changes made by the scheme amendment. Development may be undertaken under existing development approvals. In assessing development applications for a change to approval, the MEDQ will have regard to the changes proposed and the provisions of the development instrument relevant to those changes. In assessing new development applications, the MEDQ will have regard to the development instrument as a whole.	No

Submissions on the PDAs Vision			
General			
7.	Set a clear intent for development that recognises, protects and showcases the unique local character, heritage and identity of Northshore Hamilton and not just replicating other urban renewal areas in Brisbane. Need to reinforce the role of the river acknowledging the cultural significance and presence of the river in defining the public experience of the PDA and providing a stronger connection to the greater community.	The scheme's Vision recognises the distinct urban renewal opportunity proposed by the PDA, which is specific to the locality of Northshore Hamilton and the Brisbane River. This is highlighted by the development schemes' focus on the waterfront including the significant contribution of open space and the intent for development that fronts this open space. The Vision identifies a series of connected, high quality civic open spaces focussed along the Brisbane River that provide public access to the riverfront and are designed to establish the PDA as a world class lifestyle, recreation, and events destination. This Vision is reflected in the structure plan and the configuration of zones that reinforce the role of the river, creating and maximising the public benefit and utility of the PDAs significant frontage to the Brisbane River.	No
8.	The Vision should acknowledge the strategic function of the Brisbane Airport.	The scheme's Vision establishes aspirations for development within the PDA. Constraints on development include those related to the function and operation of the Brisbane Airport and are detailed within the PDA wide criteria. These PDA wide criteria recognise the strategic function of the Brisbane Airport and ensure development does not compromise these operations including consideration for Australian Noise Exposure Forecast (ANEF) contours, prescribed operational airspace, emissions, lighting and wildlife hazard.	No
9.	The Vision should capture the intention for public and social housing in the PDA.	PDA-wide criteria 2.5.5 requires the delivery of public, social, or affordable housing. Section 4.4 of the Implementation Strategy contains a series of actions to facilitate social, affordable and community housing and recognises that further work, outside of the land use planning system, is required to enable its delivery within the PDA.	No
Land Uses			
10.	Arrival and gateway locations should be emphasised through built form and urban design outcomes.	Section 2.5.2 of the scheme identifies arrival points at the PDA's Main and Eastern activity centres and Section 2.5.1.1 *Streets and Public Ream* recognises the role gateway entrances provide from a wayfinding and legibility perspective. Point (xiii) states: *Development delivers high-quality streets and public realm spaces that are designed to: … Emphasise gateway locations through urban design treatments that improve the wayfinding and legibility of the PDA.* It is not considered necessary that the scheme amendment be further changed to increase built form intensity outcomes at the PDA's entrances. While the principle of more intensive built form outcomes defining entrances is recognised, it is considered subordinate to the development schemes centres strategy. Refer items 2 of this submissions report for further guidance on this matter.	No

11.	Greater recognition should be given to interim land uses which would allow activation of the PDA in the short to medium term. This will also allow for the range of temporary infrastructure that will be required to accommodate the Olympics.	Sections 2.2.12 and 2.2.3 provide for the consideration of interim uses. These provisions are considered sufficient to enable applicants to propose, and for EDQ to consider, interim uses in that provide for development outcomes for the short to medium term. EDQ may prepare further guidance material to support applicants in understanding what types of interim uses are appropriate. However, it is not considered necessary that this guidance been included in the development scheme.	No
Brisbane 2032 Olympic and Paralympic Games			
12.	There is an opportunity for the Brisbane 2032 Olympic and Paralympic games athlete's village to deliver legacy outcomes for the city. There is a lack of provisions for the Athlete's Village. The location of the Athlete's Village is not identified within the scheme. The Vision is the development schemes should be expanded to include the Athlete's Village.	Planning for the Brisbane Athlete's Village as part of the Brisbane 2032 Olympic and Paralympic Games is still in its early stages and the precise boundary for the Athletes Village has not yet been resolved. However, the importance of designing and delivering the Village to ensure a quality, enduring legacy is a top priority. A reason NSH was chosen to be the home of the Brisbane Athlete's Village was that the Village could be designed to fit within the parameters set by the Structure Plan for the PDA and bring forward redevelopment and infrastructure already envisaged for the PDA. While Athletes Village will be a temporary use on the site, the scheme amendment seeks to maximise the legacy outcomes from permanent works.	No

Submissions on the PDA-Wide Criteria			
Urban Design and Public Realm			
13.	Clarify streetscape hierarchy.	The amendment establishes the role and function of roads within the PDA at a principal level. The road hierarchy for the purposes of defining streetscape treatments will be described as part of subsequent street and public realm design guidance. This action is in the Implementation Strategy.	Yes
14.	Provide more specific provisions for entry and arrival sites to the PDA (i.e. landmark / gateway / significant corner sites).	As stated under items 4 and 5 of this Report, the proposed scheme amendment has not been changed to attribute greater yield or increased building envelope allowances to individual sites. Applicants can undertake contextual analysis as part of early design development and considered through the PDA development assessment process. Built from design responses that respond to location and site context are supported.	No
15.	Design standards must be improved to provide greater residential amenity throughout the Mixed Use zones.	The PDA is a mixed-use precinct that accommodates a range of diverse land uses and highly urbanised living and working opportunities. Amenity outcomes are consistent with this diverse, vibrant, high density, mixed-use urban context However, section 2.5.9, of the scheme amendment protects sensitive land uses (including accommodation activities) from adverse impacts arising from new development.	No
16.	Review the extent of significant landscape in the development scheme to better enhance the urban and living objectives for the area.	The amendment includes provisions to protect landscape, habitat and water quality through the retention of existing significant vegetation and the delivery of new landscape elements. The sustainability provisions of the Vision have also been refined to more clearly articulate desirable vegetation outcomes. *Networks of vegetated spaces in the public realm improve the environmental performance of the PDA, including habitat value, water quality objectives and mitigating the urban heat island effect.*	Yes
17.	Support First Nations art and cultures in infrastructure projects and promote cultural tourism.	EDQ is developing opportunities to establish and improve First Nations engagement at an organisational level, this is reflected in EDQ's Strategic Plan. At a precinct and community level EDQ has commenced preparation of an Indigenous Participation Plan (IPP) for Northshore. The plan seeks to ensure the engagement of first nations people, culture and enterprise; and thereby deepen acknowledgement of traditional owners of land and waters and the continuing influence and contribution that Yagara and Turrbal people, and their culture bring to Northshore. The preparation of the Northshore IPP and the resulting initiatives and engagement is recognised and supported in the implementation strategy of the development scheme.	Yes
18.	The scheme is not explicit about the benefit of active transport and blue and green infrastructure to the mental and physical health of communities.	The amendment seeks to promote blue and green infrastructure solutions that deliver environmental and liveability outcomes. This policy is established through the vision under section 2.3.4 Urban design, public realm and sustainability, the PDA wide criteria, section 2.5.4 Sustainable development, section 2.5.7 Environment, and the zone provisions especially the Civic Open Space Zone, Special Purpose (Environmental Corridor) and Sport and Recreation Zone.	No

