

# Woolloongabba Priority Development Area Submissions Report

September 2024



**Economic Development Queensland**

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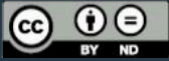


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# Acronyms

Acronyms used in this report are included in the table below.

Acronym	Meaning
AEP	Annual Exceedance Probability
AHD	Australian Height Datum
AT	Active Transport
BCC	Brisbane City Council
CPTED	Crime Prevention Through Environmental Design
CRR	Cross River Rail
CUP	Catalyst Uplift Project
DCOP	Development Charges and Offsets Plan
DTMR	Department of Transport and Main Roads
EDQ	Economic Development Queensland
EV	Electric Vehicle
FAQ	Frequently Asked Questions
GFA	Gross Floor Area
IPBR	Infrastructure Plan Background Report
MEDQ	Minister for Economic Development Queensland
NCC	National Construction Code
PDA	Priority Development Area
PDS	Proposed Development Scheme
PMD	Personal Mobility Device
POPAOS	Privately Owned Publicly Accessible Open Space
RL	Reduced Level
SDAP	State Development Assessment Provisions
SUS	Subtropical Uplift Site
TAPS	Brisbane City Council's Transport, Access, Parking and Servicing Planning Scheme Policy
UHIE	Urban Heat Island Effects
WSUD	Water Sensitive Urban Design

# 1 Executive Summary

Economic Development Queensland (EDQ) undertook public notification of the Proposed Development Scheme (PDS) and Draft Public Realm Guideline (draft guideline) for the Woolloongabba Priority Development Area (PDA) between 2 May 2024 and 5 July 2024 (the submission period).

A total of 210 submissions were received including five late submissions received after the submission period closed.

The following report has been prepared in accordance with section 63(1)(b) of the *Economic Development Act 2012* (ED Act) to:

- summarise the submissions considered,
- provide information about the merits of the submissions and the extent to which the PDS and draft guideline have been amended to reflect submissions, and
- detail changes made to the PDS and draft guideline.

Through the consideration of submissions, several themes were identified relating to the PDS and the Draft Guideline.

For the PDS a total of 15 themes were identified outlining key areas of support and concern including:

- Matters not relevant to document
- Built form parameters
- Open space
- Preferred uses
- Building height
- Housing
- Infrastructure
- Sustainability
- Infrastructure charges/ DCOP
- Community uses/ facilities
- Active Transport
- Traffic/ Transport
- Support
- Heritage
- Editorial

For the draft guideline a total of 12 themes were identified outlining key areas of support and concern including:

- Not related to document
- Open space & public realm
- Support
- Cross sections
- Active transport
- Trees & planting
- Traffic/ Transport
- Editorial
- Suggested change to creek to cliffs green corridor
- Delivery
- Cross block links
- Water Sensitive Urban Design

Matters raised through the submission process have been duly considered and where warranted, changes to the PDS and draft guideline have been made.



## 2 Introduction

The *Economic Development Act 2012* (ED Act) establishes the MEDQ as a corporation sole to exercise the functions and powers of the ED Act.

The main purpose of the ED Act is to facilitate economic development, development for community purposes, the provision of diverse housing, for example, social housing and affordable housing, and the provision of premises for commercial or industrial uses in the State of Queensland. The ED Act seeks to achieve this by establishing the MEDQ and providing for a streamlined planning and development framework for particular parts of the State declared as PDAs.

The Woolloongabba PDA was declared on 22 September 2023.

EDQ undertook public notification of the PDS and Draft Public Realm Guideline (draft guideline) for the Woolloongabba PDA between 2 May 2024 and 5 July 2024 (submission period), during which submissions were invited.

Pursuant to section 63(1)(b) of the ED Act, this report has been prepared to:

- > summarise the submissions considered,
- > provide information about the merits of the submissions and the extent to which the PDS and draft guideline have been amended to reflect submissions, and
- > detail changes made to the PDS and draft guideline.



# 3 Public notification process

## 3.1 Statutory requirements for public notification

Section 59 of the ED Act establishes the statutory requirements for publicly notifying a proposed development scheme. These requirements are reproduced below.

### 59 Public notification

After preparing the proposed development scheme, MEDQ must—

- (a) publish the proposed scheme on the department’s website; and
- (b) publish, at least once in a newspaper circulating in the area of the relevant local government, a notice—
  - (i) stating that the proposed scheme is published on the department’s website; and
  - (ii) inviting persons to make submissions, within a stated period of at least 30 business days (the *submission period*), about the proposed scheme.

To meet the statutory requirements for public notification, EDQ published:

- the PDS and draft guideline on EDQ’s website and dedicated ‘Have Your Say’ webpage for the duration of the submission period
- a notice in the Courier Mail on 7 May 2024 (see Appendix A) stating the PDS and draft guideline were published on EDQ’s website and invited persons to make a submission.

## 3.2 Additional engagement

In addition to the statutory requirements for public notification, a range of engagement materials were prepared, and additional engagement activities were undertaken. These are summarised in section 3.2.1 and 3.2.2 of this report.

### 3.2.1 Engagement materials

A range of materials were prepared to support engagement activities, including:

- > Woolloongabba PDA factsheet
- > consultation display boards
- > submission form (to assist the community in preparing a submission)
- > comprehensive website content including FAQ’s and background information
- > animation videos
- > urban regeneration education videos
- > community priorities report
- > Interim IPBR.

As outlined in section 3.2.2 of this report, the engagement materials were distributed by a variety of means. Copies of the engagement materials are enclosed in Appendix B.

## 3.2.2 Additional engagement activities

EDQ undertook a number of additional engagement activities with a range of stakeholders, including:

- > the community
- > surrounding businesses
- > interest groups
- > industry groups and peak bodies
- > elected representatives.

### 3.2.2.1 Letterbox drop

A letterbox drop to properties within and surrounding the Woolloongabba PDA was undertaken on 14 June 2024 to inform the community of the public notification period and invite submissions. A total of 16,280 postcards were distributed through this process. See Appendix C for a copy of the postcard.

### 3.2.2.2 Webinar and meet a planner sessions

A webinar was held on Wednesday 22 May 2024 between 6:00 pm and 7:30 pm whereby people could register for the event, watch it live and ask questions. A total of 13 people viewed the webinar live. The webinar was recorded and made available on EDQ's website, together with the webinar presentation slides, where it was later viewed 20 times, and the slides downloaded seven times.

Five, 3-hour 'meet a planner' community information sessions were held at locations in Woolloongabba, providing the community with opportunities to talk face-to-face with the team responsible for preparing the PDS and draft guideline.

The session format facilitated in-depth conversations with interested community members, with a number spending around 30-90 minutes at the sessions.

Collateral available at each session included:

- > PDS and draft guideline
- > Interim IPBR
- > A1 display boards
- > factsheet
- > hard copy submission forms
- > CRR project information.

Details of the 'meet a planner' community information sessions are provided in Table 1 below.

Date and time	Location	Number of attendees
21 May 2024 10am – 1pm	Lifeplus Co, 8 Holden Street, Woolloongabba	11
21 May 2024 4pm – 7pm	Lifeplus Co, 8 Holden Street, Woolloongabba	3
1 June 2024 9am – 12pm	The Metro Community Hub, 22 Qualtrough Street, Woolloongabba	8
6 June 2024 4pm – 7pm	Lifeplus Co, 8 Holden Street, Woolloongabba	14
27 June 2024 4pm – 7pm	Lifeplus Co, 8 Holden Street, Woolloongabba	2

Table 1 – Meet a planner sessions



### 3.2.2.3 EDQ website

For the duration of the submission period, a dedicated Woolloongabba PDA webpage on EDQs website hosted the PDS, draft guideline and Interim IPBR. Information available on EDQ’s webpage and their reach are outlined in Table 2.

Item	Reach
<b>PDS</b>	1592 downloads
<b>Draft guideline</b>	494 downloads
<b>Interim IPBR</b>	161 downloads

Table 2 – EDQ webpage collateral and reach

### 3.2.2.4 Have your say webpage

For the duration of the submission period, a dedicated webpage on EDQ’s ‘Have Your Say’ platform was available which provided information about the Woolloongabba PDA, access to engagement materials, information about consultation opportunities, and an online submission form. During the submissions period, the page was visited 5,164 times and had a total of 243 followers. Information available on the ‘Have Your Say’ webpage and their reach are provided in Table 3.

Item	Reach
<b>PDS</b>	1570 downloads
<b>Draft Guideline</b>	318 downloads
<b>Interim IPBR</b>	144 downloads
<b>Community Priorities Report</b>	141 downloads
<b>Woolloongabba PDA animation video</b>	133 views
<b>Urban regeneration education video</b>	38 views
<b>Community priorities video</b>	35 views
<b>Factsheet</b>	291 downloads

Table 3 – Have your say webpage collateral and reach

### 3.2.2.5 Social media

EDQ also utilised its LinkedIn platform to reach the community. A LinkedIn post was made on 2 May 2024 to advise the public of the public notification process and submission period. Relevant statistics from this post are as follows:

- > 3,891 total video views
- > 3,680 impressions.

A follow up LinkedIn post was also made on Tuesday 4 June 2024 to provide the public with information on the work undertaken to understand the Woolloongabba communities’ priorities. Relevant statistics of this post are as follows:

- > 433 total video views
- > 1,062 impressions.

A third LinkedIn post was made on 13 June 2024 to provide information on urban regeneration and its associated opportunities and challenges. Relevant statistics of this post are as follows:

- > 981 total video views
- > 2,436 impressions.

A number of social media posts were also made utilising the Department of State Development and Infrastructures social media platforms including LinkedIn, Facebook and Instagram. These posts advised the public on the public notification process and submission period. Relevant statistics from these posts are as follows:

Facebook post

- > 1,398 impressions
- > 24 engagements

LinkedIn

- > 5,017 impressions
- > 331 engagements

Instagram

- > 422 impressions
- > 19 engagements.

Copies of all abovementioned social media posts are included in Appendix D.

# 4 Overview of submissions

## 4.1 Submission analysis

### 4.1.1 Submissions

A total of 210 submissions, including five late submissions received after the public notification period had ended, were made by 203 submitters. The submissions comprised email submissions, submissions lodged via EDQ's 'Have Your Say' page, proforma submission received via the Dogooder.co digital platform, and by post.

A breakdown of the submissions received is provided in Table 4 below.

Delivery method	Number of submissions	Commentary
<b>Email</b>	110	Email submissions were received by the EDQ@dasilgp.qld.gov.au email address and consisted of standard written submissions, as well as submissions using EDQ's provided submission form.  Two late email submissions were received after the submission period closed, however these were accepted and considered.
<b>Have your say</b>	49	EDQ's 'Have Your Say' webpage included the ability for users to digitally make a submission.
<b>Dogooder.co</b>	50	Dogooder.co is an online platform designed to streamline community input into public consultation process.  Submissions received via this platform largely comprised the proforma wording provided by the campaign creator, however users also had the ability to amend the text, include additional wording (i.e. free text) or remove all proforma wording and make a unique submission.  Two versions of the proforma text were received and are recreated in Appendix E.  Three late Dogooder.co submissions were received after the submission period closed, however these were accepted and considered regardless.
<b>Post</b>	1	One submission was received via post and was handwritten.

Table 4 – Breakdown of submissions by delivery method

## 4.1.2 Level of Support

Of the 210 submissions received, submitters who utilised EDQ’s submissions form, or lodged their submissions through EDQ’s ‘Have Your Say’ page were given the option to nominate their level of support for the PDS and draft guideline. Table 5 below provides an overview of the level of support where stated by submitters.

Level of Support	PDS	Draft Guideline
Not stated	102	45
Support	15	11
Support with changes	50	28
Neutral	5	8
Do not support	38	18

Table 5 – Level of support

## 4.1.3 Submitters

Submissions were received from a variety of submitter types as outline in Table 6 below.

Submitter type	Number of submitters
Community	164
Advocacy group	9
Public sector entity	5
Industry	32

Table 6 – Breakdown of submitters by type

## 4.1.4 Submission registration and consideration

The submission registration and consideration processes are summarised in Table 7 below.

Step	Actions
Receipt of submission	Once received, submissions were checked to ensure contact details were provided together with comments relating to either the PDS or draft guideline.
Registration of submission	Registration involved the allocation of a submitter number and recording of: <ul style="list-style-type: none"> <li>&gt; submitter details</li> <li>&gt; submission date</li> <li>&gt; method of delivery (e.g. email, Dogooder.co, Have your say)</li> <li>&gt; whether a submitter made multiple submissions.</li> </ul>
Content review	Each submission was read and input into a submission database.  Dogooder.co submissions were analysed individually to determine which version of the proforma text was used, whether any additional ‘free text’ was added, and if any changes to the proforma text was made by the submitter.

Step	Actions
<b>Themes</b>	<p>'Themes' and 'sub-themes' were assigned to each submission to identify key topics being raised by submitters and monitor the frequency in which these topics were raised.</p> <p>Themes were recorded using the submission database.</p>
<b>Evaluation and response to content</b>	<p>Once all the submissions were entered into the database and each submission was allocated themes and sub-themes, the submissions were evaluated individually and collectively.</p> <p>Potential changes to the PDS and/or draft guideline (as relevant) were considered and identified.</p> <p>Potential changes to the PDS and/or draft guideline were informed by:</p> <ul style="list-style-type: none"> <li>➤ the frequency of which issues were raised</li> <li>➤ the merits of issues raised (e.g. evidence, research and facts)</li> <li>➤ an analysis of the PDS and/or draft guideline provisions</li> <li>➤ extent to which the issue could be addressed through a change to the PDS and/or draft guideline.</li> </ul>
<b>Submission report</b>	<p>This submissions report was prepared, providing a summary of the submissions received and issues raised, information about the merits of the submissions, and changes to the PDS and draft guideline.</p> <p>Comments raised through submissions have been summarised to simplify the presentation and review of comments.</p>
<b>MEDQ approval</b>	<p>The final Woolloongabba Plan – PDA Development Scheme (development scheme), Woolloongabba PDA Public Realm Guideline (public realm guideline) and submissions report were submitted to the MEDQ for review and approval.</p>
<b>Publishing and notification of development scheme amendments</b>	<p>As soon as practicable after the MEDQ approved the development scheme and public realm guideline, the MEDQ published:</p> <ul style="list-style-type: none"> <li>➤ a gazette notice which established the date the development scheme came into effect</li> <li>➤ the development scheme, public realm guideline, and this submissions report on EDQ's website</li> <li>➤ a notice in the Courier Mail stating the development scheme had been approved and was available on EDQ's website, along with the public realm guideline and this submissions report.</li> </ul> <p>In addition, EDQ notified relevant State agencies, BCC and submitters that the development scheme and public realm guideline are in effect.</p>

Table 7 – Submissions registration and consideration process

## 4.2 Overarching areas of support and concern

### 4.2.1 PDS key themes

As part of the submission consideration process, each submission was analysed to understand key ‘themes’ and ‘sub-themes’. These cover the key areas of support and/ or concern raised by submitters. Through this process 15 key themes were identified relating to the PDS which are summarised in Table 8 below.