		While the benefits of these infrastructure solutions is understood and supported in the scheme, the scheme is a development assessment tool, not an advocacy document. State, local and industry peak bodies prepare other forms of guidance material to informs of the benefits and values of these types of infrastructure solutions.	
19.	The scheme does not discuss that the stewardship of natural assets to deliver ecosystem services is essential to the resilience of the natural landscape which, in turn, is important to the health and safety of the QLD community.	The amendment provides for the maintenance of habitat, water quality and flood mitigation values of significant riparian vegetation. It also requires development avoid minimise and mitigate adverse impacts waterways and riparian areas. These matters are further detailed in the Vision and Section 2.5.7 *Environment.*	No
20.	Include provisions ensuring all active transport routes are shaded by trees.	The amendment includes requirements for shade trees on active transport routes. Section 2.5.1.4 requires high-quality streets and public realm spaces that are attractive spaces embellished with landscape and street furniture to encourage social interaction, healthy active lifestyle and community-based activity. Section 2.5.3 also requires the layout of streets and the public realm to prioritise pedestrian and cycle movements and the use of public transport over private vehicles by delivering generous landscaping that gives shade and comfort for pedestrians. However, the scheme has been further changed to include an implementation action for EDQ to prepare and publish a Streets and Public Realm Design guideline for the Northshore Hamilton PDA. This guideline will further describe the intended design treatments for the streets and movement network.	Yes
21.	Support 'QLD Active Precincts' in the PDA.	The amendment embodies the principles of the Qld Sport and Recreation Strategy Action Plan, including active transport networks, co-design and delivery of social infrastructure including open spaces and community facilities and schools through collaboration, universal design principles and partnerships.	No
Centres			
22.	The centres hierarchy is not clearly defined The high volumes of retail allowed for, especially out of centres, will compromise centres from establishing or thriving.	EDQ has undertaken background work to identify the extent of retail and commercial floor space anticipated to be realistically supported by the PDA at ultimate development. This background work forms the basis of the Centres strategy for the PDA and by extension, the location and volume of retail development that can be proposed in the PDA. The location and volume of retail development will be monitored over the life of this scheme amendment and if necessary, adjustments to retail development caps will be considered as part of the next iteration of the development scheme (reviewed approx. every 10 years). The amendment provides for retail centre precincts each with a specific role. The centres strategy comprises the existing Hamilton Harbour/Portside precinct (which is already delivered), a centrally located main centre, a convenience scale centre in the eastern portion of the PDA at Northshore Riverside Park, and a retail showroom precinct abutting Kingsford Smith Drive. The main centre represents the retail heart of Northshore Hamilton, which combined with significant open space provision and visual and physical connections to the Brisbane River, establish it as Northshore	No

		Hamilton's civic heart. The eastern centre is a small-scale centre comprising a mix of convenience retail and dining and food catering opportunities. The retail showrooms precinct represents a major new addition to the Northshore Hamilton centres network. The retail showroom precinct seeks to leverage off the exposure provided by Kingsford Smith Drive. Provision has been made for out-of-centre retail and food and beverage outlets that provide for more dispersed activity while still maintaining a focussed centres strategy.	
23.	The boundaries of centres should be more clearly defined.	For the purposes of implementation, the indicative location of the centres on the structure plan is sufficient. The Vision, PDA-wide criteria and the development intent for Mixed Use High Density zoned land, provide a policy basis for the location of the centres as well as their role and function in the PDA. This approach balances certainty on the location of centres with a level flexibility on their configuration and extend, enabling market responsive development outcomes.	No
Connectivity			
24.	Improve pedestrian, vehicle and cyclist access to more established parts of Hamilton (outside PDA) where services are located. Establish signalised crossings.	Transport planning for the PDA (road network, active transport) has been undertaken based on key principles of connecting movement networks in and outside of the PDA. The road and active transport networks have been developed and identified with these connections in mind. EDQ does not have the jurisdiction to plan or fund infrastructure upgrades outside of the PDA, including the design and function of Kingsford Smith Drive. Road, active transport and public transport networks within the PDA have been given detailed consideration and # new intersections within the PDA will be signalised. New intersections (signalised and unsignalized) have been identified so they can be detail designed to accommodation active transport movements (pedestrians and cyclists).	No
25.	Widen footpaths and separated cycleways.	The transport network for the PDA has been designed based on a street network agreed with BCC, including intersection locations and types (signalised and non-signalised). There is an extensive program of active transport improvements planned for the PDA as outlined in the scheme and DCOP which includes separated cycleways along major roads (district/suburban roads) and wide footpaths in areas which are anticipated to have higher pedestrian traffic.	No
26.	Focus active transport routes to facilitate access from the PDA to Brisbane CBD instead of PDA to airport. The east/west bike connection is severed in 2 places by a pedestrian route. The separated cycle routes do not connect to any bike infrastructure outside the PDA.	Transport planning for the PDA (road network, active transport) has been undertaken based on a number of key principles, which included connecting movement networks in and outside of the PDA. The road and active transport networks have been developed and identified with these connections in mind. EDQ does not have the jurisdiction to plan or fund infrastructure upgrades outside of the PDA, including the design and function of Kingsford Smith Drive. Road, active transport and public transport networks within the PDA have been given detailed consideration. New intersections (signalised and unsignalized) have been identified so they can be detail designed to accommodation active transport movements (pedestrians and cyclists).	No

27.	The southern verge of Kingsford Smith Drive, east of Remora Road, should be upgraded to at least a three-metre-wide shared path. This is an important link to the Brisbane Airport and TradeCoast precincts and is a key link in the broader network between the Jim Soorley Bikeway and Lores Bonney Riverwalk.	The current planning for Kingsford Smith Drive provides for the key connections to surrounding active transport infrastructure. Noting that there is an existing cycleway (on-road) on Kingsford Smith Drive for the length of the PDA boundary and that the Development Scheme has allocated Kingsford Smith Drive as a	No
28.	Extend the heavy rail line from Doomben into the Hamilton Northshore area - with the new station location next to Theodore Street and close to MacArthur Avenue.	Public Transport studies undertaken by EDQ have identified that a combination of bus and ferry services will provide the most efficient, cost effective, and accessible PT system for NSH. Further, EDQ has undertaken high level cost benefit analysis of extending heavy rail into the PDA which has identified that extending the rail would be costly and have a number of land use impacts in and outside of the PDA if designed in a way that avoids disrupting Kingsford Smith Drive. Also, DTMR's long term transport plans do not identify the extension of heavy rail from Doomben as a long-term transport objective for the area.	No
29.	Future-proof the opportunity for rapid mass transit to be delivered in the long term; with the future station to be located at the Main Activity Centre.	The transport network has undergone extensive assessments and studies which have culminated in the Transport Maser Plan - Northshore Hamilton PDA (Cardno, 2021) which considers main activity centres and desire lines.	No
30.	Precinct design and layout should consider access to public transport facilities.	The street hierarchy and network for the PDA, as documented in the background report - NSH Transport Master Plan do consider, at a high level, access to public transport, including bus routes. Roads intended for future bus routes have been identified on a map in the development scheme.	No
31.	Connect to the existing rail network at Doomben via an extension of the rail line or a driverless dedicated and coordinated electric shuttle. The proposed extension of the existing bus system increases congestion.	EDQ has undertaken a series of transport assessments to support the extent of development envisaged for the PDA in the development scheme. These background investigations have identified that expansion of bus and ferry services in and outside of the PDA, rather than the delivery of a single, costly heavy rail line expansion into the PDA, will provide the most efficient, cost effective, flexible and frequent public transport options for existing and future residents in the PDA. The first iteration of expanded bus services was delivered in December 2021, which involved revisions to 4 bus routes to improve bus access to a variety of locations in the PDA. DTMR and EDQ have been undertaking joint studies to plan for the further expansion of bus and ferry services for residents in the PDA and will continue to deliver improved services as development in the PDA occurs over the coming decades.	No
32.	The transport network is insufficient to service the PDA.	A range of traffic and transport analysis has been undertaken to support the land use and associate infrastructure demand for the PDA. The work undertaken to date anticipates transport demand for road and active transport networks based on zoned land uses and has identified infrastructure upgrades necessary to provide for this demand. Public transport planning is being undertaken in stages, in conjunction with DTMR. Initial stages of planning identifying bus and ferry infrastructure as the most efficient and responsive options for public transport have been identified. The next stages of planning, which will identify the detail of bus stops and associated bus infrastructure within the road networks is now being undertaken. The DCOP and	No