Theme	Summary
<b>Matters not relevant to document</b>	A number of submissions provided comments that did not relate to the content or function of the PDS.
<b>Built form parameters</b>	Submitters raised concern that several built form provisions are considered onerous such as site area, building separation, tower floor plates and visual permeability. Concern was also raised regarding the transition of taller buildings to existing low-density development. Feedback provided support, disagreement with and suggested changes to setbacks, building design elements, car and bicycle parking rates, CUPs and SUSs, green roof requirements, deep planting, communal open space, and car share. Submitters suggested additional provisions relating to reverse amenity, building servicing and emergency evacuation, CPTED, helicopters, and built form public notification triggers.
<b>Open space</b>	Concern was raised relating to the need for more open space and the need for open spaces to be publicly owned and delivered as genuine green space. Support was provided for the proposed open spaces and Creek to Cliffs Green Corridor, comments were received on the size and design of the central park in sub-area 1b, the approach to and design of POPAOS, concern relating to how open space is defined, feedback regarding the delivery of open spaces and suggested changes to the open space network.
<b>Preferred uses</b>	Submitters provided comments on uses they would like to see accommodated in the PDA, support for the preferred land uses, as well as specific changes to the preferred uses listed for each precinct and/or sub-area.
<b>Building height</b>	Concern that the proposed building heights are too high and will have amenity impacts on surrounding areas, support for proposed maximum building heights, requests for increased building heights, and suggested changes to how building heights are measured/ controlled.
<b>Housing</b>	Support for the social, affordable and diverse housing provisions of the PDS, recommendation for both increased and lower affordable and social housing targets, suggestions that a payment in lieu of delivering social and affordable housing should be included, recommended social and affordable housing models, questions on the accessible housing requirements, request for a definition of affordable housing.
<b>Infrastructure</b>	Concern that infrastructure will not be delivered and suggest the need for ongoing infrastructure planning, support for proposed infrastructure, suggested amendments to the infrastructure networks, concern relating to the impact on existing infrastructure networks, and comments on design standards.
<b>Sustainability</b>	Support for development to meet sustainability requirements, suggestion for sustainability targets to be both increased and reduced, suggested additional sustainability requirements, and suggested changes to the sustainability provisions.
<b>Infrastructure Charges/ DCOP</b>	Support for the requirement for developers to pay infrastructure charges, request a DCOP is made public, recommended Trunk infrastructure, and suggestions that a value uplift charge should apply to future development.



Theme	Summary
<b>Community uses/ facilities</b>	Requests for additional community facilities, recommend that existing community uses are supported and suggest a preferred location for a community facility.
<b>Active Transport</b>	Support for improved active transport connectivity and amenity in the PDA, suggested amendments to the active transport network, and greater recognition of cycle and personal mobility devices.
<b>Traffic/ Transport</b>	Concern over increased congestion, comments on the traffic network and how it connects beyond the PDA boundary and suggested additional and/or amendments to the network.
<b>Support</b>	Support for various aspects of the PDS including the vision, precinct intents, increased development in proximity to public transport, increased greenery, prioritisation of active and public transport, cross block links, road closures to support active transport amenity, and the provision of a central park in sub-area 1b.
<b>Heritage</b>	Suggestions that heritage and character both should, and should not be protected, support and suggested changes the heritage and character provisions.
<b>Editorial</b>	Submitters suggested a range of spelling, text, and mapping amendments.

Table 8 – Submission key themes and summary

Figure 1 below provides a basic visual representation of the frequency of which each of the key themes were raised in submissions. Further information about the content and merits of matters raised by submitters are provided in section 5.1 of this report. All changes made in finalising the Development Scheme are detailed under section 6.1 of this report.

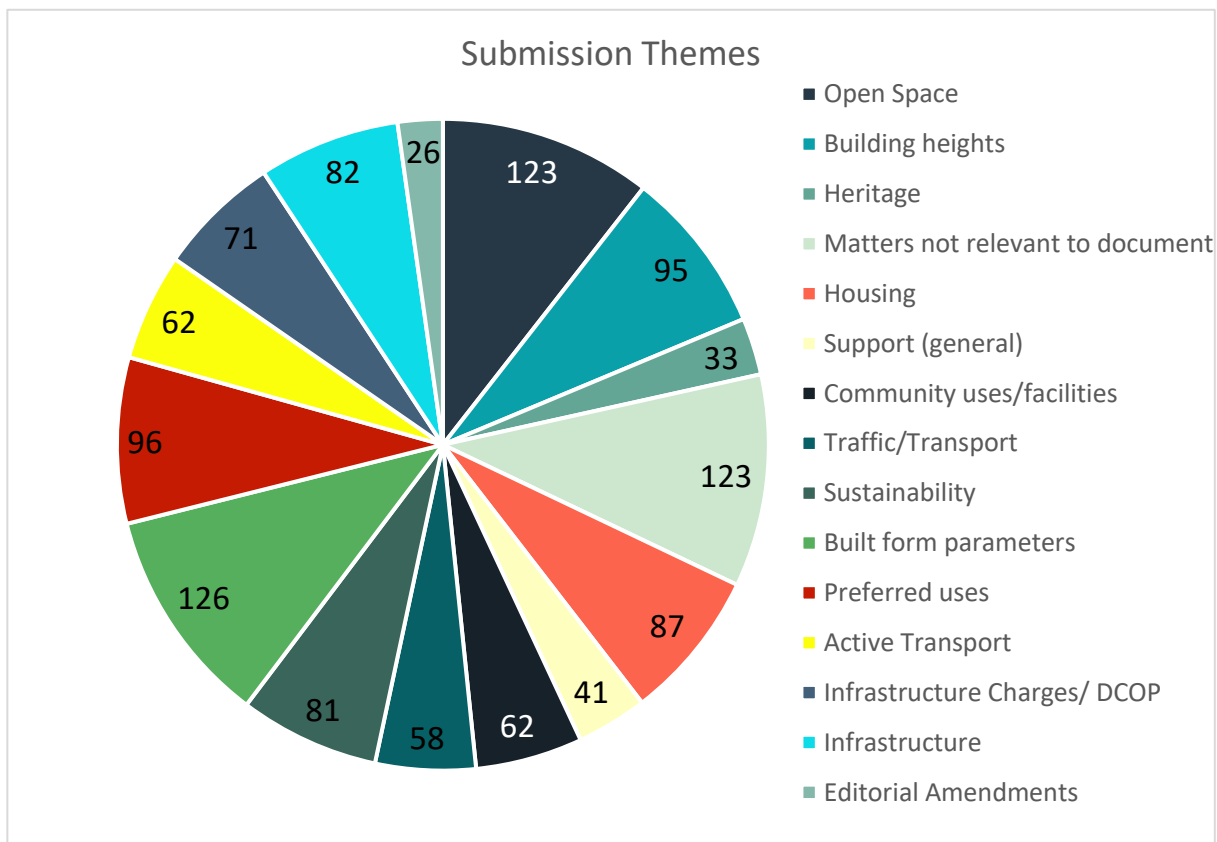


Figure 1 – Frequency of submission themes (no. of times raised)

## 4.2.2 Draft guideline key themes

For the draft guideline, 12 key themes were identified when analysing submitters comments. These are outlined in Table 9 below and are addressed in section 5.2 of this report. All changes made in finalising the Public Realm Guideline are detailed under section 6.2 of this report.

Theme	Summary
<b>Matters not relevant to document</b>	A number of submissions provided comments that did not relate to the content or function of the draft guideline.
<b>Open space and public realm</b>	Support for more open spaces in the PDA, suggest more and a diversity of open spaces are required. Comments on the design of the Central Park and particular park types and embellishments for the PDA. Concern regarding the approach to POPAOS and/or requested changes or additional POPAOS. Concern was raised regarding the potential overshadowing of parks.
<b>Support</b>	Support for the draft guideline and support for the proposed cross sections, the Creek to Cliffs Green Corridor, greener streets within the PDA and increased cross-block links.
<b>Cross sections</b>	Concern regarding proposed cross sections relating to width, alignment, and separation of vehicles, active and public transport. Suggested changes to the proposed cross sections.
<b>Active transport</b>	Support was provided for the increased active transport amenity with some submitters suggesting changes to the active transport network. Feedback was provided regarding increased street furniture.
<b>Editorial</b>	Submitters suggested a range of spelling, text, and mapping amendments.
<b>Traffic/ transport</b>	Concern was raised regarding vehicle access, increased congestion, noise impacts from transport, and traffic arrangements in precinct 1. Suggested amendments to the proposed transport infrastructure and proposed streetscape typologies. Concern with changes to the existing streetscape hierarchy.
<b>Trees and planting</b>	Support for increased trees and planting in the PDA and suggested changes to the proposed tree species and their locations. Concern was raised regarding the ability to deliver large canopy shade trees. Suggest planting of shade trees should be mandatory. Concern relating to too much planting and vegetation making the streets feel unsafe and request that the view corridors to the CRR station are maintained.
<b>Creek to Cliffs Green Corridor</b>	Support for the Creek to Cliffs Green Corridor, suggest alignment with and connection to the existing cycle infrastructure and allowing for uninterrupted active transport connectivity.
<b>Delivery</b>	Concern that identified outcomes in the draft guideline will not be delivered.
<b>Cross-block links</b>	Requests for additional detail on the intended design of cross-block links and suggested changes to cross-block link design and/or locations.
<b>WSUD</b>	Suggest the need to incorporate WSUD and permeability requirements.

Table 9 – Draft guideline themes and summary



# 5 Summary of submissions and amendments

## 5.1 Development scheme

Table 10 on the following page:

- > summarises concerns raised via the submissions,
- > details how concerns have been considered, and
- > outlines whether an amendment to the PDS was made.

Table 10 – Development scheme submissions summary

Item No.	Summary	Response	Amendment required?
<b>Built form parameters</b>			
1.	<p>Catalyst Uplift Projects (CUPs) &amp; Subtropical Uplift Sites (SUSs)</p> <ul style="list-style-type: none"> <li>➤ request all CUPs and SUSs be removed and that development should deliver the intended public benefits without receiving an uplift to building heights</li> <li>➤ clarity sought on the requirement of SUS to achieve the additional uplift in building height</li> <li>➤ requests for additional CUPs and SUSs locations and/or changes to their locations.</li> </ul>	<p>Given the challenges in delivering new open space in a highly urbanised and fragmented environment, the development scheme generally maintains its approach to CUPs and SUSs, providing mechanisms to incentivise the delivery of new POPAOS, large shade trees and quality public realm interfaces in key locations across the PDA.</p> <p>This is achieved through the identification of:</p> <ul style="list-style-type: none"> <li>➤ indicatively located CUPs and their associated POPAOS which, in return for satisfying the relevant POPAOS requirements, may seek up to uplift through additional building height</li> <li>➤ site-specific SUSs at strategic locations which, in exchange for the following, may seek uplift through additional building height: <ul style="list-style-type: none"> <li>➤ significant contributions to the public realm including the integration of deep planting and canopy shade tree clearances in private property, and</li> <li>➤ subtropical and public realm interface design excellence.</li> </ul> </li> </ul> <p>Further information about CUPs and SUSs is provided in sections 2.1.2 and 2.2.2 of the public realm guideline.</p> <p>Notwithstanding the above, the approach to CUPs and SUSs has been refined in response to submitter feedback. In particular, the development scheme provides for:</p> <ul style="list-style-type: none"> <li>➤ up to 35% (down from 50%) additional building height for CUPs to incentivise the associated POPAOS delivery</li> <li>➤ up to 15% (down from 20%) additional building height for SUSs to incentivise large shade tree delivery and quality public realm interfaces.</li> </ul> <p>Furthermore, in response to various submitter requests for additional CUPs and SUSs, the following new CUPs and SUSs have been incorporated to further support extensive urban greening and open space provision across the PDA:</p>	Yes

Item No.	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>➤ within Precinct 1 – Woolloongabba Core:               <ul style="list-style-type: none"> <li>➤ one new SUS along Vulture Street between Lahey Lane and Main Street</li> <li>➤ one new SUS at the corner of Main Street and Mark Lane</li> </ul> </li> <li>➤ within Precinct 2 – Logan Road:               <ul style="list-style-type: none"> <li>➤ two new CUPs and associated POPAOS – one located north of Walker Street, and one located north of Watt Park</li> <li>➤ five new SUSs and associated large shade tree delivery and quality public realm interfaces – two located along Stanley Street, one located at the corner of Wellington Road and Nile Street, one located along Wellington Road between Nile Street and Logan Road, one located south of Hampton and Albion Streets.</li> </ul> </li> <li>➤ within Precinct 5 – Mater Hill:               <ul style="list-style-type: none"> <li>➤ two new SUSs and associated large shade tree delivery and quality public realm interfaces – two located at the corner of Annerley Road and Ross Street.</li> </ul> </li> </ul>	
2.	<p>Carparking</p> <ul style="list-style-type: none"> <li>➤ strong support for the proposed maximum parking rates</li> <li>➤ suggest need for additional car parking in the PDA to support new development</li> <li>➤ suggest that parking rates should be a minimum and not a maximum requirement</li> <li>➤ suggest that additional car parking be required for non-residential uses</li> <li>➤ request that hospitals have a maximum parking rate</li> <li>➤ request for major sport, recreation</li> </ul>	<p>Following consideration of submitters' feedback, the development scheme maintains its approach to maximum car parking rates to support modal shift to public and active transport options. The exception to this approach is for the land uses of 'hospital' and 'major sport, recreation and entertainment facility', where it is recognised that these land uses have unique operational requirements relative to car parking.</p> <p>Regarding the design and location of car parking facilities, it is noted that relevant PDA-wide criteria address these matters as follows:</p> <ul style="list-style-type: none"> <li>➤ under section 4.3.2 Built form and landscaping, car parking facilities are not to be visible from the street (i.e. located underground, sleeved or screened)</li> <li>➤ under section 4.3.8 Service infrastructure, car parking areas are to be designed in accordance with BCC's TAPS planning scheme policy.</li> </ul>	Yes