		scheme amendment have been structured to plan for upgraded transport infrastructure. In addition, the DCOP will be reviewed approximately every 5 years to accommodate more detailed infrastructure planning for transport networks over time.	
33.	The Civic Open Space zoned areas are fragmented and do not align with or establish the PDA as a world class recreation destination.	The Civic Open Space zone delivers 8.7 hectares of open space providing continuous Brisbane riverfront access for the length of the PDA, connecting Portside to the existing Northshore Riverside Park, offering a world class recreation destination.	No
34.	Street network, intersections and new road connections should cater for vehicles, pedestrians and cyclists.	The transport network for the PDA has been designed based on a street network agreed with BCC, including intersection locations and types (signalised and non-signalised). The street hierarchy and indicative cross sections in the background report - NSH Transport Master Plan identify street design accommodating vehicles, cyclists and pedestrians. The street and active transport network are identified in maps in the PDA development scheme.	No
35.	Detailed transport modelling should be done for the PDA.	The transport network has undergone extensive assessments and studies which have culminated in the Transport Maser Plan - Northshore Hamilton PDA (Cardno, 2021).	No
Sustainable development			
36.	The scheme should reference 4 Star Green Star Buildings v1 Certification rather than the stated Green Star Design and As-Built tool.	The scheme is seeking to achieve "best practice" sustainable buildings. Rating systems change over time to reflect advances in sustainable design. To ensure the scheme requirements remain current, the amendment has been changed to include a footnote noting that the most contemporary iterations of the rating tools are to be considered.	Yes
37.	The scheme allows for development to achieve sustainability outcomes equivalent to the specified rating tools. This may result in sub-standard sustainability outcomes.	Section 2.5.4.1 requires all new development to achieve best practice sustainable design certification. Two rating systems, Green Star and EnviroDevelopment are listed. In addition to these two rating systems, the scheme allows for equivalent ratings under alternative rating systems. This allowance has been made to ensure other rating tools that achieve similar sustainability outcomes can be adopted. It is recommended that applicants seeking to adopt an alternative rating system engage with EDQ to ensure the equivalent rating system is agreed to.	No
38.	There is opportunity for more progressive thinking and action on carbon performance and sustainability. Higher targets, including net zero carbon emissions should be included Guidance material should be prepared that sets benchmarks for development to achieve zero	The scheme is structured to achieve development outcomes through a hierarchy of provisions. Within this hierarchy, the Vision is the highest order element and creates the basis of policy that informs the requirements within the PDA-wide criteria and the zone provisions. With regard to carbon emissions, the Vision requires development to deliver high levels of sustainability and help achieve low to zero carbon emission outcomes at both a site and PDA level. The PDA- wide criteria build on this policy, requiring development in the PDA to stimulate, support and contribute to sustainability at a site, project, building and community level and promote low or zero emission outcomes in both the public and private realm. Industry best practice guidance material may be drawn on by EDQ in the assessment of development for	Yes

	carbon outcomes.	compliance with these requirements. It is noted that the sustainable development requirements under section 2.5.4 do not specifically reference carbon emissions. This omission is a drafting error and has been corrected for the final development scheme.	
39.	Provisions for sustainable development are underwhelming and need to incorporate wholly renewable energy sources and carbon footprint targets. It should be mandated that green buildings include solar lighting in common areas. Provisions should consider waste and water recovery.	The Vision requires "developments deliver high levels of sustainability and help achieve low to zero carbon emission outcomes at both a site and a PDA level". The PDA-wide criteria under section 2.5.4 *Sustainable development* includes a range of performance-based targets to achieve more sustainable development, include water and waste management provisions. The PDA-wide criteria for sustainable buildings requires accreditation through sustainable development rating tools such as GreenStar and EnviroDevelopment. These sustainability accreditation requirements provide flexibility on how developments achieve sustainable outcomes, allowing for development to respond to different contexts and site constraints. It is acknowledged that rating systems change over time to reflect advances in sustainable design. To ensure the development scheme requirements remain current, the amendment has been changed to include a footnote noting that the most contemporary iterations of the rating tools are to be considered.	Yes
40.	The active use of rooftops is supported, but should be coupled with sustainability requirements.	Rooftops can fulfill a variety of functions in addition or separate to active uses, such as containing plant or energy generation infrastructure, and in the future, potentially even deliveries via drones. Rooftops can also at times be subject to constraints, such as strong breezes. Not all of these impacts can be controlled by building design. Noting this, the development scheme is supportive of designing for sustainability and encourages active use of rooftops, but does not mandate active use and by association, requirements for sustainability to be achieved on rooftops in every circumstance may not be reasonable or appropriate.	No
41.	Remove the requirement for all bedrooms to have an operable window in an external wall. This requirement limits flexibility in apartment design and will resulted in reduced affordability, adaptability, and limit consumer choice.	Sub-tropical design outcomes have been embedded into the scheme to support cross ventilation and climatically responsive design, reducing the reliance on mechanical ventilation systems and improving liveability outcomes for future residents. The performance basis of the scheme, as explained in item 1 of this submissions report, enables the consideration design responses that achieve the outcomes of the scheme as a whole. Regard is to be given to the scheme in its entirety when considering development that proposes to balance liveability with affordability, adaptability and consumer choice.	No
42.	Reduce emphasis on natural ventilation provisions given likely noise attenuation requirements due to aircraft noise.	The ability for a resident to access natural ventilation is considered essential. Section 2.5.9.1 requires noise impact assessments to be undertaken to ensure development is designed, sited and constructed to mitigate exposure of occupants to noise impacts from, industrial noise sources, airport and aviation facilities, marine facilities and transport noise corridors. These assessments need to demonstrate minimum acoustic environmental values for indoor and outdoor areas are achieved. Opening a window to provide natural ventilation may increase the noise environment within the dwelling. It is the resident’s choice to rely on mechanical or natural ventilation methods. It isn’t considered appropriate from	No

		a policy standpoint that that choice be made on behalf of future residents.	
43.	Care needs to be taken to avoid conflicts or offer a way of resolving the differing priorities between aspects of sustainable sub-tropical design and other important urban design objectives.	The PDA development requirements must be construed as a whole. Where a conflict exists between sub-tropical, sustainable, and other urban design outcomes within a specific development application, a balance will need to stuck that supports the intent of the scheme. The hierarchy of the scheme, including the vision, PDA-wide criteria and zone provisions assist in interpreting the intent of the scheme.	No
44.	criteria for energy efficiency (2.5.4.6) is support. Development should incorporate more than one element of energy efficiency , with the preference for the integration of green roofs, green walls and other suitable landscape elements.	The PDA-wide criteria for sustainability provide flexibility in how sustainable outcomes are achieved, ensuring development can respond to site contexts and constraints. Green roofs, walls and other landscaped elements are supported but may not be appropriate in all circumstances.	No
45.	Stronger emphasis should be given to blue infrastructure (or as a standalone infrastructure type) including Water Sensitive Urban Design (WSUD).	Section 2.5.4.5 Water management requires development is to provide WSUD and Integrated Water Cycle Management (IWCM) for buildings, streets and the public realm. The amendment makes reference to Brisbane City Plan's infrastructure design planning scheme policy and supports the onsite water collection and reuse to support landscaping.	No
46.	More criteria should support sustainability and innovation of person-centred and place-based responses to community housing.	The amendment promotes housing diversity and includes requirements under Section 2.5.5 to deliver public, social or affordable housing which could include community housing. Section 4.4 of the implementation strategy seeks to facilitate the delivery of, and examine options to incentivise the delivery of, a range of housing, including community housing. Sustainability requirements throughout the scheme, including under section 2.5.4 *sustainable development,* apply to community housing developments that are assessable development. More detailed work on community housing delivery, including sustainability and innovation, can be explored through implementation.	No
47.	The amendment is substandard in terms of waste management intentions. Waste management is only properly referenced in two locations. A unique opportunity exists in the PDA to achieve an integrated sub-terranean waste collection and management	In response to submissions the proposed amendment has been changed to introduce additional requirements to ensure new development provide for waste management practices that avoid noise and odour impacts and avoid disruption to movement and circulation areas. PDA-wide criteria 2.5.4.7 has been amended to require that waste management areas are designed to be an integrated part of the development, preferably within the building or specifically designed enclosed areas, and designed to avoid any disruption to movement and circulation areas and ensure the safe, convenient and prioritised movement of cars, active transport users and pedestrians.	Yes

	system.		
Housing Diversity			
48.	Remove the requirement for a minimum of 10% of total residential GFA to be 3 bedroom dwellings. Market conditions and development strategy influence product mix and diversity should be achieved at a precinct level, rather than a building level.	Ensuring housing diversity at a development level is an important principle of the current development scheme and is being retained in the amendment. Introduction of the 10% 3 bedroom policy in s.2.5.5 Housing diversity in the PDA-wide criteria is considered to supplement and enhance the existing policy position on housing diversity and has been successfully achieved by private development in Bowen Hills PDA, which has a greater latent demand for 1 and 2 bedroom dwellings. Notwithstanding, the performance basis of the development scheme, as outlined under item 1 of this submissions report provides for the consideration of development that achieves the outcomes of the development requirements. There may be circumstances where the outcomes for diversity can be achieved without strict adherence to the prescriptive measure.	No
49.	The 5% requirement for social housing is not relevant to all parts of the PDA Reduce the distance requirement for public, social or affordable housing relative to public transport network and services. Th escheme should not support buildings wholly comprised of social / affordable housing.	The amendment provides for a diverse range of housing types and tenures, including provision of a minimum 5% of GFA as public, social and/or affordable housing as part of any new residential or accommodation activities or residential components of a mixed-use development. These requirements apply PDA-wide and are not zone or precinct specific. This is consistent with the housing diversity policy contained in the current development scheme, which has been in effect since 2009. Housing diversity is vital to creating inclusive and vibrant communities and is not a location specific outcome. While the amendment does not require or prohibit buildings comprised entirely of social or public housing, the intent is for development to achieve a diversity of housing including housing appropriate for low to moderate incomes. This is achieved through requirements that development provide 5% of GFA as public social and/or affordable housing. These requirements provide flexibility in the delivery of social and affordable housing and ensures government continues to support the delivery of housing options for people on low to moderate incomes.	No
50.	Affordable housing should be delivered at a masterplan level not 'building by building'.	Growth projections and demographic analysis were used to provide an indication for dwelling types and sizes supporting the need for social and affordable housing. The existing policy position for social and affordable housing is being maintained. A new policy requiring a certain percentage of 3 bedroom households has been introduced as part of the scheme amendment to ensure a mix of dwelling size is achieved in the PDA.	No
51.	Undertake urgent engagement with the community on the various housing tenures required in the PDA.	This amendment retains housing diversity requirements of the current scheme (e.g. one or a mix of public, social and affordable housing). EDQ will give further consideration to housing diversity as part of planning and delivery of the Athlete's Village, including the post games legacy of accommodation buildings. More information will be made available to the community on this topic as it becomes available.	No

Submissions on the PDA zone provisions			
Zones generally			
52.	Allowing commercial uses throughout mixed use zone will affect the viability of emerging business and employment hubs within Mixed Industry and Business zone.	Extensive assessments have been undertaken to inform the intended uses in the Mixed Use High Density zone and Mixed Use Medium Density zone and the Mixed Industry and Business zone. The intent for the mixed industry and business area differs from the mixed use zones. Each zone is intended to attract different types of commercial and office uses. The mixed industry and business zone provides for a mix of office, showroom service industry as well as research and technology industry. The mixed use zone provides a wide range and intensity of uses, including commercial, retail, health, community, entertainment, cultural, multiple residential and accommodation uses.	No
53.	There is inadequate reignition of existing residential uses. The mixed use zoning may negatively impact residential amenity.	Since it's declaration in 2008, the intent for the Northshore Hamilton PDA has been to create a vibrant missed use centre that provides for a range of land uses, including commercial and retail development in conjunction with residential development. Section 2.5.9 recognises this intent and outlines requirements for development to ensure the impacts of development on sensitives uses are managed.	No
54.	High density areas should be located in the centre of the PDA.	A range of Mixed Use Medium Density (MUMD) and Mixed Use High Density (MUHD) development is envisaged around the main activity centre for the PDA and the scheme has been drafted to identify the focus of activity to occur around this centre. However, background investigations of infrastructure networks and consideration for environmental variables such as solar orientation and air circulation has also identified that distributing density east-west along Macarthur Avenue will ensure an efficient street network, allow efficient staged delivery of water, sewer and stormwater infrastructure and will maximise the number of residents in mixed use areas being in close proximity to existing and new open space and community facilities areas.	No
55.	The building height of the main central spine of the Mixed Use zone has the potential to create a visual barrier to the river. Taller buildings should be focused along the central mixed-use spine and around the Portside activity centre, with buildings stepped down towards the river to the south of MacArthur Avenue. This approach acknowledges development approvals that have given in these locations at or	The structure plan and built form provisions detailed in the development scheme amendment were informed by three dimensional modelling exercises that were undertaken to understand the potential impacts of building height on surrounding buildings, streets and open spaces and to achieve a positive relationship between development and public spaces such as streets, parks and the Brisbane River.. Visual and physical connections to the Brisbane River will be achieved through road corridors and open space locations, together with development provisions that control the size and dimensions of buildings.	No

	above 105m AHD.		
56.	Where active frontages are proposed, built form at the ground level should not be setback to the front boundary with awnings extending over the public realm streetscape for the full extent of the active frontage to the street.	Ground level front setbacks provide for high quality outdoor activated spaces that provide for outdoor dining and where appropriate, incorporate landscaping and deep planting. An action has been added to the implementation strategy for the preparation of a streets and public realm guideline.	Yes
57.	There is inconsistency in how heights are expressed. Metres and Storeys are interchangeably used to express building height. Consistency needs to be maintained to ensure certainty regarding intent/built form and urban design outcomes in the PDA.	The scheme provides for maximum height in both storeys and metres. Maximum height in storeys identifies the total number of storeys anticipated for a zone. The maximum height in metres identifies a maximum possible height based on constraints, such as operational air space. Height in storeys and metres are intended to work together to provide a combination of tools to allow for the assessment of building height. To provide clarity, the lesser of either the maximum building height in metres or number of storeys is the maximum building height.	No
Mixed Use High Density Zone			
58.	The south side of Macarthur Avenue (within the 'up to 105m' area) may hinder sunlight and increase the winds in the open areas between Macarthur Avenue and the river. The towers should be re-locate to the north side of Macarthur Avenue.	EDQ has modelled the built form provisions contained in the development scheme and assessed the potential impacts these built form provisions will have on overshadowing and air movement. While built form along Macarthur Ave will result in a level of overshadowing and changes air circulation patterns, the modelling undertaken has determined that these impacts are acceptable.	No
59.	The provision of 85-105m high buildings within the Mixed Use High Density area are not consistent with local character and connection with the streetscape and community.	The amendment were drafted to reflect the modelling exercise that was undertaken to understand the potential impacts of building height on surrounding buildings, streets and open spaces and to achieve a positive relationship between development and public spaces such as streets, parks and plazas. It is noted that, since declaration of the PDA in 2008, the NSH PDA was planned to contain high rise buildings up to 23 storeys.	No
60.	0m podium front setbacks, and reduced tower front setbacks, should be allowed.	The built form parameters, including the setback requirements, have been established to ensure quality built form development outcomes at a precinct level. Podium front setbacks create a consistent street interface and allow for deep planting areas and relief in the street frame. Front tower setbacks help manage air-movement and mitigate against street canyoning effects. The design and siting of development at a site level may provide for alternative arrangements that achieve the intended built form outcomes having respect to the individual opportunities and constraints presented by a	No