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	<p>and entertainment facilities to apply similar approach to hospitals</p> <ul style="list-style-type: none"> <li>➤ comments on the design and location of car parking suggesting that: <ul style="list-style-type: none"> <li>➤ screened podium parking should be supported</li> <li>➤ basement parking should be supported</li> <li>➤ car parking should be designed to be reused/ adapted to future uses.</li> <li>➤ locked storage cages should be provided for residents</li> </ul> </li> <li>➤ Schedule 3 Car and bicycle parking rates should be amended to improve clarity around visitor parking configurations for multiple dwellings</li> </ul>	<p>Given the approach to maximum parking rates, it is considered unnecessary to require car parking to be designed to enable adaptive reuse. Additionally, there is no impediment to applicants proposing locked storage lockers for residents.</p> <p>In response to submitter feedback, Schedule 3 Car parking rates has been updated to improve clarity around visitor car parking configurations for multiple dwellings.</p>	
3.	<p>Car share</p> <ul style="list-style-type: none"> <li>➤ request all future residential buildings are required to include provision for car share schemes</li> <li>➤ not supportive of the requirement for buildings to include car share and shared e-mobility</li> </ul>	<p>The development scheme does not mandate the inclusion of car share schemes in all future residential buildings. Rather, the development scheme includes requirements under section 4.3.4 Sustainability to ensure that, where car share facilities are included, they are designed for safe and efficient operation.</p> <p>Section 4.3.8 Service infrastructure includes requirements for all new buildings to enable the storage and charging of e-mobility devices including e-bikes and e-scooters within end-of-trip facilities. This requirement has been retained on the basis of supporting and promoting e-mobility, thereby further supporting modal shift away from private vehicles.</p>	No
4.	<p>End-of-trip facilities</p> <ul style="list-style-type: none"> <li>➤ request for appropriate end-of-trip facilities to be provided in future developments</li> <li>➤ suggest proposed bicycle parking</li> </ul>	<p>The development scheme includes requirements for end-of-trip facilities under section 4.3.8 Service infrastructure. These provisions:</p> <ul style="list-style-type: none"> <li>➤ constitute PDA-wide criteria thereby applying to all PDA development applications</li> <li>➤ seek to facilitate the storage and charging of e-mobility devices in addition</li> </ul>	Yes



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	<p>rates are too high and conflict with BCC's rates</p>	<p>to typical end-of-trip facilities.</p> <p>In response to feedback from submitters, the development scheme adopts BCC's TAPS planning scheme policy for consistency.</p>	
<p>5.</p>	<p>Cross-block links</p> <ul style="list-style-type: none"> <li>➤ amendments suggested to some of the cross-block links, including: <ul style="list-style-type: none"> <li>➤ removal of some cross-block links in sub-area 1c</li> <li>➤ change new neighbourhood street in sub-area 1c and precinct 5 to a cross-block link</li> <li>➤ allow vehicle access to the cross-block link in sub-area 1d</li> <li>➤ consolidate cross-block links between Ipswich Road and Jurgens Street</li> <li>➤ remove a cross-block link in precinct 3</li> <li>➤ amend/remove a cross-block link in precinct 4 due to overland flow constraints</li> <li>➤ remove cross-block links in precinct 5</li> </ul> </li> <li>➤ requests for further detail on the intended design of cross-block links</li> </ul>	<p>In response to submitter feedback, the development scheme has been updated to refine the indicative locations of cross-block links across the PDA. Additionally, guidance around the design of cross-block links is included in the public realm guideline.</p>	<p>Yes</p>
<p>6.</p>	<p>Setbacks</p> <ul style="list-style-type: none"> <li>➤ feedback was provided on the setback requirements in the PDS including: <ul style="list-style-type: none"> <li>➤ unsupportive of the minimum setback requirements</li> </ul> </li> </ul>	<p>Building setbacks have been reviewed across the PDA. Where appropriate, setbacks have been amended and applied as guidance to enable performance-based assessments.</p> <p>Key drivers for the PDA's general approach of increased building setbacks are to facilitate tree growth, canopy cover and uplift amenity. These outcomes are reflected in relevant PDA-wide criteria (see section 4.3.2 Built form and</p>	<p>Yes</p>

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	<ul style="list-style-type: none"> <li>➤ unresponsive of the setback requirements for precinct 1</li> <li>➤ request for sub-area 1c setbacks to be increased</li> <li>➤ changes to the minimum setbacks in precinct 5</li> <li>➤ suggest that development on Ipswich Road, Main Street, and Stanely Street should have a 0m setback</li> <li>➤ request that side and rear setbacks are treated separately</li> <li>➤ suggest setbacks to heritage and/or character buildings are increased</li> <li>➤ recommend greater setbacks to deep planting areas</li> <li>➤ note that built form setbacks should support a human-scale.</li> </ul>	<p>landscaping) and corresponding setbacks as detailed in Schedule 4: Setbacks plan, ensuring all PDA development applications are subject to assessment and supported by measurable metrics as guidance.</p> <p>Given sub-areas 1a and 1b, within Precinct 1 – Woolloongabba Core, are subject to sub-area planning requirements it is considered that building setbacks for these areas should be informed by more detailed planning at the sub-area level. Accordingly, the development scheme has been updated to clarify that building setbacks for Sub-areas 1a and 1b are subject to sub-area planning.</p>	
7.	<p>Built form interfaces</p> <ul style="list-style-type: none"> <li>➤ concerns regarding the interface and transition between tall buildings and existing low-density development</li> <li>➤ requests for additional provisions to be included to ensure interfaces are appropriately managed</li> </ul>	<p>In response to submitter feedback around interfaces between higher and lower intensity development, the development scheme has been updated to:</p> <ul style="list-style-type: none"> <li>➤ spatially map 'interface areas' within relevant Precinct Provisions</li> <li>➤ include PDA-wide criteria under section 4.3.2 Built form and landscaping to ensure development adjoining low-density areas, particularly for those mapped 'interface areas', respond effectively to site context, providing for sensitive interfaces via a range of mitigation measures such as stepping built form, façade and boundary treatments, landscaping, building separation and orientation, recess and articulation.</li> </ul> <p>Additionally, in accordance with the development scheme, PDA development applications involving 1000m<sup>2</sup> GFA or more are to be supported by Urban Context Reports, including details such as shadow analysis and impacts to surrounding</p>	Yes

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		<p>properties (see Schedule 7: Guideline for preparing an Urban Context Report).</p> <p>Collectively, it is considered that the development scheme provides effective criteria for performance-based assessments of development interfaces.</p>	
8.	<p>Communal open space</p> <ul style="list-style-type: none"> <li>➤ suggest all future developments should include communal/ public use areas</li> <li>➤ request for communal open space requirements to be increased</li> <li>➤ not supportive of the communal open space requirements and request they are reduced</li> </ul>	<p>The development scheme includes requirements for communal open space for both residential and non-residential development through PDA-wide criteria (see section 4.3.2 Built form and landscaping) and corresponding guidance. Being PDA-wide criteria, these requirements apply to all PDA development applications. In response to submitter feedback, the standards for communal open space have been applied as guidance to enable a degree of flexibility and performance-based assessments.</p>	Yes
9.	<p>Deep planting</p> <ul style="list-style-type: none"> <li>➤ not supportive of the deep planting requirements</li> <li>➤ support for deep planting requirements</li> <li>➤ suggest greater deep planting requirements</li> </ul>	<p>In response to submitter feedback, deep planting requirements have been applied as guidance to afford a greater degree of flexibility and performance-based assessments.</p>	Yes
10.	<p>Green roof</p> <ul style="list-style-type: none"> <li>➤ request that the green roof requirements are increased</li> <li>➤ not supportive of the green roof requirements and/or requested they are reduced</li> <li>➤ suggest exemptions around mechanical plant from green roof calculations will encourage mechanical plant on roofs</li> </ul>	<p>The development scheme provisions for green cover on roofs have been refined to:</p> <ul style="list-style-type: none"> <li>➤ clarify that specified 'green cover' percentage parameters apply at vegetation maturity</li> <li>➤ clarify that vegetated communal open space areas constitute 'green cover'</li> <li>➤ delete exemptions for mechanical plant so as not to encourage siting these building elements on roofs.</li> </ul>	Yes

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11.	<p>Helicopter restriction area</p> <ul style="list-style-type: none"> <li>➤ request the helicopter restriction area and associated maximum height limit is amended to be a performance-based approach</li> </ul>	<p>In response to submitter feedback, the development scheme has been updated to adopt a more performance-based approach. Specifically, where development in proximity to the Mater hospital helipad is proposed over the threshold height of 60m AHD and within the Helicopter trigger area, the MEDQ will seek advice from the Retrieval Services Queensland to assess potential impacts on a case-by-case basis.</p>	Yes
12.	<p>Reverse amenity impacts</p> <ul style="list-style-type: none"> <li>➤ suggest additional reverse amenity provisions are included to allow for live music and/or entertainment type uses to occur in the PDA.</li> </ul>	<p>The development scheme does not preclude live music or entertainment. Noise emissions continue to be regulated under the <i>Environmental Protection Act 1994</i> and relevant local laws.</p> <p>Reverse amenity provisions are included in section 4.3.6 Impacts and amenity, which extends to all existing or approved development within or near to the PDA.</p> <p>Regarding potential reverse amenity impacts relating to sports and entertainment at the Gabba stadium, these potential impacts are addressed under the requirements included as PDA-wide criteria under section 4.3.6 Impacts and amenity, which includes the following as guidance:</p> <p><i>Residents close to the Gabba Stadium can expect generally higher levels of noise and light spill (including from the light towers). Buildings should be designed and constructed to achieve a minimum reduction in sound pressure level between the exterior of the building and the bedroom or living room, of LLeq,T 20dB at 63Hz where adjoining a lawfully operating entertainment venue.</i></p>	No
13.	<p>Porte cochere</p> <ul style="list-style-type: none"> <li>➤ request that developments include provision for porte cocheres.</li> </ul>	<p>The development scheme does not preclude porte cochere design outcomes. In a scenario where a porte cocheres is proposed, it would be assessed on its merits.</p>	No
14.	<p>Design</p> <ul style="list-style-type: none"> <li>➤ request increased clarity on design standards for future development.</li> </ul>	<p>In response to submitter feedback, the development scheme has been refined to improve clarity throughout and to make it clearer that the metrics and specifications within Table 3 – Design parameter guidelines for built form and landscaping constitute guidance.</p>	Yes

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15.	Building servicing <ul style="list-style-type: none"> <li>➤ need to ensure appropriate building servicing requirements including access for service vehicles, service lifts, and refuse collection.</li> </ul>	The development scheme applies the provisions of BCC's TAPS planning scheme policy in relation to servicing and access requirements and specifications. These design standards are comprehensive, are well known, and are considered fit-for-purpose for the management of building servicing.	No
16.	CPTED <ul style="list-style-type: none"> <li>➤ request future developments consider CPTED requirements.</li> </ul>	The development scheme includes CPTED requirements under sections 4.3.2 Built form and landscaping which now applies too all development (not just lower levels) and 4.3.3 Public realm as PDA-wide criteria. As PDA-wide criteria applies to all PDA development applications, CPTED matters are considered appropriately captured by existing provisions.	Yes
17.	Emergency evacuation <ul style="list-style-type: none"> <li>➤ request developments ensure adequate emergency evacuation routes.</li> </ul>	Emergency evacuation requirements are regulated under other legislative frameworks such as the <i>Building Act 1975</i> , the <i>Building Fire Safety Regulation 2008</i> and the <i>Work Health and Safety Regulation 2011</i> . Notwithstanding, it may be appropriate in certain circumstances to condition compliance with emergency evacuation requirements (e.g. flood emergency management plan) as part of a PDA development approval following assessment.	No
18.	Hospital requirements <ul style="list-style-type: none"> <li>➤ concern that built form parameters do not support hospital and health type uses being developed.</li> </ul>	In response to submitter feedback the development scheme has been updated to make it clear that institutional and large-format buildings are not subject to the built form parameters relating to tower floor plate size. Additionally, other built form parameters have been applied as guidance to afford a degree of flexibility and performance-based assessments.	Yes
19.	Public notification <ul style="list-style-type: none"> <li>➤ concern that there will be limited opportunity for the public to provide comments on future development within the PDA</li> <li>➤ Submitters requested:               <ul style="list-style-type: none"> <li>➤ any development over 12 storeys should trigger public notification</li> <li>➤ all developments in the PDA should trigger public notification</li> </ul> </li> </ul>	Section 3.2.5 of the development scheme states that a development application will require public notice if the development: <ol style="list-style-type: none"> <li>1. <i>may, in the opinion of the MEDQ:</i> <ol style="list-style-type: none"> <li>a. <i>have adverse impacts on the amenity or development potential of adjoining land, or</i></li> <li>b. <i>be for a use or of a size or nature which warrants public notice, or</i></li> </ol> </li> <li>2. <i>is for any material change of use involving Park (Central Park<sup>17</sup>) or Major sport, recreation and entertainment facility in Precinct 1, or</i></li> <li>3. <i>is for any material change of use where exceeding the specified</i></li> </ol>	Yes

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	<ul style="list-style-type: none"> <li>➤ a change to a sub-area plan is not subject to public notification.</li> </ul>	<p><i>maximum building height, or 4. where a new Sub-area plan is required (refer to section 3.2.11).</i></p> <p>It is considered unnecessary to publicly notify all development applications, or all development applications exceeding 12 storeys.</p> <p>The approach adopted by the development scheme is similar to how categories of assessment and public notification requirements work under the <i>Planning Act 2016</i>. In particular, public notification is generally triggered by more intensive or significant development applications, with the vast majority of development applications (i.e. code assessment development applications) not subject to public notification. Despite this, it is recognised that the MEDQ’s discretionary power to require public notification, due to the potential for adverse impacts and/or the size/nature of development, has been retained.</p> <p>Furthermore, the development scheme has been updated to clarify that public notification is triggered by a PDA development application where a new sub-area plan is required.</p>	
20.	<p>Onerous provisions</p> <ul style="list-style-type: none"> <li>➤ suggest that built form and housing provisions are considered onerous and would restrict the delivery of housing in the PDA</li> <li>➤ feedback included: <ul style="list-style-type: none"> <li>➤ request for minimum site area to be increased</li> <li>➤ suggest separate provisions for smaller scale development</li> <li>➤ building separation requirements not supported</li> <li>➤ tower floor plates are considered too prescriptive</li> <li>➤ recommend reducing the</li> </ul> </li> </ul>	<p>In response to submitter feedback, the development scheme has been updated to apply relevant built form and landscaping requirements as guidance on how to address performance-based provisions contained in the PDA-wide criteria. To facilitate this outcome, refinements have also been made to relevant PDA-wide criteria to ensure that metrics referenced as guidance have a direct correlation to outcomes sought for the PDA.</p>	Yes