		particular site.	
61.	The should be a sliding scale of building footprint, based on lot size.	The specification of plot ratios and building envelope provisions on a zone basis provides for a consistent application of built form intensity, providing greater certainty on intended built form outcomes and infrastructure requirements. Building or tower footprints have been included for the purpose of reducing building bulk and ensuring built form does not exacerbate negative climatic effects, such as wind tunnelling, or wind or solar shadowing. .	No
62.	Identify a minimum percentage of podium frontages that are required to be sleeved by other uses.	The amendment establishes development requirements that seek to achieve a positive relationship between development and the public realm. The PDA-wide criteria & zone provisions work together to create an intent for the design of podium parking that responds to the use of the public realm, and it's need for activation and surveillance. To provide further guidance on addressing these requirements, an action has been included in the implementation strategy to prepare a streets and public realm guideline. The guideline will further detail the role and function of the PDA's streets and open spaces and the appropriate relationship with adjoining development.	Yes
63.	Remove the built form provisions governing maximum horizontal dimension; maximum outer wall length; and maximum distance between articulations.	The structure plan and built form provisions detailed in the scheme amendment have been drafted to reflect the modelling undertaken to control outcomes for the bulk and scale of development, particularly high density development, and to control the impacts of built form on adjoining and surrounding land uses. Controls limiting tower size and dimensions is considered an important part of this approach. Individual sites may warrant specific design solutions that respond to the sites immediate context. The performance basis of the development scheme enables these solutions to be considered where they demonstrate how the outcomes for the PDA development requirements are achieved.	No
Mixed Use Medium Density Zone			
64.	Increase the floor plate within the Mixed Use Medium Density zone to 1,400m^2.	It is noted that floor plate efficiency is an important aspect to the financial viability of a development. However, the maximum floor plate area of 1200m2, along with other built form provisions identified in the development scheme amendment, balances floor plate efficiencies with criteria that support climatically responsive buildings.	No
65.	Zone provisions do not work effectively for non-standard shaped sites.	The amendment has undergone extensive assessment in refining the reasoning and provisions for each zone, which allows for a consistent approach across the PDA. Individual sites may present unique opportunities and constraints that warrant alternative design solutions. The performance based development assessment framework provides for these outcomes to be considered on their merits having regard to the outcomes of the PDA development requirements and the development scheme as a whole. Any proposed alternatives to deal with development on a non-standard shaped lot are best dealt with by a future development application/s.	No

66.	The plot ratio calculation should not include any easement.	The definition of plot ratio in the development scheme does not include or exclude easements in determining plot ratio. The plot ratio of a development is based on the area of land subject to the development. Whether the land has easements (or not) does not influence how plot ratio is calculated or how plot ratio allocation for a zone was determined.	No
67.	Include a statement that all setbacks are measured from the relevant boundary of a site and exclude any easement.'	The definition of a setback in the development scheme does not include or exclude easements. The location of easements (for whatever purpose) are not a factor in determining a setback.	No
68.	Change 'minimum building separation within a site' to 'minimum building separation within the mixed use medium density zone.'	There are two built form criteria which determine distances between buildings. Distances between buildings on separate sites is established by the setbacks, side and rear. Distances between buildings on the same site is determined by minimum building separation. Built form provisions for setbacks and minimum building separations are specified on a zone by zone basis, with consideration for building interfaces between zones. As minimum building separation provisions are established within the built form provisions for a particular zone, adding the words' additional text *within the mixed use medium density zone'* is redundant.	No
69.	Clarify if a development application for warehouse or parking station requires public consultation.	Any DA seeking approval to establish Warehouse or Parking station on a site in the Mixed use medium density zone will be assessable development. The proposed development scheme amendment does not contain a list of preferred uses. Accordingly, suitable land uses will be guided by the development intent statement for the applicable zone. In this case, for the Mixed use medium density zone - retail, health, medical, community, entertainment, cultural, residential and accommodation uses are targeted for this zone. The criterion for public notification is identified in section 2.2.7 of the scheme amendment with no specific land uses being identified as requiring, or not requiring, public notification. It is at the discretion of the MEDQ to decide what applications require public notification. The development scheme provides for this under section 2.2.7 of the development scheme where it is stated that *A PDA development application will require public notification if, in the opinion of the MEDQ, the development* *i. may have adverse impacts on the amenity or development potential of adjoining land under separate ownership, or* ii. *is for a use, or is of a size or nature, which warrants public notification.*	No
70.	The proposed road network will result in land fragmentation, consume significant portions of developable land and hinder development opportunities available. The land parcels resulting from	The amendment has undergone significant built form analysis that has examined the appropriate distribution of development yield across the PDA and the forms that this development yield can take. This analysis has informed the road layout having regard to the both the efficiency of the movement network as well as the efficiency and viability of the resulting lot configuration. New roads specified within the land use plan are required to provide a movement network that can accommodate the development yields anticipated by the development scheme.	No

	the creation of new road will be too small to accommodate efficient car-parking layouts, shared basement car-parking, or limit the type of uses that can be established on these parcels. Within blocks, private roads should be considered a suitable alternatives to public roads as they provide greater design flexibility.	Detailed investigations have confirmed the capacity of lots to achieve the intended development yields within the allowable building envelope and with the required car-parking allocation. The delivery of public roads within the PDA is necessary to ensure new development is appropriately serviced from an access perspective as well as a refuse collection and management perspective. Private access roads are not a viable alternative to the roads specified in the scheme but may be appropriate within particular sites to provide a finer grain movement network where it is warranted by the development of that site.	
Mixed Industry and Business area			
71.	There is inconsistency between the maximum plot ratio and planned plot ratio for the Mixed Industry and Business zone (2:1 v 2.5:1)	As established under item 2 of this submissions report, the maximum plot ratio is required to ensure development does not place an unreasonable burden on the planned infrastructure network. It is correct that the IPBR plans for a 2.5 plot ratio for the MIBA zone. A correction has been made to the development scheme amendment to ensure the requirement for the maximum plot ratio aligns with the infrastructure planning undertaken for the PDA. .	Yes
72.	The changed setbacks in the Mixed industry and business zone will have implications on future development and result in inconsistency with current development approvals. Suggest current setbacks are retained.	The amendment has undergone significant assessment to validate the built form provisions across the PDA. Individual development sites may present unique opportunities and constraints that warrant alternative design solutions that achieve the outcomes for the PDA development requirements as a whole. The performance-based nature of the development scheme, as outlined under item 1 of this submissions report, provides for this assessment. Current approvals granted under the existing development scheme will not be impacted by the development scheme amendment, unless they lapse in accordance with section 100 of the Economic Development Act 2012.	No
Industry Zone			
73.	A more ambitious Vision and intent for the Industrial zone would allow for a broader range of uses. Remove / establish higher GFA caps for retail and indoor sport and recreation uses within the Industrial zone Built form and design parameters in industrial areas should evolve	The scheme's industrial zone provides for a a range of industrial and commercial activities that serve a vital role in the functional requirements of the city. The development scheme protects this strategically located industrial land, and establishes an intent for renewal of the area into a clean industry precinct servicing domestic and international markets. Inclusion of larger retail (shop and food and drink outlet) indoor sport and recreation offerings could undermine the zone's intents and contribution to the strategic industrial requirements of the PDA and city.	No