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	<ul style="list-style-type: none"> <li>➤ maximum site cover</li> <li>➤ request maximum podium heights are increased</li> <li>➤ maximum horizontal dimension of a building not supported</li> <li>➤ visual permeability requirement not supported.</li> </ul>		
21.	<p>Additional built form parameters</p> <ul style="list-style-type: none"> <li>➤ suggest additional built form parameters including: <ul style="list-style-type: none"> <li>➤ minimum depth for private open space</li> <li>➤ parameters relating to façade design, building orientation and green plot ratio to reduce environmental impacts</li> <li>➤ more built form controls to address built form interfaces with the street</li> <li>➤ requirements to address air quality</li> <li>➤ provisions to protect buildings from noise and amenity impacts from helicopters</li> <li>➤ request that new developments include 'pet relief areas'.</li> </ul> </li> </ul>	<p>The development scheme includes:</p> <ul style="list-style-type: none"> <li>➤ minimum dimensions of 6m for communal open space and 3m for private open space within Table 3 – Design parameter guidelines for built form and landscaping</li> <li>➤ requirements relating to development interfaces with the public realm, façade treatments, building articulation and orientation under PDA-wide criteria (see section 4.3.2 Built form and landscaping)</li> <li>➤ requirements for landscaping under PDA wide criteria (see section 4.3.2 Built form and landscaping) supported by guidance on how to address requirements (e.g. green cover on roofs, deep planting, planting on built form and planting in communal open space)</li> <li>➤ requirements relating to air quality and noise under PDA-wide criteria (see section 4.3.6 Impacts and amenity)</li> </ul> <p>It is noted that the development scheme does not preclude provision for pet facilities.</p> <p>Notwithstanding, section 4.3.6 Impacts and amenity of the development scheme has been updated to clarify that buildings are to be designed to minimise impacts from helicopters associated with the hospitals.</p>	Yes
22.	<p>Built form parameters requirement</p> <ul style="list-style-type: none"> <li>➤ suggest built form parameters are non-negotiable and not able to be amended.</li> </ul>	<p>The development scheme applies built form and landscaping design parameters as guidance about how to achieve consistency with relevant PDA development requirements. This approach enables performance-based assessments whilst signalling desired standards and outcomes.</p>	No

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23.	<p>Urban Context Report</p> <ul style="list-style-type: none"> <li>➤ suggest increasing the minimum GFA requirement for preparing an urban context report.</li> </ul>	<p>Despite submitter requests to increase the GFA threshold for the preparation of an Urban Context Report, the development scheme maintains its approach of requiring these documents for PDA development applications where proposed GFA is 1,000m<sup>2</sup> or more. This approach has been maintained to ensure that development considers and responds to site context, characteristics and surrounding development to mitigate potential impacts and provide site-responsive development interfaces.</p>	No
24.	<p>Flood / permeability requirements</p> <ul style="list-style-type: none"> <li>➤ request a review of the permeability / flood requirements.</li> </ul>	<p>The development scheme adopts BCC's Flood Overlay Code and Flood Planning Scheme Policy, however these provisions have been varied to respond to forecast elevated flooding, due to climate change. In particular, a 1% AEP flood level (increased from 2% AEP) to overland flow has been adopted.</p> <p>The PDA's planned open space and strategic infrastructure networks will provide additional flood mitigation. The development scheme's implementation plan also includes an action for EDQ (see section 6.2.5 Flood and climate resilience) to prepare a Woolloongabba PDA Flood Resilience Design Guideline, providing further guidance around mitigating climate risk.</p> <p>In response to submitter feedback, additional POPAOS have been included. These are located north of Walker Street and north of Watt Park, adding to PDA's open space network and extent of permeable areas. Cross-block links have been refined to align with overland flow paths.</p>	Yes
<b>Open Space</b>			
25.	<p>Support</p> <ul style="list-style-type: none"> <li>➤ support for the proposed open spaces in the PDS including the proposed Creek to Cliffs Green Corridor.</li> </ul>	<p>Noted. The development scheme has retained the Creek to Cliffs Green Corridor, with additional POPAOS introduced to further support the PDA's planned open space network.</p>	Yes
26.	<p>Protection of existing parks</p> <ul style="list-style-type: none"> <li>➤ existing open spaces should be protected, including Woolloongabba Place Park</li> </ul>	<p>The development scheme and public realm guideline envisage and promote the retention of Woolloongabba Place Park. Specifically, the public realm guideline seeks to increase the extent of shade tree plantings in this existing park and review opportunities to support use of the park during and outside of events held at the Gabba stadium. It is acknowledged that the following definition of the term</p>	Yes

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	<ul style="list-style-type: none"> <li>➤ not all existing open space is mapped</li> <li>➤ Jurgens Street Park should be expanded to reflect current size.</li> </ul>	<p>'offset park' was included in Schedule 2 – Definitions. This definition has been deleted to eliminate ambiguity around the future of Woolloongabba Place Park.</p> <p>Existing open space mapping has also been updated in response to submitter feedback.</p>	
27.	<p>Need for more open space</p> <ul style="list-style-type: none"> <li>➤ suggest the need for more green space in the PDA and suggest that all future open spaces be publicly owned.</li> </ul>	<p>The development scheme has been updated to include more open space in the form of two additional POPAOS. The additional POPAOS are located within Precinct 2 – Logan Road, including:</p> <ul style="list-style-type: none"> <li>➤ one located north of Walker Street</li> <li>➤ one located north of Watt Park.</li> </ul> <p>Whilst these additional open space network elements are not envisaged to be publicly owned, PDA conditions of approval would be imposed via relevant PDA development approvals to ensure public access and more green space delivery.</p>	Yes
28.	<p>POPAOS/ park design</p> <ul style="list-style-type: none"> <li>➤ recommend certain park types and/ or embellishments to be included in future open space</li> <li>➤ recommend open spaces incorporate cultural design and celebrate the area's history.</li> </ul>	<p>Following consideration, there has been no change made to the development scheme. Notwithstanding, the public realm guideline has been updated to require the design of POPAOS to be informed by an analysis of existing and forecast demographics and needs of the relevant neighbourhood. The findings of such analysis will inform how open space elements are to be embellished.</p> <p>In terms of submitter comments around the incorporation and celebration of the area's history, the development scheme includes a range of provisions to ensure that the PDA's rich First Nations and European culture and history is celebrated. For example:</p> <ul style="list-style-type: none"> <li>➤ under section 1.2 – PDA description, significant First Nations sites have been mapped following research and engagement with Traditional Owners</li> <li>➤ under section 4.1 – Vision, being the highest statutory test of the development scheme, development is to celebrate First Nations history and is to include public realm works that recognise traditional features</li> <li>➤ under section 4.3.3 – Public realm, includes requirements around public art, including public art that respond to Traditional Owners of country, land and waters</li> <li>➤ under section 4.3.5 – Heritage and character, a range of requirements relating to both local and State heritage places ensuring their unique</li> </ul>	No

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		<p>values are preserved and celebrated.</p> <p>Furthermore, the public realm guideline includes guidance around the design of POPAOS, including for their design to be informed by a robust design process which responds to First Nations and European heritage. The QDesign manual is also referenced to further support and provide additional guidance around the design process.</p>	
29.	<p>Definition – open space</p> <ul style="list-style-type: none"> <li>➤ suggest changing the definition of open space to ensure new open spaces are ‘green’.</li> </ul>	<p>The development scheme includes a definition for ‘open space’ which provides for areas that are not embellished with plants or grass, such as pathways, plazas and areas for activities such as performances and markets. The development scheme maintains this flexibility to ensure that the functionality of open space is maximised. Notwithstanding, the development scheme has been updated to clarify that the term ‘open space’ does not include roads and buildings.</p>	Yes
30.	<p>POPAOS</p> <ul style="list-style-type: none"> <li>➤ do not support the approach to POPAOS</li> <li>➤ the development scheme is over reliant on the delivery of POPAOS to contribute to the open space network</li> <li>➤ request that POPAOS are not required if the uplift in building height is not applied.</li> </ul>	<p>Given the challenges in delivering new open space in a highly urbanised and fragmented environment, the development scheme maintains its approach to CUPs and their corresponding open space obligations, in the form of POPAOS. This approach provides an effective mechanism to incentivise the delivery of POPAOS for wider public benefit in exchange for development uplift by way of additional building height.</p> <p>The development scheme maintains the requirement for the delivery of POPAOS regardless of whether the additional development uplift is taken up or not. This approach is designed to enable more open space and urban greening at ground level, effectively redistributing built form vertically.</p>	No
31.	<p>POPAOS design requirements</p> <ul style="list-style-type: none"> <li>➤ request changes to the size and/or location of POPAOS</li> <li>➤ question the intended design including: <ul style="list-style-type: none"> <li>➤ ability to include basement car parking below</li> <li>➤ ability for buildings to overhang POPAOS</li> </ul> </li> </ul>	<p>The development scheme includes new and modified POPAOS to further support extensive urban greening and open space provision across the PDA. Furthermore, section 2.1.2 of the public realm guideline provides additional guidance about the design of POPAOS.</p> <p>The development scheme does not preclude:</p> <ul style="list-style-type: none"> <li>➤ the use of POPAOS for deep planting purposes</li> <li>➤ the siting of basements beneath POPAOS</li> <li>➤ building overhangs over POPAOS.</li> </ul>	Yes

Item No.	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>➤ questioned whether POPAOS contribute to deep planting requirements</li> <li>➤ suggestion that POPAOS should only be on ground level</li> <li>➤ need to ensure that POPAOS are publicly accessible.</li> </ul>	<p>PDA conditions of approval would be imposed via relevant PDA development approvals to ensure public access to POPAOS.</p>	
32.	<p>Additional POPAOS</p> <ul style="list-style-type: none"> <li>➤ request additional POPAOS be included.</li> </ul>	<p>In response to submitter requests for additional CUPs and/or POPAOS, the development scheme includes new POPAOS to further support extensive urban greening and open space provision across the PDA. Two new CUPs and their corresponding POPAOS have been included in Precinct 2 – Logan Road, one north of Walker Street and the other north of Watt Park.</p>	Yes
33.	<p>Central Park</p> <ul style="list-style-type: none"> <li>➤ request the Central Park be guaranteed as ‘green’ space and not ‘open space’</li> <li>➤ recommend the Central Park be greater than 50% of the CRR sub-area 1b</li> <li>➤ suggest that the Central Park design and size should be determined through the sub-area planning process</li> <li>➤ supportive of the minimum direct sunlight requirements for the Central Park</li> <li>➤ do not support the minimum direct sunlight requirements for the Central Park.</li> </ul>	<p>The development scheme responds to Government’s commitment around 50% open space provision at the CRR precinct by imposing a minimum 50% open space requirement to Sub-area 1b – Cross River Rail, as identified in the development scheme. Embedding this requirement in the development scheme will ensure delivery.</p> <p>As outlined above under item number 29 of this table, the development scheme includes a definition for ‘open space’ which provides for areas that are not embellished with plants or grass, such as pathways, plazas and areas for activities such as performances and markets. The development scheme maintains this flexibility to ensure that the functionality of open space is maximised. Notwithstanding, the development scheme has been updated to clarify that the term ‘open space’ does not include roads and buildings.</p> <p>Given that sub-area 1b is subject to a sub-area plan requirement which triggers public notification, and that any PDA development application involving the Central Park also triggers public notification, it is considered that development assessment processes, together with community feedback received through public notification, will ultimately inform the design of the Central Park.</p> <p>Upon consideration, the development scheme has been updated in response to submitter requests to remove prescribed hours of solar access for the Central</p>	Yes

Item No.	Summary	Response	Amendment required?
		<p>Park. Instead, these quantitative requirements have been replaced with qualitative requirements around minimising overshadowing of the Central Park, and ensuring species selection is appropriate to the context / conditions, to afford greater flexibility in design responses that will be subject to rigorous scrutiny as part of the assessment of a relevant PDA development application(s).</p> <p>Regarding submitters requests for a larger Central Park, it is relevant to note that the development scheme identifies an 'Open space investigation area' on Map 5 – Precinct 1 plan and Map 13 – Precinct 5 plan. As outlined in the development scheme's implementation plan under section 6.2.2 – Public realm, EDQ will undertake further investigations to identify potential long-term additional open space opportunities within the 'Open space investigation area'. Accordingly, the development scheme includes provisions to enable further open space opportunities in addition to the Central Park.</p>	
34.	<p>Park names</p> <ul style="list-style-type: none"> <li>➤ do not support the renaming of existing parks</li> <li>➤ suggest changing the name of existing parks.</li> </ul>	<p>The development scheme establishes the planning policy settings for the Woolloongabba PDA. It does not seek rename any existing parks.</p>	No
35.	<p>Tree species</p> <ul style="list-style-type: none"> <li>➤ tree species should be selectively chosen to ensure a minimum canopy cover is achieved.</li> </ul>	<p>Preferred tree species and planting specifications are detailed in the public realm guideline.</p>	No
36.	<p>Precinct 2</p> <ul style="list-style-type: none"> <li>➤ concerns with open space in precinct 2 including: <ul style="list-style-type: none"> <li>➤ question the ability for POPAOS in precinct 2 to be delivered</li> <li>➤ unsupportive of the proposed open spaces within precinct 2.</li> </ul> </li> </ul>	<p>POPAOS have been located on sites that are very likely to undergo redevelopment over the life of the PDA. Furthermore, the delivery of POPAOS is incentivised by way of uplift in the form of additional building height. Accordingly, it is considered that the development scheme includes effective measures to stimulate POPAOS delivery.</p> <p>Further details around the funding and delivery of infrastructure will be included in the forthcoming draft DCOP, which will undergo a separate public consultation process.</p>	No