	to allow for emerging uses, amenity and services.		
74.	The transition of heavy industry uses out of PDA is support but in the interim, industries need to have more stringent land use provisions in support of this.	Heavy industry uses that are existing lawful uses in the PDA (i.e. uses operating prior to the PDA being declared), are not able to be further regulated by the development scheme, in accordance with the relevant provisions of the Economic Development Act 2012. As long as the use continues to lawfully operate in the way that it did at the time the PDA was declared, EDQ cannot alter the operating parameters of that use. However, any changes proposed to an existing heavy industry use that constitutes development can and will be, regulated by the development scheme.	No
75.	There is inadequate protection of existing heavy industrial operations.	It is acknowledged that existing industrial zoned areas, and industrial uses that are existing lawful uses in those zones should be protected from urban encroachment. This is clearly stated in the Vision for the PDA (s.2.3.2.4). The PDA-wide criteria 2.5.9.4 for Air Quality triggers the need for development in proximity to the land use to consider air quality impacts regardless of land use and highlights the particular importance of this assessment for sensitive uses. Proximity is determined by identified 'investigation areas' and these areas have been mapped based on specialist consultant advice. It is considered that the provisions in the development scheme adequately recognise existing lawful heavy industry uses, protect those uses from urban encroachment (e.g. noise and air quality impacts), while enabling redevelopment of land for urban purposes.	No
76.	The prohibition on heavy industrial uses in the industrial zone will prohibit upgrade works necessary for viable operation of existing facilities.	With respect to heavy industry uses, the policy basis of the current development scheme is being continued in the future scheme amendment - that is, no new uses, no expansion of existing uses and encouraging relocation of these uses to outside of the PDA. While the wording of this policy position has changed in the scheme amendment, the policy intent itself has not changed. This includes the identification of heavy industry as prohibited development. Ultimately, whether an 'upgrade' of an existing heavy industry facility is development is determined by the scale and intensity of the 'upgrade' to determine whether it meets the threshold for a material change of use as defined by the ED Act (which is based on the definition in the Planning Act). If upgrades or maintenance works trigger an increase in the scale and intensity of the existing use, this is considered, for the purposes of land use planning, to be more than an upgrade, and not suitable development in the PDA. This approach ensures heavy industry uses that are existing lawful uses can continue to operate but ensures the intensification or introduction of new uses does not occur. To provide clarity, additional text has been included in the PDA-wide criteria that notes that that building work necessary for the continued operation of these types of facilities is generally supported where is does not result in new impacts or an intensification of existing impacts from the associated facilities.	Yes

Civic Open Space Zone			
77.	The Civic Open Space zone does not replicate the list of prohibited uses for the Sport and Recreation zone.	The Civic Open Space Zone has a different function than the Sport and Recreation Zone and is intended to accommodate a broader range of uses that enhance the enjoyment and entertainment function of those spaces. This includes the ability to access a range of complementary activities, such as food and drink, small scale retail, entertainment opportunities and indoor/outdoor recreation activities. This will enable the civic open space area to evolve as a world class recreation destination, as planned for in the Vision of the PDA. The Sport and Recreation Zone is limited to the land controlled by the Royal Queensland Golf Club. Noting the low-lying nature of the lands, and the predominant focus of the lands for golf purposes (being a requirement of the perpetual lease for the lands), a smaller number of possible land uses have been contemplated for this zone.	No
78.	Locate high density development away from open spaces to reduce overshadowing of the open space and improve access to the open space.	EDQ has undertaken a range of background investigations, including built form modelling with consideration for wind movement, sunlight access and overshadowing. These investigations have informed the location of MUHD zone and the bulk and scale of development envisaged within the zone. The layout of the zones has been specifically sited to minimise impacts on nearby open space areas while maximising opportunities for high value development with views to open space, the Brisbane River and the city.	No
79.	The minimum width of the riverfront parkland should be 10 metres.	The civic open space zone is a core element of the vision for the Northshore Hamilton PDA. The zone capitalises on the PDAs exposure to the Brisbane River, providing an uninterrupted public connection to the river. The zone varies in width typically from 20 – 40m, at its most narrow the zone is 17m wide. Zone boundaries are spatially defined and a requirement for a minimum dimension is not required. Notwithstanding, EDQ intends to prepare a streets and public realm guideline for the Northshore Hamilton PDA. The guideline will speak to the intent for the riverfront park including its minimum functional requirements. An action has been added to the implementation strategy of the development scheme that references this further work being undertaken.	Yes
Community Facilities zone			
80.	Useable greenspace should be provided in the Community Facilities zone.	The Structure Plan for the PDA provides for a new 8.7 hectare open space area extending along the Brisbane River. Much of this open space area will be provided in the form of greenspace. The Community Facilities Zone will contain an additional 2.1 hectares of open space for outdoor active recreation, with much of this space accommodating sporting fields. Together these open space areas provide for a range of active and passive recreation and a variety of greenspace types to cater for the different needs and demands of a diverse, inner-city community.	No

Commercial Centre Zone			
81.	Remove the 250m^2 GFA limit for shops and food and drink outlets.	The scheme supports ancillary uses, including shops and food and drink outlets that complement the intended commercial character and support employees and visitors of the locality. The reference to a maximum 250m2 GFA limit for this use is considered appropriate to achieve this intent. Background economic and land use analysis work undertaken by EDQ has identified that the amount and location of retail activity needs to be carefully managed in the PDA to ensure economically sustainable retail and commercial land use outcomes in the PDA. It is from this work that the retail land use limit outside identified retail centres has been nominated. Development proposals outside of retail centres proposing retail uses greater than the 250m2 limit for shop and food and drink outlet will need to provide supporting information clearly demonstrating that the additional GFA sought will not undermine the viability of the centres strategy for the PDA. Land use allocations and provisions can be revisited at the next development scheme review (roughly every 10 years) to determine if adjustments to the retail land use allocations could or should be made.	No
82.	Provide for 0m side setback boundaries in Commercial Centre zone.	Side setbacks provide for separation between buildings, enabling natural light to penetrate between buildings. 0m side setbacks are provided for where podium car-parking is proposed.	No

Submissions on the PDA maps			
83.	**Map 3 (urban design features map)** Map 3 does is not consistent with the stated policy outcomes for active frontages and plaza areas. Remove civic plazas and active frontages from map 3 and adopt performance-based provisions instead.	The proposed amendment included active frontages and civic plazas that were imbedded within approved sub-precinct plans. Additional active frontages and plaza areas were also shown adjacent the primary activity centre. It is acknowledged that map three does not properly articulate the full extent of active frontages across the PDA and has been removed. To better inform the urban design features of the PDA, EDQ intend to prepare a street and public realm guideline that includes guidance on the appropriate interface between development the public realm. An item has been added to the implementation strategy identifying the need for this further work to be undertaken.	Yes
84.	**Map 5 (Active Transport) Amendment** Provide PDA active transport access to Gateway bridge.	Transport planning for the PDA (road network, active transport) has been undertaken based on a number of key principles, which included connecting movement networks in and outside of the PDA. The road and active transport networks have been developed and identified with these connections in mind. EDQ does not have the jurisdiction to plan or fund infrastructure upgrades outside of the PDA.	No
85.	**Map 4 (Connectivity) Amendment** Amendment the land take for new roads and road widths. Show Brett Street as per current scheme. The closure of Curtin Avenue West for Community Facility zoned land is not supported	Road requirements have been identified based on: • establishing an efficient network for the overall function of the PDA • creating functional, developable lots while establishing the new road network • planning the necessary road capacity based on traffic modelling and identified desired standards of service • benchmarking to the BCC road hierarchy and design criteria. No change - Brett St alignment. The revised alignment of Brett Street was directly influenced by the design and upgrade of Kingsford Smith Drive. No change - Curtin Ave West. The closure of Curtin Ave between Theodore St and the inter-section of Cullen Ave West will increase the capacity and safety of the overall road network. The intersections at Cullen Ave West / Theodore St and Macarthur Avenue (northern section) and Theodore St will provide safe and efficient connections from Theodore St to the west, while the road in being closed still provides connections for active transport movements to be maintained.	No