Item No.	Summary	Response	Amendment required?
37.	<p>Precinct 5</p> <ul style="list-style-type: none"> <li>➤ suggest an increase to the open space provision within precinct 5.</li> </ul>	<p>In response to submitter feedback, the PDA's open space network has been reviewed, with two additional POPAOS incorporated within Precinct 2 - Logan Road including:</p> <ul style="list-style-type: none"> <li>➤ one located north of Walker Street</li> <li>➤ one located north of Watt Park.</li> </ul> <p>Whilst open space opportunities within Precinct 5 – Mater Hill are considered limited, a requirement to enhance the Princess Theatre through the provision of a publicly accessible plaza has also been incorporated under section 4.4.5.5 Sub-area 5a – Stanley Street.</p> <p>It is also relevant to note that the development scheme identifies an 'Open space investigation area' on Map 5 – Precinct 1 plan and Map 13 – Precinct 5 plan. As outlined in the development scheme's implementation plan under section 6.2.2 – Public realm, EDQ will undertake further investigations to identify potential long-term additional open space opportunities within the 'Open space investigation area'. Accordingly, the development scheme includes provisions to enable further open space opportunities in addition to the Central Park.</p>	Yes
<b>Preferred land uses</b>			
38.	<p>Support</p> <ul style="list-style-type: none"> <li>➤ support for the identified preferred land uses.</li> </ul>	<p>Noted. The development scheme generally retains its approach to preferred uses to support relevant precinct intents.</p>	No
39.	<p>Approach</p> <ul style="list-style-type: none"> <li>➤ questioned how uses not listed as preferred will be considered.</li> </ul>	<p>The development scheme identifies preferred uses for each precinct and sub-area which have been identified to achieve the individual precinct or sub-area intent. Expanding the range of preferred uses has the potential to dilute precinct intents and their points of distinction.</p> <p>The development scheme does not preclude uses not listed as preferred from being proposed as part of a PDA development application. In such cases, individual proposals would be assessed on their merits against the relevant provisions of the development scheme.</p>	No



Item No.	Summary	Response	Amendment required?
40.	<p>Educational facilities</p> <ul style="list-style-type: none"> <li>&gt; request increased education facilities including schools and higher education, to be accommodated within the PDA.</li> </ul>	<p>The development scheme promotes the growth of educational facilities across the PDA, with 'Educational establishment' identified as a preferred land use in several precincts, including:</p> <ul style="list-style-type: none"> <li>&gt; Precinct 1 – Woolloongabba Core</li> <li>&gt; Precinct 3 – Ipswich Road</li> <li>&gt; Precinct 5 – Mater Hill.</li> </ul> <p>'Education establishment' is defined as follows:</p> <p><i>Educational establishment means the use of premises for—</i></p> <p><i>(a) training and instruction to impart knowledge and develop skills; or</i>  <i>(b) student accommodation, before or after school care, or vacation care, if the use is ancillary to the use in paragraph (a).</i></p> <p><i>Examples of an educational establishment — college, outdoor education centre, primary school, secondary school, special education facility, technical institute, university.</i></p> <p>Ultimately, decisions around the delivery of new schools and other education facilities rest with relevant agencies, however the development scheme can enable these outcomes.</p>	No
41.	<p>Additional preferred uses</p> <ul style="list-style-type: none"> <li>&gt; suggest the following additional uses are accommodated in the PDA: <ul style="list-style-type: none"> <li>&gt; supermarkets</li> <li>&gt; food</li> <li>&gt; low density residential</li> <li>&gt; recovery/ rehabilitation</li> <li>&gt; fresh food market.</li> </ul> </li> </ul>	<p>Submitter requests for the inclusion of various preferred land uses across the PDA have been considered with refinements made. These refinements are detailed in amendment numbers 29, 39, 43, 49 and 54 of Table 12.</p> <p>As a general principle, the development scheme identifies preferred uses for each precinct and sub-area. These land uses have been identified to achieve relevant precinct and/or sub-area intents. Expanding the range of preferred uses has the potential to dilute precinct intents and their points of distinction.</p> <p>It is noted that the development scheme does not preclude uses not listed as preferred from being proposed as part of a PDA development application. In such cases, individual proposals would be assessed on their merits against the relevant</p>	Yes

Item No.	Summary	Response	Amendment required?
		provisions of the development scheme.	
42.	<p>Precinct 1 preferred uses</p> <ul style="list-style-type: none"> <li>&gt; request that the preferred uses for Precinct 1 (excluding sub-area 1a) are amended to include: <ul style="list-style-type: none"> <li>&gt; childcare</li> <li>&gt; club</li> <li>&gt; community care centre</li> <li>&gt; low Impact Industry</li> <li>&gt; market</li> <li>&gt; parking Station</li> <li>&gt; dwelling unit</li> <li>&gt; function facility</li> <li>&gt; healthcare service</li> <li>&gt; indoor sport and recreation</li> <li>&gt; outdoor sport and recreation</li> <li>&gt; rooming accommodation</li> <li>&gt; sales office</li> <li>&gt; shopping centre</li> <li>&gt; showroom</li> <li>&gt; telecommunications Facility</li> <li>&gt; theatre</li> <li>&gt; veterinary service.</li> </ul> </li> </ul>	Please refer to the response to item number 41 of this table.	Yes
43.	<p>Precinct 2 preferred uses</p> <ul style="list-style-type: none"> <li>&gt; Request the following uses are added to the precinct 2 preferred uses: <ul style="list-style-type: none"> <li>&gt; centre activities</li> <li>&gt; bar</li> <li>&gt; club</li> </ul> </li> </ul>	Please refer to the response to item number 41 of this table.	Yes

Item No.	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>&gt; community care centre</li> <li>&gt; community use</li> <li>&gt; food and drink outlet</li> <li>&gt; health services</li> <li>&gt; indoor sport and recreation</li> <li>&gt; hotel</li> <li>&gt; function facility</li> <li>&gt; commercial (office)</li> <li>&gt; shop (limited to 250m2 per tenancy)</li> <li>&gt; short-term accommodation</li> <li>&gt; residential care</li> <li>&gt; retirement facility</li> <li>&gt; urban enterprise type uses (coffee roasters, micro breweries, etc)</li> <li>&gt; specific industrial type uses between Logan Road and Albion Street.</li>   <li>&gt; suggest removing the following from the precinct 2 preferred uses: <ul style="list-style-type: none"> <li>&gt; showroom</li> <li>&gt; 1,500m2 shop maximum area for shop tenancies on Logan Road and Jurgens Street.</li> </ul> </li> </ul>		
44.	<p>Precinct 3</p> <ul style="list-style-type: none"> <li>&gt; suggest adding the following to the precinct 3 preferred uses: <ul style="list-style-type: none"> <li>&gt; bar.</li> </ul> </li> </ul>	Please refer to the response to item number 41 of this table.	Yes
45.	<p>Precinct 4</p> <ul style="list-style-type: none"> <li>&gt; suggest adding the following to the</li> </ul>	Please refer to the response to item number 41 of this table.	Yes

Item No.	Summary	Response	Amendment required?
	precinct 4 preferred uses: <ul style="list-style-type: none"> <li>&gt; bar</li> <li>&gt; office.</li> </ul>		
46.	Precinct 5 (excluding sub-areas 5a and 5b) preferred uses <ul style="list-style-type: none"> <li>&gt; suggest adding the following to the precinct 5 preferred uses:               <ul style="list-style-type: none"> <li>&gt; multiple dwelling</li> <li>&gt; food and drink outlet</li> <li>&gt; office</li> <li>&gt; parking station (where associated with the hospital uses)</li> <li>&gt; retirement facility</li> <li>&gt; residential care facility</li> <li>&gt; rooming accommodation, including for student accommodation</li> <li>&gt; shop (where no greater than 1,500m<sup>2</sup> for any individual tenancy)</li> <li>&gt; educational establishment</li> <li>&gt; childcare centre</li> <li>&gt; short-term accommodation</li> </ul> </li> <li>&gt; suggest removing the following from the precinct 5 preferred uses:               <ul style="list-style-type: none"> <li>&gt; shop maximum area qualification</li> <li>&gt; 'where for key workers associated with hospital or health care' qualification</li> </ul> </li> </ul>	Please refer to the response to item number 41 of this table.	Yes

Item No.	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li data-bbox="257 239 772 311">➤ suggest adding the following to the sub-area 5a preferred uses:               <ul style="list-style-type: none"> <li data-bbox="324 311 571 343">➤ childcare centre</li> <li data-bbox="324 343 660 375">➤ community care centre</li> <li data-bbox="324 375 705 406">➤ educational establishment</li> <li data-bbox="324 406 716 438">➤ Mater Health care services</li> <li data-bbox="324 438 593 470">➤ multiple dwellings</li> <li data-bbox="324 470 436 502">➤ office</li> <li data-bbox="324 502 772 582">➤ parking station (where associated with a hospital use)</li> <li data-bbox="324 582 660 614">➤ residential care facility</li> <li data-bbox="324 614 593 646">➤ retirement facility</li> <li data-bbox="324 646 705 742">➤ rooming accommodation, including for student accommodation</li> <li data-bbox="324 742 750 821">➤ showroom (where no greater than 1,500m2)</li> <li data-bbox="324 821 716 853">➤ indoor sport and recreation</li> <li data-bbox="324 853 560 885">➤ function facility</li> </ul> </li>   <li data-bbox="257 917 772 989">➤ suggest adding the following to the sub-area 5b preferred uses:               <ul style="list-style-type: none"> <li data-bbox="324 989 571 1021">➤ childcare centre</li> <li data-bbox="324 1021 705 1053">➤ educational establishment</li> <li data-bbox="324 1053 436 1085">➤ office</li> <li data-bbox="324 1085 660 1117">➤ residential care facility</li> <li data-bbox="324 1117 593 1149">➤ retirement facility</li> <li data-bbox="324 1149 705 1252">➤ rooming accommodation, including for student accommodation.</li> </ul> </li> </ul>		

Item No.	Summary	Response	Amendment required?
<b>Building Heights</b>			
47.	<p>Changes to maximum building heights</p> <ul style="list-style-type: none"> <li>&gt; proposed maximum building heights should be reduced</li> <li>&gt; proposed maximum building heights should be increased.</li> </ul>	<p>In response to submitter feedback, maximum building heights have been reviewed across the PDA and refined where warranted. These refinements are detailed in amendment numbers 32, 33, 40, 41, 45, 46, 50 and 51 of Table 12.</p> <p>In considering refinements to maximum building heights, due regard has been given to the following:</p> <ul style="list-style-type: none"> <li>&gt; the content of individual submissions and supporting rationale</li> <li>&gt; existing development and building heights</li> <li>&gt; approved development building heights</li> <li>&gt; overshadowing and amenity impacts</li> <li>&gt; potential for leveraging major public transport investment</li> <li>&gt; optimal use of underused and ideally located inner city urban land</li> <li>&gt; relevant <i>BCC City Plan 2014</i> maximum building heights within and surrounding the PDA</li> <li>&gt; Mater and Queensland Children’s Hospitals helicopter flight paths and helipads</li> <li>&gt; topography</li> <li>&gt; sub-surface constraints, including CRR and the Clem7 infrastructure</li> <li>&gt; prevailing character and built form</li> <li>&gt; the amount of uplift, via additional building height, afforded to identified CUPs and SUSs for their respective POPAOS and subtropical landscaping obligations.</li> </ul> <p>In summary:</p> <ul style="list-style-type: none"> <li>&gt; maximum building heights have been adjusted in all precincts and requirements around development interfaces (refer to response item number 7 of this table) have been strengthened</li> <li>&gt; the amount of uplift, via additional building height, afforded to: <ul style="list-style-type: none"> <li>&gt; CUPs has been reduced from 50% down to 35%</li> <li>&gt; SUSs has been reduced from 20% down to 15%.</li> </ul> </li> </ul>	Yes

Item No.	Summary	Response	Amendment required?
48.	Support <ul style="list-style-type: none"> <li>➤ support for proposed maximum building heights.</li> </ul>	Noted, however maximum building heights have been reviewed and refined in response to submitter feedback.	No
49.	Amenity <ul style="list-style-type: none"> <li>➤ concern that the proposed maximum building heights will cause amenity impacts to surrounding uses including (e.g. wind, overshadowing, glare)</li> <li>➤ concern that the proposed maximum building heights are not sympathetic to the local area and existing character.</li> </ul>	Please refer to response item number 47 of this table.  Additionally, it is relevant to note that the development scheme has been updated to strengthen requirements around interfaces between higher and lower intensity development. For further commentary around development interfaces, please refer to item number 7 of this table.	Yes
50.	Building height management <ul style="list-style-type: none"> <li>➤ request building heights are more flexible</li> <li>➤ suggest that building heights should be uniform across entire PDA.</li> </ul>	The development scheme identifies maximum building heights only. There is no obligation to build to the identified relevant maximum building height. Furthermore, there is no impediment to applicants proposing buildings that exceed relevant maximum building heights by way of a PDA development application, noting that: <ul style="list-style-type: none"> <li>➤ in accordance with section 3.2.5 Notice of applications, public notification would be required</li> <li>➤ due to inconsistencies with PDA development requirements relating to maximum building height, such PDA development applications would need to Demonstrate sufficient grounds to justify approval despite the inconsistency. As detailed under section 3.2.4 – Development consistent with the development scheme, ‘grounds’ means:               <p style="margin-left: 20px;"><i>matters of public interest, which include the matters specified as the main purposes of the ED Act, as well as:</i></p> <ol style="list-style-type: none"> <li>1. superior design outcomes, and</li> <li>2. overwhelming community need.</li> </ol> <p style="margin-left: 20px;"><i>‘Grounds’ does not include the personal circumstances of an applicant,</i></p> </li> </ul>	No



Item No.	Summary	Response	Amendment required?
		<p><i>owner or interested third party.</i></p> <p>In summary, approval of development over and above specified maximum building heights is considered both:</p> <ul style="list-style-type: none"> <li>&gt; technically possible</li> <li>&gt; challenging, due to the high-bar performance-based assessment requirements.</li> </ul>	
51.	<p>Impacts to flight paths</p> <ul style="list-style-type: none"> <li>&gt; suggest an increase in building heights would have an impact on aircraft including helicopters associated within the Mater and Queensland Children's Hospitals.</li> </ul>	<p>The development scheme drafting process has been informed by close engagement with relevant key stakeholders, including those responsible for hospital air retrieval services.</p>	No
52.	<p>Precinct 1 building heights</p> <ul style="list-style-type: none"> <li>&gt; buildings heights in precinct 1 should be reduced</li> <li>&gt; building heights in precinct 1 should be increased.</li> </ul>	<p>Please refer to response item number 47 of this table.</p>	Yes
53.	<p>Precinct 2 building heights</p> <ul style="list-style-type: none"> <li>&gt; support for building heights in precinct 2</li> <li>&gt; building heights in precinct 2 should be increased.</li> </ul>	<p>Please refer to response item number 47 of this table.</p>	Yes
54.	<p>Precinct 3 building heights</p> <ul style="list-style-type: none"> <li>&gt; support for building heights in precinct 3.</li> </ul>	<p>Please refer to response item number 47 of this table.</p>	Yes
55.	<p>Precinct 4 building heights</p> <ul style="list-style-type: none"> <li>&gt; building heights in precinct 4 should</li> </ul>	<p>Please refer to response item number 47 of this table.</p>	Yes

Item No.	Summary	Response	Amendment required?
	be increased		
56.	<p>Precinct 5 building heights</p> <ul style="list-style-type: none"> <li>➤ support for building heights in precinct 5</li> <li>➤ building heights in precinct 5 should be increased.</li> </ul>	Please refer to response item number 47 of this table.	Yes
57.	<p>Reduced level</p> <ul style="list-style-type: none"> <li>➤ building heights should be shown only as a 'reduced level' (RL).</li> </ul>	The development scheme adopts a standard and well understood approach to building height, measuring this by number of 'storeys'. To assist with interpretation, the development scheme includes a definition for the term 'storey' under Schedule 2.	No
58.	<p>Controls</p> <ul style="list-style-type: none"> <li>➤ building heights need to be appropriately controlled/ managed across the PDA.</li> </ul>	<p>The development scheme regulates building heights across the PDA through the imposition of maximum building heights and a broad range of design requirements and technical analysis (e.g. building separation, shadow analysis).</p> <p>Additionally, the development scheme has been updated to strengthen requirements around interfaces between higher and lower intensity development. For further commentary around development interfaces, please refer to item number 7 of this table.</p>	Yes
<b>Housing</b>			
59.	<p>Social and affordable housing provision</p> <ul style="list-style-type: none"> <li>➤ support for the social and affordable housing provisions</li> <li>➤ suggest more social and affordable housing should be delivered in the PDA</li> <li>➤ the development scheme should include stronger provisions for social and affordable housing</li> <li>➤ the social and affordable housing provisions are too high</li> </ul>	Following consideration of submitter feedback, the development scheme's 20% affordable or social housing requirements, for developments comprising 10 or more dwellings, has been maintained. This approach accords with Shaping SEQ 2023 and the basis for PDA declaration (i.e. increased housing delivery, including more affordable and social housing).	No

Item No.	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>➤ not supportive of social and affordable housing being delivered in the PDA.</li> </ul>		
60.	<p>Social and affordable housing delivery</p> <ul style="list-style-type: none"> <li>➤ need to ensure that social and affordable housing is delivered in the PDA</li> <li>➤ request social and affordable housing is delivered by the Government.</li> <li>➤ suggest a proposed model for delivering social and affordable housing in the PDA.</li> <li>➤ request the ability to provide a payment in lieu of delivering social and affordable housing</li> <li>➤ recommend a timeframe for which social and affordable housing should be maintained</li> <li>➤ suggest social and affordable housing targets should be PDA or precinct wide, not site specific.</li> </ul>	<p>The development scheme's 20% affordable or social requirements apply to all residential development in the PDA (comprising 10 or more dwellings) and will involve delivery by both public and private investment.</p> <p>The development scheme currently applies the provisions of PDA Guideline 16 – Housing, which outlines a methodology to determine price points for housing that is affordable for low to moderate income households.</p> <p>On 20 September 2024, the Economic Development (Affordable Housing) Amendment Regulation 2024 (the Amendment Regulation) was made. The Amendment Regulation sets the criteria for housing that is affordable to very low-income households, low to moderate income households, first home buyer households and key worker households, providing additional pathways for the development industry and the affordable housing sector to address the development schemes requirements for affordable housing.</p> <p>Following the making of the Amendment Regulation, EDQ will amend PDA Guideline 16 – Housing to support the implementation of the Amendment Regulation and to outline how EDQ will monitor and report against affordable housing requirements set in PDA development schemes.</p>	No
61.	<p>Affordable housing definition</p> <ul style="list-style-type: none"> <li>➤ request a definition of affordable housing is included in the final development scheme.</li> </ul>	<p>The development scheme requires 20% of all residential development (comprising 10 dwellings or more) in the PDA to constitute either social or affordable housing.</p> <p>The development scheme currently applies the provisions of PDA Guideline 16 – Housing, which outlines a methodology to determine price points for housing that is affordable for low to moderate income households.</p> <p>On 20 September 2024, the Economic Development Affordable Housing) Amendment Regulation 2024 (the Amendment Regulation) was made. The</p>	No

Item No.	Summary	Response	Amendment required?
		<p>Amendment Regulation sets the criteria for housing that is affordable to very low-income households, low to moderate income households, first home buyer households and key worker households, providing additional pathways for the development industry and the affordable housing sector to address the development schemes requirements for affordable housing</p> <p>Following the making of the Amendment Regulation, EDQ will amend PDA Guideline 16 – Housing to support the implementation of the Amendment Regulation and to outline how EDQ will monitor and report against affordable housing requirements set in PDA development schemes.</p>	
62.	<p>Dwelling diversity</p> <ul style="list-style-type: none"> <li>➤ support for the dwelling diversity requirements</li> <li>➤ do not support the dwelling diversity requirements</li> <li>➤ suggest more 3+ bedroom dwellings are required.</li> </ul>	<p>The development scheme includes housing diversity requirements expressed as PDA-wide criteria under section 4.3.10 – Housing affordability and diversity. Accordingly, these requirements apply to all PDA development applications where relevant, promoting diversity in tenure and dwelling mix. Guidance around appropriate dwelling mixes are also included in Table 3 – Design parameter guidelines for built form and landscaping – PDA-wide, being:</p> <ul style="list-style-type: none"> <li>➤ minimum 20% 1 bedroom dwellings</li> <li>➤ minimum 20% 3 or more bedroom dwellings.</li> </ul>	Yes
63.	<p>Accessible housing</p> <ul style="list-style-type: none"> <li>➤ request accessible housing provisions are removed</li> <li>➤ request more accessible housing is required.</li> </ul>	<p>In response to submitter feedback, and recent changes to the NCC, additional accessible housing requirements have been removed from the development scheme. Under the NCC, mandatory accessible housing standards now apply to new dwellings in Queensland.</p>	Yes
64.	<p>Residential product</p> <ul style="list-style-type: none"> <li>➤ do not support high-end/ luxury apartments being built in the PDA.</li> </ul>	<p>The development scheme requires 20% of all residential development (comprising 10 dwellings or more) in the PDA to constitute either social or affordable housing. Additionally, provisions around dwelling diversity and low maximum parking rates enable a range of residential product.</p>	No
65.	<p>Affordable housing delivery</p> <ul style="list-style-type: none"> <li>➤ request further clarity on how affordable housing and dwelling diversity will be delivered.</li> </ul>	<p>Please refer to response item numbers 59 and 60 of this table.</p>	No

Item No.	Summary	Response	Amendment required?
<b>Infrastructure</b>			
66.	<p>Infrastructure Planning</p> <ul style="list-style-type: none"> <li>➤ recommend further infrastructure planning is undertaken to determine the full suite of infrastructure required to service future development in the PDA.</li> </ul>	<p>EDQ is undertaking detailed infrastructure planning as part of the preparation of a draft DCOP for the PDA.</p> <p>It is anticipated that a draft DCOP will be made available for public consultation in late 2024.</p>	No
67.	<p>Increased pressure on existing infrastructure</p> <ul style="list-style-type: none"> <li>➤ concern that future development would place increased pressure on existing infrastructure networks.</li> </ul>	<p>EDQ is undertaking detailed infrastructure planning as part of the preparation of a draft DCOP for the PDA.</p> <p>It is anticipated that a draft DCOP will be made available for public consultation in late 2024.</p> <p>This work includes an analysis of the existing infrastructure networks within and surrounding the PDA to understand the impact that future development may have on the existing networks and identify new and/or upgrades to infrastructure networks required to service the increased demand.</p>	No
68.	<p>Infrastructure certainty</p> <ul style="list-style-type: none"> <li>➤ request certainty that the identified infrastructure will be delivered</li> <li>➤ suggest future uplift should not be accommodated until the necessary infrastructure upgrades are delivered.</li> </ul>	<p>Detailed infrastructure planning is being undertaken for the PDA to determine what new and/or upgrades to infrastructure networks will be required to service future development in the PDA.</p> <p>As per section 5.3 – Infrastructure categories of the development scheme, infrastructure will be classified as trunk, non-trunk and other infrastructure and will be delivered through a combination of the State, developers and utility providers.</p>	No
69.	<p>Infrastructure delivery</p> <ul style="list-style-type: none"> <li>➤ suggest it may be difficult to deliver the following infrastructure outcomes including: <ul style="list-style-type: none"> <li>➤ Duke Street subtropical spine</li> <li>➤ shaded intersections on large intersections</li> </ul> </li> </ul>	<p>Detailed infrastructure planning is currently being undertaken, with further details around funding, sequencing and delivery to be reflected in a draft DCOP and supporting documentation that will undergo a separate public consultation process.</p> <p>Whilst submitter feedback around infrastructure delivery challenges is recognised, it is relevant to note that: <ul style="list-style-type: none"> <li>➤ the development scheme is a long-term planning instrument, with an</li> </ul> </p>	No

Item No.	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>➤ boulevard outcomes on major roads</li> <li>➤ Creek to Cliffs Green Corridor.</li> </ul>	<ul style="list-style-type: none"> <li>➤ ultimate development horizon up to the year 2066</li> <li>➤ outcomes such as the Duke Street subtropical spine and the Creek to Cliffs Green Corridor will require careful coordination and both public and private investment</li> <li>➤ PDA-associated development is identified under Schedule 6 of the development scheme and includes the extent of the Duke Street subtropical spine and Creek to Cliffs Green Corridor which extend beyond the PDA's northern boundary</li> <li>➤ the PDA-associated development designations enable the full extent of the Duke Street subtropical spine and Creek to Cliffs Green Corridor to be facilitated via the PDA's regulatory framework</li> <li>➤ the Woolloongabba PDA Public Realm Guideline provides additional guidance around how the PDA's planned subtropical streetscapes and shaded intersections will be designed and delivered</li> <li>➤ POPAOS have been located on sites that are very likely to undergo redevelopment over the life of the PDA, with delivery incentivised by way of uplift in the form of additional building height.</li> </ul>	
70.	<p>Trunk infrastructure design</p> <ul style="list-style-type: none"> <li>➤ Trunk infrastructure should be construction to BCC design standards</li> <li>➤ infrastructure planning needs to consider how upgrades connect into existing networks external to the PDA.</li> </ul>	<p>As per section 5.3 – Infrastructure categories of the development scheme, Trunk infrastructure is the higher order shared infrastructure that is planned to service the wider catchments in or external to the PDA, rather than individual development sites.</p> <p>Trunk infrastructure should seek to facilitate development of the PDA and is not required to meet the same trunk infrastructure classification requirements as local government.</p> <p>Nonetheless it is noted that infrastructure planning is being undertaken in collaboration with BCC, Urban Utilities, DTMR and other relevant entities to ensure alignment with the design standards of infrastructure networks.</p>	No
71.	<p>Overland flow/ flooding</p> <ul style="list-style-type: none"> <li>➤ concern that the PDA will experience increased flooding</li> <li>➤ do not support the proposed flood/</li> </ul>	<p>EDQ is undertaking infrastructure planning as part of the preparation of a draft DCOP for the PDA.</p> <p>It is anticipated that a draft DCOP will be made available for public consultation in</p>	No

Item No.	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>&gt; overland flow provisions suggest all land subject to flooding should be converted to open space.</li> </ul>	<p>late 2024.</p> <p>This work includes an analysis of the existing stormwater networks within and surrounding the PDA to understand the impact that future development may have on the existing stormwater networks and identify new and/or upgrades required.</p> <p>The development scheme adopts BCC's Flood Overlay Code and Flood Planning Scheme Policy, however these provisions have been varied to respond to forecast elevated flooding, due to climate change. In particular, a 1% AEP flood level (increased from 2% AEP) to overland flow has been adopted. The PDA's planned open space network and strategic infrastructure network will provide additional flood mitigation. The development scheme's implementation plan also includes an action for EDQ (see section 6.2.5 Flood and climate resilience) to prepare a Flood Resilience Design Guideline, providing further guidance around mitigating climate risk.</p> <p>To further support the mitigation of climate risk (flooding), the PDA's open space network, including the Creek to Cliffs Corridor and POPAOS, have been strategically located in areas of the PDA that are subject flood impacts.</p>	
72.	<p>Water Sensitive Urban Design (WSUD)</p> <ul style="list-style-type: none"> <li>&gt; the importance of WSUD implementation should be expanded on and emphasised.</li> </ul>	<p>In response to submitter feedback, the development scheme has been updated to expand on the importance of the delivery WSUD in the PDA, and its role in mitigating stormwater and overland flow.</p>	Yes
73.	<p>Public transport</p> <ul style="list-style-type: none"> <li>&gt; further consideration of public infrastructure is required</li> <li>&gt; additional public transport infrastructure is required</li> <li>&gt; suggest the need for a bus laydown facility to support the Gabba</li> </ul>	<p>Public transport infrastructure is being considered as part of the infrastructure planning being undertaken for the PDA. This work is being undertaken in collaboration with DTMR and BCC to determine future upgrades to and/or additional public transport infrastructure required to service the PDA.</p>	No