Submissions on the Infrastructure plan			
Ferry Terminal			
86.	Deliver a ferry terminal as part of centre development or with the Athletes Village.	The transport network has undergone extensive assessments and studies which have culminated in the Transport Master Plan - Northshore Hamilton PDA (Cardno, 2021) optimising the use of each transport mode. Based on the transport movements projected in the Transport Master Plan, a new ferry terminal is not required until post 2031. However, transport demand in the area will continue to be monitored particularly the anticipated demands for the Athletes Village.	No
87.	Development should be required to contribute towards trunk infrastructure for integrated public transport including new and upgraded ferry services	Based on the transport movements projected in the Transport Master Plan, a new ferry terminal or upgrades to existing ferry terminal are not required until post 2031. As the DCOP includes only trunk upgrades required up to 2031, these items will be considered as part of a future revision to the DCOP. Transport demand in the area will continue to be monitored particularly the anticipated demands for the Athletes Village.	No
88.	New development generating increased traffic on Theodore Street should be accompanied by a Traffic Impact Assessment that addresses the traffic conditions associated with existing lawful uses such as Chevron's fuel products storage and distribution terminal.	The transport network for the PDA has been designed based on a street network agreed with BCC, including intersection locations and types (signalised and non-signalised). The street hierarchy and indicative cross sections in the background report - NSH Transport Master Plan identify street design accommodating vehicles, cyclists and pedestrians. The street and active transport network have also been identified in maps in the PDA development scheme. EDQ retains the right to require a TIA to be prepared for any development application that has the potential to generate increased traffic within the PDA.	No
89.	Traffic management arrangements currently result in multiple points of conflict between commercial vehicles, waste collection vehicles, private vehicles, public taxis/ride share, electric scooters, bikes, pedestrians and their pets throughout the PDA.	EDQ is committed to planning and supporting the delivery of transport infrastructure that provides for a variety of movement types. This involves balancing road network design for safe and efficient vehicle movement, with the integration of infrastructure to provide for active transport (walking, cycling and e-mobility) and public transport. The scheme amendment and DCOP plan for these transport networks at the macro PDA level. Design and delivery of these networks in both the public realm (streets and open spaces) and the private realm (within individual developments) at the micro level will occur as a part of development application processes, or detailed design of public infrastructure delivery. EDQ are of a view that the development scheme and DCOP establish sufficient clarity on the principles and standards required to design transport networks, including streets, to ensure any potential points of conflict between different transport modes will be identified and safely design through the staged development of the PDA.	No
90.	Additional development intensifies traffic movements which impacts efficiency of road network.	When determining the extent of development capable of being accommodated in the PDA, in-depth assessment of the transport network was undertaken, including traffic modelling, culminating in the Transport Maser Plan - Northshore Hamilton PDA (Cardno, 2021). This background transport planning has identified the infrastructure upgrades necessary to support the extent of development planned for in the scheme to ensure the efficiency of the road network in and outside of the PDA is maintained. Sufficient background analysis of transport and traffic matters has been undertaken to support increased traffic in the PDA generated by new development.	No

Submissions on the development scheme schedules			
Definitions			
91.	Amend the *plot ratio* definition to include road dedication.	The definition in the scheme excludes land dedicated for road purposes from plot ratio calculations. When preparing the scheme amendment, future road dedication was taken into account when establishing development provisions for particular zones. Specifically, both the MUMD and MUHD zoning provisions, including plot ratio allocations, took into account the land take required for road dedications. This ensured the resulting lots, post road dedication, were of a size and dimensions suitable for mixed use development, and that the built form provisions, including plot ratios, resulted in either a 'no loss of development potential' outcome, or an increase in overall development potential. On this basis, EDQ are of the view that the definition of plot ratio excluding road dedication has been factored into the zoning provisions of affected land.	No
92.	Include a definition of sensitive use.	Th definitions in the scheme align with those in City Plan , unless there is a distinct reason to be different, No change to the definition of sensitive use is proposed. It is also noted that this approach aligns with the treatment of noise and air quality matters, which also defaults to BCC planning scheme policies (i.e. the policies and definitions work together).	No
93.	Include the swimming pool size (propose to be 50m) within Item 2.6.8.1 of Community Facility zone.	The Community Facilities Zone allows for the opportunity to establish an aquatic centre. It is not necessary to stipulate the size of the swimming pool.	No
94.	Concern that referencing BCC's definition of 'Minor Building Works' will result in a greater degree of works being made assessable development then would otherwise have been under the development scheme's current definition. .	The change to reflect Brisbane City Plan definitions has been made to improve consistency between thresholds for building works applications within and external to the PDA. It is considered appropriate that works that exceed the definition of minor building works as defined by Brisbane City Plan be subject to an application and assessment process.	No
Parking			
95.	The amendment has increased the focus on sleeving podium car-parking with other uses. This can challenge car park layout efficiencies.	The scheme promotes sleeving of podium car-parking with other uses that provide opportunities for passive surveillance of the public realm. The built form provisions for the MUMD and MUHD zone take into account the size and dimensions of both lots and buildings to facilitate sleeved podium parking outcomes, while still allowing for efficient car parking layouts– The implementation strategy has been amended to include provisions for the preparation of a streets and public realm guideline. The guideline will provide further detail on the appropriate interface between buildings and the street including the need for passive surveillance at the podium levels.	Yes
96.	Adopt BCC parking rate of 0.25 visitor spaces per dwelling unit. Coordinate with BCC to provide more DDA on-street parking	The development scheme amendment provides for 0.15 visitor spaces per dwelling unit. This provision of visitor spaces aligns with the requirement under BCC's city plan for visitor parking where within the *City Frame*. Alternative modes of transport such as active transport, ride-share and public transport are preferred over private vehicles to manage impacts of traffic on the road network and enable the densities and urban character envisaged by the PDA development scheme amendment.	No

Submissions on the Development Charges and Offsets Plan			
Infrastructure Charges			
97.	The Infrastructure Planning Background Report assumes a 95% residential allocation for Mixed Use Medium Density.	Land use distributions assumed by the Infrastructure Planning Background report are based on economic and market analysis undertaken on behalf of EDQ. These use distributions have helped inform the provision of infrastructure, and the assumed infrastructure charges revenue. They are considered by EDQ to be a representation of a likely scenario. The land use distributions do not from part of the development scheme are not development requirements. Changing market conditions may result in different land use outcomes. EDQ's ongoing review of the DCOP will consider these changes should they occur.	No
98.	It has been calculated that the proposed DCOP will add an additional 25% to development charges. With a land supply shortage and housing affordability crisis, there is concern that any additional charges will further add to this issue.	Although there is an increase in some charges rates (such as general charges for 1 bedroom dwellings), there is a significant reduction in other charge rates (such as general charges for 3 bedroom dwellings and all value uplift charges). As such, in most circumstances, applicants can negate charge increases by providing a greater product mix. This aligns with the Development Scheme's stated intent of achieving greater housing diversity in the PDA.	No
99.	One-bedroom dwellings should be in a separate category to two bedroom dwellings.	Grouping one bedroom dwellings with two bedroom dwellings has two primary benefits: - the charge amount for a one bedroom dwelling better reflects the demand placed on infrastructure networks by this type of dwelling; - aligns the charge categories with the state wide charging system thereby reducing complexity and improving consistency with the charging regime outside of the PDA..	No
100.	The proposed DCOP charges are too high and put development in the PDAs at a disadvantage to developments outside the PDA and will contribute to the existing affordable housing barrier. Align the DCOP charges to BCC/'s adopted infrastructure charges resolution.	The general charges in the DCOP align with BCC/UU charge rates levied across Brisbane City. Value uplift charges (VUC) are in addition to general charges. However, this is considered reasonable and commercially sound as: - The VUC is intended to capture some of the increased property values generated from the back-zoning which occurred when the PDA was declared and the continual improvements which EDQ delivers in the PDA. - the collection and spending of VUC is a way to better distribute those benefits more equitably throughout the PDA. - There is a significant infrastructure delivery program outlined in the DCOP which will greatly benefit landowners/developers. Both the general charges and the VUC are fundamental to the continued delivery of high-quality infrastructure in the PDA. - VUCs have been levied in this PDA since it's declaration.	No