Item No.	Summary	Response	Amendment required?
	Stadium.		
74.	<p>Energy infrastructure</p> <ul style="list-style-type: none"> <li>&gt; recommend further investigation of energy infrastructure within the PDA including green power/ solar power/ battery storage</li> <li>&gt; request solar panels be required on all rooftops.</li> </ul>	<p>The planning and provision of the energy infrastructure network is the responsibility of Energy Queensland.</p> <p>Additionally, section 4.3.8 Service infrastructure of the development scheme requires development to facilitate opportunities for sustainable, integrated on-site water, wastewater, waste energy and other systems to co-locate with proposed built form, public and private open spaces which contribute to the amenity of the area.</p> <p>Furthermore, the development scheme includes requirements under section 4.3.4 Sustainability for development to demonstrate best practice building design outcomes, with 5 Star Green Star standards (or equivalent) applied as guidance across the PDA, excluding Sub-area 1b, which is subject to 6 Star Green Star standards (or equivalent) as guidance.</p>	No
75.	<p>Shared infrastructure</p> <ul style="list-style-type: none"> <li>&gt; suggest new residential dwellings should include shared water and electricity infrastructure.</li> </ul>	<p>Section 5 – Infrastructure plan of the development scheme identifies new and/or upgrades to infrastructure networks, including water and electricity, required to service development in the PDA. This includes ensuring development is appropriately connected to infrastructure networks and any impacts to the network are managed.</p>	No
76.	<p>Tree species</p> <ul style="list-style-type: none"> <li>&gt; suggest tree species are carefully considered to ensure that root systems do not damage infrastructure.</li> </ul>	<p>Preferred tree species and planting specifications are detailed in the public realm guideline.</p>	No
77.	<p>Connections</p> <ul style="list-style-type: none"> <li>&gt; question how the Creek to Cliffs Green Corridor will connect to the riverside bikeway at the Kangaroo Point cliffs.</li> </ul>	<p>The alignment of the Creek to Cliffs Green Corridor responds to First Nations and European historical/ cultural routes and is intended to link existing open space areas at Kingfisher Creek with the Kangaroo Point Cliffs through improved public realm, streetscape upgrades and new open space elements. These improvements are planned to extend to the Kangaroo Point Cliffs via Leopard Street.</p>	No

Item No.	Summary	Response	Amendment required?
<b>Sustainability</b>			
78.	<p>Sustainability targets</p> <ul style="list-style-type: none"> <li>&gt; support for developments being required to meet sustainability targets</li> <li>&gt; request higher sustainability targets</li> <li>&gt; request lower sustainability targets</li> <li>&gt; request sustainability targets are optional, or incentivised</li> <li>&gt; suggest sustainability targets should be universal across the PDA and based on a single rating systems i.e. Green Star</li> <li>&gt; request development within Sub-area 1b is required to achieve a 5 Star Green Star rating.</li> </ul>	<p>Noted. The development scheme includes requirements under section 4.3.4 Sustainability for development to demonstrate best practice building design outcomes, with 5 Star Green Star standards (or equivalent) applied as guidance across the PDA, excluding Sub-area 1b, which is subject to 6 Star Green Star standards (or equivalent) as guidance. Whilst submitter feedback requesting that prescribed sustainability rating standards are consistent across the PDA, the development scheme maintains its approach of requiring elevated sustainability standards within Sub-area 1b, comprising government development sites.</p>	Yes
79.	<p>Additional sustainability requirements</p> <ul style="list-style-type: none"> <li>&gt; suggest additional sustainability requirements be added to address: <ul style="list-style-type: none"> <li>&gt; UHIE</li> <li>&gt; emissions requirements</li> <li>&gt; social and financial sustainability</li> <li>&gt; tree canopy cover requirements.</li> </ul> </li> </ul>	<p>The development scheme includes requirements under section 4.3.4 Sustainability for development to demonstrate best practice building design outcomes, with 5 Star Green Star standards (or equivalent) applied as guidance across the PDA, excluding Sub-area 1b, which is subject to 6 Star Green Star standards (or equivalent) as guidance. Additionally, the development scheme seeks to address UHIE through via extensive urban greening, including a network of subtropical streetscapes featuring shade tree planting particularly focussed at intersections, and a network of new open space elements. Key aims of this approach are to maximise shade tree canopy cover across the PDA and uplift amenity for community enjoyment.</p> <p>The development scheme does not regulate the financial sustainability of development, or emissions.</p>	No
80.	<p>Climate resilience and natural disasters</p> <ul style="list-style-type: none"> <li>&gt; suggest additional detail on how climate resilience and increased</li> </ul>	<p>The development scheme includes climate risk (flooding) provisions under section 4.3.7 Flooding and climate risk. Additionally, UHIE are addressed via relevant PDA-wide criteria under section 4.3.2 Built form and landscaping and section 4.3.3 Public realm. Guidance on how to address these requirements are provided</p>	No

Item No.	Summary	Response	Amendment required?
	natural disasters are being considered.	<p>in the public realm guideline which, amongst other outcomes, seeks to maximise shade tree canopy cover across the PDA, with a particular focus on shaded intersections and subtropical streetscapes.</p> <p>Further, please refer to response to item number 24 of this table.</p>	
81.	<p>Biodiversity and urban wildlife</p> <ul style="list-style-type: none"> <li>➤ suggest further consideration of biodiversity and urban wildlife within the PDA.</li> </ul>	The PDA's planned open space network will enable the delivery of extensive urban greening across the PDA, providing habitat for wildlife and supporting biodiversity.	No
82.	<p>EV charging</p> <ul style="list-style-type: none"> <li>➤ recommend electric vehicle charging requirements are removed.</li> </ul>	In response to submitter feedback, and recent changes to the NCC, EV charging requirements have been removed from the development scheme. Under the new NCC, mandatory EV charging standards have been introduced for new residential and non-residential development in Queensland.	Yes
83.	<p>Flood resilience guideline</p> <ul style="list-style-type: none"> <li>➤ support the preparation of a Flood Resilience Guideline to further support the development scheme.</li> </ul>	Noted. Section 6.2.5 Flood and climate resilience of the development scheme maintains an action for EDQ to prepare a Woolloongabba PDA Flood Resilience Guideline, providing further guidance around climate risk (flooding) mitigation.	No
84.	<p>Building design</p> <ul style="list-style-type: none"> <li>➤ suggest all developments should be required to be constructed with sustainable materials.</li> </ul>	The development scheme includes building sustainability requirements as PDA-wide criteria under section 4.3.4 Sustainability with corresponding recognised guidance standards including 5 and 6 Star Green Star rating systems or equivalent depending on site location. These provisions apply to all PDA development applications and cover a broad range of sustainability building design requirements. Accordingly, it is considered that the development scheme includes robust design requirements to drive best practice in building sustainability outcomes.	No
85.	<p>Sustainability measurement tools</p> <ul style="list-style-type: none"> <li>➤ suggest the development scheme reference particular sustainability measurement tools such as buildings that breathe, to</li> </ul>	<p>The development scheme includes a range of building sustainability requirements under section 4.3.4 Sustainability as PDA-wide criteria. These provisions are supported by a number of best practice standards applied as guidance, including:</p> <ul style="list-style-type: none"> <li>➤ Qdesign</li> <li>➤ Buildings that breathe</li> <li>➤ Green Star (or equivalent) sustainability ratings (as contained in Table 3:</li> </ul>	No

Item No.	Summary	Response	Amendment required?
	appropriately measure sustainability principles.	Design parameter guidelines for built form and landscaping – PDA-wide of the development scheme).	
<b>Infrastructure Charges/ DCOP</b>			
86.	DCOP <ul style="list-style-type: none"> <li>➤ request a DCOP for the PDA is made available.</li> </ul>	EDQ is preparing a draft DCOP for the PDA which is to undergo a separate community consultation process, anticipated to commence in late 2024.	No
87.	Infrastructure charges <ul style="list-style-type: none"> <li>➤ suggest infrastructure charges as well as a value uplift charge should apply</li> <li>➤ suggest a value uplift charge should not apply.</li> </ul>	<p>EDQ is preparing a draft DCOP for the PDA. The DCOP will follow a consistent framework used by the MEDQ to set and collect development charges arising from PDA development.</p> <p>Collected development charges are used to fund Trunk infrastructure which will be identified as necessary to support the growth in infrastructure demand generated by future PDA development.</p> <p>In preparing the DCOP, a financial sustainability analysis will be undertaken to ensure that trunk infrastructure can be provided in a timely manner to service the needs of the PDA.</p> <p>Through the development of the DCOP, EDQ will also investigate the suitability of a value uplift charge for the Woolloongabba PDA.</p>	No
88.	Trunk infrastructure <ul style="list-style-type: none"> <li>➤ recommended certain infrastructure items to be classified as ‘Trunk’ infrastructure including: <ul style="list-style-type: none"> <li>➤ Central Park</li> <li>➤ all POPAOS.</li> </ul> </li> </ul>	<p>As per section 5.3 Infrastructure categories of the development scheme, Trunk infrastructure is the higher order shared infrastructure that is planned to service the wider catchments in or external to the PDA, rather than individual development sites.</p> <p>Trunk infrastructure should seek to facilitate development of the PDA and is not required to meet the same trunk infrastructure classification requirements as local government.</p> <p>Whilst infrastructure planning is ongoing, it is noted that the Central Park will likely fulfil a Trunk infrastructure function, servicing the broader PDA.</p>	No

Item No.	Summary	Response	Amendment required?
<b>Active transport</b>			
89.	Support <ul style="list-style-type: none"> <li>➤ support for the improved active transport connectivity and comfort and reduced conflict points between active transport users and vehicles</li> <li>➤ suggest an ongoing need to improve active transport comfort.</li> </ul>	Noted. The development scheme and public realm guideline includes extensive streetscape upgrades to improve the safety and amenity of the active transport network.	No
90.	Suggested changes <ul style="list-style-type: none"> <li>➤ suggest additional and changes to proposed active transport infrastructure.</li> </ul>	The development scheme and public realm guideline seek to improve active transport connectivity and amenity for the PDA. Infrastructure planning is currently being undertaken in collaboration with the DTMR and BCC which will determine the full suite of infrastructure required to be delivered to service the PDA.	No
91.	Personal mobility devices and bicycles <ul style="list-style-type: none"> <li>➤ request greater recognition of cycle and personal mobility device (PMD) usage.</li> </ul>	<p>The development scheme and public realm guideline seek to improve active transport for the PDA. Schedule 2: Definitions, defines ‘active transport’ as “a mode of travel that is physically active. It most commonly refers to walking and cycling but other modes include scooters and skateboards (including electric-powered devices).”</p> <p>In response to submitter feedback, the development scheme has been updated to reference and emphasise active transport outcomes more broadly.</p>	Yes
92.	Bike storage <ul style="list-style-type: none"> <li>➤ suggest additional bike parking is required in public places and non-residential developments.</li> </ul>	<p>The provision of bicycle parking facilities in public spaces, will be determined through the design processes.</p> <p>The public realm guideline provides guidance on public realm treatments relative to active travel and associated infrastructure.</p> <p>In response to submitter feedback, the development scheme has been updated to apply the provisions of BCC’s TAPS planning scheme policy for bicycle parking and end-of-trip facility design and rates which includes the provision of visitor bicycle parking facilities.</p>	Yes

Item No.	Summary	Response	Amendment required?
93.	<p>Safety</p> <ul style="list-style-type: none"> <li>&gt; suggest increased safety measures are required at major intersections</li> <li>&gt; request that AT modes are separated.</li> </ul>	<p>The development scheme and public realm guideline include a number of upgrades to active transport infrastructure, including at intersections, to improve the safety and amenity of the active transport network. The policy settings in the development scheme establish an effective suite of PDA development requirements to ensure active transport safety and functionality are principal drivers in the design of new development and to ensure the upgrades are delivered.</p> <p>Regarding the separation of active transport modes, it is considered that delivery of the areas required to achieve full separation of all transport modes on all roads is unrealistic given existing physical constraints and does not represent value through investment proportional to anticipated use.</p> <p>Further, it is considered an unnecessary and unreasonable impost to require additional building setbacks (to those already required) for the provision of separated modes of transport as a matter of course.</p> <p>Instead, the development scheme provides for the staged delivery of a strategic active transport network, informed by specialist technical analysis which responds to and considers:</p> <ul style="list-style-type: none"> <li>&gt; the established wider active transport network</li> <li>&gt; planned growth and committed infrastructure</li> <li>&gt; anticipated active transport use</li> <li>&gt; mode separation where practicable.</li> </ul>	No
94.	<p>Grade separated connection</p> <ul style="list-style-type: none"> <li>&gt; suggest a grade separated connection from the CRR station to the Gabba stadium.</li> </ul>	<p>Section 4.4.1.3 Connectivity, access and public realm of the development scheme requires improved pedestrian access and connectivity across Main Street between existing and future public transport services and the Gabba Stadium. The desired station to stadium improved connection is also illustrated in Map 3: Woolloongabba PDA structural elements plan and Map 5: Precinct 1 plan.</p> <p>The outcome will be subject to future sub-area planning via the PDA development application process. Notwithstanding, the development scheme has been amended to include 'grade separated connection' as an example of achieving the relevant requirement.</p>	Yes

Item No.	Summary	Response	Amendment required?
<b>Community Uses &amp; Facilities</b>			
95.	<p>Additional community facilities</p> <ul style="list-style-type: none"> <li>➤ suggest there is a need for increased provision of community uses and facilities within the PDA</li> <li>➤ recommend a preferred location for a future library within the PDA</li> <li>➤ suggest existing community uses and facilities are supported</li> <li>➤ suggest additional community uses that should be accommodated in the PDA.</li> </ul>	<p>EDQ is currently undertaking infrastructure planning for the PDA which includes the planning for community facilities. Additionally, it is relevant to note that:</p> <ul style="list-style-type: none"> <li>➤ the provision of community uses and facilities for the PDA will be determined through the infrastructure planning process</li> <li>➤ section 3.2.11 Sub-area plan requirements within Precinct 1 Woolloongabba Core of the development scheme requires the preparation of a sub-area plan for Sub-areas 1a and 1b, which will determine the location of a community facility within this precinct</li> <li>➤ the development scheme does not impact the continuation of existing community uses and/ or facilities in the PDA. Section 4.1 Vision of the development scheme outlines that development in the PDA supports social infrastructure, including community and educational facilities which meet community need.</li> </ul>	No
<b>Traffic &amp; Transport</b>			
96.	<p>Increased congestion</p> <ul style="list-style-type: none"> <li>➤ concern about increased traffic congestion in the area and the consequential impacts this would have for access to and from the Mater and Queensland Children's hospitals.</li> </ul>	<p>The PDA seeks to leverage unprecedented investment in public transport including the CRR and the proposed Brisbane Metro station by encouraging a modal shift away from the use of private vehicles by improving access to and amenity of public and active transport and the introduction of maximum car parking rates.</p> <p>Infrastructure planning is being undertaken which includes modelling of the existing and future traffic demand within and adjoining the PDA to determine any necessary upgrades to the network to support future development. This work is being undertaken in collaboration with BCC and the DTMR, being the asset owners of transport infrastructure.</p> <p>Additionally, section 4.1 Vision of the development scheme requires development enhances and protects the efficient operation, function and expansion of health and knowledge uses at Mater Hill, and nearby health and education facilities, including the Mater and Queensland Children's Hospitals.</p>	No