		- Applicants that wish to develop within the allowable VUC plot ratio won't need to pay VUCs.	
101.	Simplify the charging schedule to provide greater clarity for proponents.	The DCOP presents general charges in a format which is consistent with charges schedule for all local government areas in South East Queensland (i.e. charge rate for land use either via dwelling type or per m2 of GFA). VUCs can be more complex to calculate as they are only applicable to GFA which received a benefit through up-zoning when the PDA was declared. To ensure that EDQ is levying value uplift from areas where benefit was received and not unduly burdening areas which did not receive any up-zoning, a more detailed calculation process is required.	No
102.	General charges in the DCOP do not align with either Brisbane's *Infrastructure Charges Resolution (No. 10) 2021* or the current version of the *Planning Regulation 2017* (27 September 2021 version). The charges should be aligned with the amounts in the currently prescribed in the Planning Regulation 2017.	DCOP charges for 2022/23 use Brisbane's *Infrastructure Charges Resolution (No. 10) 2021* as a basis and are indexed using the methodology prescribed in the Planning Act 2016.	No
Amend Offset Charges			
103.	All driveways and right turn movements from Brett Street should be included in Table 3.	Detailed traffic and transport modelling has been undertaken to support the design of the road network (Transport Master Plan - Northshore Hamilton PDA, Cardno, 2021). This background traffic analysis has identified that the inclusion of driveways and right turn movements on certain sections of Brett Street would result in unsafe and inefficient road operation and should therefore be restricted to ensure the integrity of the road network both in and adjoining the PDA. Any subsequent development application lodged has the ability to submit supporting information to try and demonstrate that the specific proposal is capable of safely making right turn movements, which would be considered by EDQ at that time.	No
104.	Make Brett Street offsetable as trunk infrastructure	The DCOP identifies all upgrades which are anticipated to be required up to 2031 and are trunk. Brett Street is required after 2031 and as it is longer term infrastructure that is not allocated as trunk in the DCOP. The allocation of Brett St as trunk or non-trunk will be further considered at the next review of the DCOP.	No
105.	Any new roads that service more than a subject site should be offsetable as trunk infrastructure.	Trunk roads for the PDA have been determined based on their function and purpose. Higher order roads which have been modelled to carry more traffic are deemed trunk, while lower order roads which serve the function of distributing local traffic to specific land parcels are considered non-trunk. This approach is generally accepted and adopted throughout Queensland within urban areas and is consistent with BCC's approach across Brisbane. For the PDA, District, Suburban and Arterial roads have been classified as trunk. Any lower order road is not considered trunk	No
Value Uplift Charge and Offsets			
106.	Retain the current value uplift offsets in the Infrastructure Funding Framework	When introduced in 2010, value uplift offsets were intended as an incentive to developers to deliver affordable housing and ecological sustainable developments (ESD). As the requirements in the Development Scheme have changed to better address ecologically sustainable	No

		development and housing diversity/affordability, maintaining value uplift offsets is no longer considered the best use of these funds. Instead of continuing value uplift offsets, value uplift charges have been reduced to help ensure the PDA remains commercially competitive.	
107.	Where an applicant is required to provide land for roads, Value Uplift Charges should be calculated as if the areas for roads were developable land under the relevant zone of the proposed development scheme. Otherwise the applicant is being penalised financially for providing land which is required for the transport network.	The Value Uplift calculation methodology within the DCOP will be amended to ensure that land which is required for road dedications is included as the site area calculation for Value Uplift Charges.	Yes
Submissions on other matters			
108.	Amend PDA documents to state 'Wharf Street' instead of 'Wharf Close'	It is agreed that the development scheme amendment should be further changed to refer to Wharf Street.	Yes

5 List of all amendments to the proposed development scheme

Amendment #	Relevant section	Description of amendment
General		
1.	Throughout the document	Minor editorial and typographical changes
2. Land use plan		
Vision		
2.	2.3	Amend the final sentence under the second paragraph of the sustainability section of the vision to read: *Networks of vegetated spaces in the public ream improve the environmental performance of the PDA, including habitat value, water quality objectives and help mitigate the urban heat island effect.*
PDA-wide criteria		
3.	2.5.1.1	Section 2.5.1.1 of the PDA wide criteria, *Streets and public realm,* has been amended to include an additional dot point requiring development deliver heigh-quality streets and public realm spaces that are designed to: *emphasise gateway locations through urban design treatments that improve the wayfinding and legibility of the PDA*
4.	2.5.4.1	Amend section 2.5.4.1 to insert a footnote stating that: *Sustainability rating tools may be updated from time to time. Applicants should demonstrate that a proposed development is designed to meet the requirements of the appropriate tool that is current at the time of the application.*
5.	2.5.4	Amend section 2.5.4 to clarify that the requirement requires low to zero carbon emissions, by inserting the word 'carbon' before emissions in the sentence.

Amendment #	Relevant section	Description of amendment
6.	2.5.4.7	Amend section 2.5.4.7 to include an addition item (v) stating: *waste management areas are designed to be integrated into part of the development, preferably within the building or specifically designed enclosed areas, and designed to avoid disruption to movement and circulation areas ensuring the safe, convenient, and prioritised movement of pedestrians, active transport users and private vehicles*
7.	2.5.9.3	Amend the PDA-wide criteria for industrial hazard and risk to include the following paragraph. *While a material change of use for Special Industry or High Impact industry is prohibited development, building work for the continued operation of these uses where they are **existing lawful uses** is generally supported where it does not result in new impacts, or an intensification of existing impacts from the use.* A footnote has been added to this statement as follows: *It is recommended that applicants engage with EDQ early in the planning of works to existing lawful Special or High Impact Industrial Uses to confirm whether; the proposed development would constitute assessable development for building works, and that the proposed works do not constitute a prohibited material change of use.*
Zones		
8.	2.6.4.3	Amend the maximum plot ratio for the mixed industry and business zone from 2:1 to 2.5:1 to align with the Infrastructure Planning Background Report.
Maps		
9.	Map 3 Urban Design Features Map	Map 3 has been removed, further detail regarding the urban design features of the PDA will be provided in a Streets and Public Realm design guideline, see item 10 below.
Implementation Strategy		

Amendment #	Relevant section	Description of amendment
10.	Table 4, section 4.1.4	Insert a new section to the implementation strategy under section 4.1 *Master Planning* as follows: *Prepare a streets and public realm design guideline that identifies the street and open space hierarchy for the PDA, providing further detail on the role and function of these spaces in reinforcing the vision for the PDA, including:* *i. identifying the hierarchy of streets and their role within the movement network, including opportunities for on-street car-parking as well as active and public transport facilities* *ii. Identifying the intended function, features and character of the three civic open space areas adjoining Macarthur Avenue, as well as the linear foreshore open space adjoining the Brisbane River that connects them, in the context of the existing open space locations in the PDA,* *iii. Identifying how best practice sub-tropical climate responsive design, tree planting and urban green infrastructure could be incorporated into the PDA's streets and public realm,* *iv. Identifying the appropriate interface between the public realm and the lower levels of private development. The interface will be informed by the nature of the public realm and its role in the movement, centers and open space network, and include descriptions of the appropriate extent of ground floor activation as well as passive surveillance and the role of sleeving and screening of above ground car-parking.* Note: the new action consolidates items 4.1.4 and 4.2.3 of the proposed development schemes implementation strategy.
11.	Table 4 Section 4.1.9	Continue to develop an Indigenous Participation Plan (IPP) for Northshore. The plan seeks to ensure the engagement of first nations people, culture and enterprise; and thereby deepen acknowledgement of traditional owners of land and waters and the continuing influence and contribution that Yagara and Turrbal people, and their culture bring to Northshore.

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