Item No.	Summary	Response	Amendment required?
97.	<p>Transport network planning</p> <ul style="list-style-type: none"> <li>➤ recommend transport infrastructure planning should consider the external transport networks and how this will connect.</li> </ul>	<p>Infrastructure planning is being undertaken which includes modelling of the existing and future traffic demand within and adjoining the PDA to determine any necessary upgrades to the network to support future development.</p> <p>This work is being undertaken in collaboration with BCC and the DTMR, being the asset owners of transport infrastructure.</p>	No
98.	<p>Changes to transport infrastructure</p> <ul style="list-style-type: none"> <li>➤ suggest changes to transport infrastructure including: <ul style="list-style-type: none"> <li>➤ need to divert traffic passing through the PDA</li> <li>➤ suggested removal of the M1 on/ off ramps</li> <li>➤ additional road closures to improve active transport safety.</li> </ul> </li> </ul>	<p>Infrastructure planning is being undertaken which includes modelling of the existing and future traffic demand within and adjoining the PDA to determine any necessary upgrades to the network to support future development. This work is being undertaken in collaboration with BCC and the DTMR, being the asset owners of transport infrastructure.</p> <p>Furthermore, it is relevant to note that:</p> <ul style="list-style-type: none"> <li>➤ while it is not considered practical to divert all traffic around the PDA, the development scheme includes a number of provisions which seek to leverage unprecedented investment in public transport including the CRR and the proposed Brisbane Metro station by encouraging modal shift away from the use of private vehicles by improving access to and amenity of public and active transport and the introduction of maximum car parking rates</li> <li>➤ section 6.2.3 Supporting transport modal shift of the development scheme includes an action for DTMR to investigate opportunities to reconfigure the M1 ramps and intersections to enhance east-west pedestrian and cycle movement.</li> </ul>	No
99.	<p>Precinct 1 transport infrastructure</p> <ul style="list-style-type: none"> <li>➤ comments on the proposed transport infrastructure for Precinct 1 including: <ul style="list-style-type: none"> <li>➤ support for the proposed road closures in sub-area 1c restricting vehicle traffic to Stanley Street</li> <li>➤ concern that the traffic flow for</li> </ul> </li> </ul>	<p>In response to submitter feedback, the development scheme has been updated to refine vehicular access and circulation in and around Sub-area 1c. Additionally, it is noted that the development scheme identifies consolidated vehicular access points for Sub-area 1b (refer to Map 5: Precinct 1 plan).</p>	Yes

Item No.	Summary	Response	Amendment required?
	<p>vehicles in sub-area 1c is not practical</p> <ul style="list-style-type: none"> <li>➤ concern with vehicle access to sub-areas 1a and 1b</li> <li>➤ suggest the access points to sub-area 1b should be consolidated.</li> </ul>		
100.	<p>Non-worsening</p> <ul style="list-style-type: none"> <li>➤ do not support the requirement to ensure development does not worsen the physical condition or operating performance of State and Council transport infrastructure.</li> </ul>	<p>The development scheme applies the SDAP for the protection of state-controlled roads in the PDA.</p> <p>While it is acknowledged that development in the PDA may impact traffic volumes, the protection of the physical condition and operating performance of State and Council managed transport infrastructure can be achieved through building design, access location, reduced car parking numbers, conditioning of a PDA development approvals and the delivery of identified infrastructure upgrades.</p>	No
<b>Support</b>			
101.	<p>Support for a range of provisions and initiatives of the PDS including:</p> <ul style="list-style-type: none"> <li>➤ the Vision for the PDA</li> <li>➤ precinct intents</li> <li>➤ increased development in proximity to public transport</li> <li>➤ increased greenery within the PDA</li> <li>➤ prioritisation of active and public transport</li> <li>➤ additional cross-block links</li> <li>➤ road closures to improve active transport amenity</li> <li>➤ provision of a Central Park within sub-area 1b.</li> </ul>	Noted. The listed areas of support have retained.	No

Item No.	Summary	Response	Amendment required?
<b>Heritage</b>			
102.	Protection of heritage / Character <ul style="list-style-type: none"> <li>➤ suggest heritage and character are protected</li> <li>➤ support for the heritage provisions</li> <li>➤ recognise significance of heritage places</li> <li>➤ suggest the development scheme only protects State listed heritage place, not local or commercial character.</li> </ul>	Submitter requests for the changes to the heritage provisions have been considered with refinements made. These refinements are detailed amendment numbers 19 and 20 of Table 12.	Yes
103.	Character dwellings <ul style="list-style-type: none"> <li>➤ recommend Pre-1911 dwellings should have the same protections as those under <i>Brisbane City Plan 2014</i></li> <li>➤ request stronger provisions to protect character dwellings including those built pre-1974, pre-1946 &amp; pre-191.</li> <li>➤ request character homes including pre-1911 dwellings should not be protected</li> <li>➤ request character dwellings are able to be repositioned on site.</li> </ul>	Please refer to response item number 102 of this table.	Yes
104.	Commercial Character <ul style="list-style-type: none"> <li>➤ suggest commercial character should not be protected.</li> </ul>	Please refer to response item number 102 of this table.	Yes

Item No.	Summary	Response	Amendment required?
105.	Built form outcomes <ul style="list-style-type: none"> <li>&gt; request clarity on how built form design is expected to address heritage matters.</li> </ul>	In response to submitter feedback, additional clarity for built form outcomes is included in section 4.3.5 Heritage and character. Ultimately, built form outcomes will undergo rigorous scrutiny as part of the assessment of PDA development applications.	Yes
106.	Precinct 5 Mater Hill <ul style="list-style-type: none"> <li>&gt; suggest precinct 5 should include stronger heritage protections.</li> </ul>	PDA-wide heritage provisions apply to development within Precinct 5. Moreover, the importance of heritage in Precinct 5 is reinforced through the precinct intent (section 4.4.5.1) and section 4.4.5.2 Built form and heritage provisions. The development scheme also applies the State Development Assessment Provisions relative to State heritage places and the <i>Brisbane City Plan 2014</i> heritage overlay code relative to local heritage places. Accordingly, it is considered that the development scheme includes robust provisions relating to heritage protection.	No
<b>Editorial</b>			
107.	Suggested amendments relating to: <ul style="list-style-type: none"> <li>&gt; text/ spelling/ grammar</li> <li>&gt; image corrections</li> <li>&gt; map corrections/ amendments.</li> </ul>	Minor editorial amendments to text, images and maps have been made.	Yes
108.	Sub-area boundaries <ul style="list-style-type: none"> <li>&gt; suggestions regarding the sub-area boundaries including: <ul style="list-style-type: none"> <li>&gt; recommend a change to sub-area 2b boundary</li> <li>&gt; recommend a new sub-area 5c</li> <li>&gt; recommend a change to the sub-area 5a boundary.</li> </ul> </li> </ul>	In response to submitter feedback, sub-areas have been reviewed and changes have been made as outlined in Table 12.	Yes
109.	Strategic context <ul style="list-style-type: none"> <li>&gt; suggest that the strategic context is expanded</li> <li>&gt; suggest greater active transport connections is referenced</li> </ul>	Sections 1 and 2 of the development scheme provide context for the PDA. The primary purpose of the development scheme, however, is to regulate development (via the land use plan), include an infrastructure plan that describes the required infrastructure to support the achievement of the land use plan, and an implementation strategy that complements the land use and infrastructure plan	Yes

Item No.	Summary	Response	Amendment required?
		and achieves the main purpose of the ED Act.  The development scheme requires PDA development applications to consider the strategic and local context in response to the relevant PDA development requirements (refer section 4 Land use plan).	
110.	Assessment and compliance  ➤ suggest section 3.2.5 Assessment and compliance of the development scheme is removed.	In response to submissions, section 3.2.5 Assessment and compliance has been removed from the development scheme.	Yes
111.	Table 2: Design parameter guidelines for built form and landscaping – PDA-wide  ➤ questioned if table 2 is intended to be requirements or guidance	The development scheme has been amended to include a footnote 27 for section 4.3.2 which clarifies the design parameter guidelines for built form and landscaping – PDA wide table, apply as guidance.	Yes
112.	Human rights  ➤ request human rights are considered.	Human rights were considered in accordance with the <i>Human Rights Act 2019</i> .	No
113.	Brisbane Metro trigger area  ➤ suggest removing the Brisbane Metro Woolloongabba Station trigger area	The proposed Brisbane Metro – Woolloongabba Station project is in the planning phase and the location of the proposed station is not fully resolved. By including the ‘trigger area’ in Map 3: Woolloongabba PDA structural elements plan, it indicates that EDQ will seek advice from DTMR when development is proposed in that location to ensure intended outcomes are not compromised.	No
114.	Public notification version  ➤ questioned the text on the front cover of the PDS stating ‘Public Notification Version’ and whether another version of the PDS existed that was not made available to the public.	The purpose of including ‘Public Notification Version’ on the front cover of the PDS was to differentiate between the PDS and the final development scheme. This was to ensure that, once finalised, the PDS version would not be confused as the final version.	No

Item No.	Summary	Response	Amendment required?
115.	<p>Language</p> <ul style="list-style-type: none"> <li>&gt; suggest the general language used is not clear</li> <li>&gt; request clarity on 'outcomes'</li> <li>&gt; the application of the hierarchy of provisions is not clear.</li> </ul>	<p>Where appropriate, minor editorial changes were made to assist with the interpretation of the provisions including the hierarchy of provisions.</p>	Yes
116.	<p>Implementation strategy</p> <ul style="list-style-type: none"> <li>&gt; request a date is included for EDQ related actions in the implementation strategy.</li> </ul>	<p>The ED Act requires a development scheme to include an implementation strategy to achieve the main purposes of the ED Act for the PDA, to the extent that they are not achieved by the land use plan or infrastructure plan.</p> <p>The implementation strategy for the development scheme fulfils this requirement by identifying objectives and actions that support the achievement of the strategic intent and outcomes for the PDA.</p> <p>Timing depends on a number of factors, including action items that are subject to separate program of works. As such, it would not be appropriate to include dates in the implementation strategy.</p>	No
117.	<p>Cycle corridors</p> <ul style="list-style-type: none"> <li>&gt; request key cycle corridors are shown on maps.</li> </ul>	<p>For context, key active transport routes relevant to the PDA are shown in Map 2: Key features – Woolloongabba and surrounds and form part of the overarching streetscape hierarchy shown in the public realm guideline. The development scheme also calls up the DTMR's SEQ Principal Cycle Network Plan for further guidance. Notwithstanding, the key cycle corridors have been reviewed and changes to Map 2 are outlined in Table 12.</p>	Yes
118.	<p>Sub-surface transport infrastructure</p> <ul style="list-style-type: none"> <li>&gt; request all sub-surface transport infrastructure is shown on development scheme maps.</li> </ul>	<p>State sub-surface transport infrastructure is shown in the State's DAMS, which is called up by the development scheme. DAMS incorporates mapping used for a number of different functions in development assessment and is updated from time to time as required to reflect the latest information, current government policy and legislative changes. DAMS can help applicants to identify relevant development assessment triggers and referrals and interpret the State Development Assessment Provisions. As such, it is considered unnecessary to show all sub-surface transport infrastructure on the development scheme maps. Furthermore, the development scheme also calls up BCC's road hierarchy overlay map which shows, amongst other things, the location of the Clem7 tunnel.</p>	No

Item No.	Summary	Response	Amendment required?
119.	<p>Definitions</p> <ul style="list-style-type: none"> <li>&gt; questioned why 'street building' is defined but podium is not</li> <li>&gt; suggest build-to-rent is defined.</li> </ul>	<p>Schedule 2: Definitions defines terms used in the development scheme not defined elsewhere (see section 3.2.1 Interpretation). The interpretation of terms and definitions will rely on:</p> <ul style="list-style-type: none"> <li>&gt; Section 33 of the ED Act which defines development, and</li> <li>&gt; terms used in the development scheme have the meaning given in the ED Act and the <i>Brisbane City Plan 2014</i> unless otherwise defined in Schedule 2.</li> </ul> <p>Submitter requests for the changes to the definitions have been considered with refinements made. These refinements are detailed in amendment number 61 of Table 12.</p>	Yes

## 5.2 Draft guideline

Table 11 on the following page:

- > summarises concerns raised via the submissions,
- > details how concerns have been considered, and
- > outlines whether an amendment to the draft guideline was made.



Table 11 – Summary of submissions on draft guideline

Item No.	Summary	Response	Amendment required?
<b>Open space &amp; public realm</b>			
1.	<p>Quantity and diversity</p> <ul style="list-style-type: none"> <li>➤ more open space is required in the PDA</li> <li>➤ the PDA should include a diversity of open spaces.</li> </ul>	<p>The PDA's open space network includes a range of elements including the Creek to Cliffs Corridor, Central Park, expanded Jurgen's Street Park and a range of strategically located POPAOS.</p> <p>In response to submitter feedback, additional POPAOS have been included north of Walker Street and north of Watt Park.</p> <p>Further, wording has been included in the public realm guideline to ensure POPAOS are responsive to site and demographic context to ensure appropriate servicing of emerging communities. Wording has also been added to strengthen design requirements for POPAOS (e.g. with regard to WSUD and appropriate soil volumes for greening).</p>	Yes
2.	<p>Park type/ design</p> <ul style="list-style-type: none"> <li>➤ Particular open space typologies and embellishments should be included in the PDA, including particular approaches to the design of Central Park.</li> </ul>	<p>EDQ is undertaking infrastructure planning for the PDA, including planning for the open space network. This work will determine the park typologies where relevant, including associated embellishments, required to service future development in the PDA.</p> <p>Furthermore, in response to submitters feedback, the public realm guideline has been updated to require the design of POPAOS to be informed by an analysis of existing and forecast demographics and needs of the relevant neighbourhood. The findings of such analysis will ultimately inform how open space elements are to be embellished.</p> <p>In addition, given that Sub-area 1b – Cross River Rail is subject to a sub-area plan requirement through the development scheme which triggers public notification, and that any PDA development application involving the Central Park also triggers public notification, it is considered that the development assessment processes, together with community feedback received through public notification, will ultimately inform the design of the Central Park.</p>	Yes
3.	<p>POPAOS</p> <ul style="list-style-type: none"> <li>➤ do not support the approach to providing POPAOS.</li> <li>➤ request additional POPAOS</li> </ul>	<p>Given the challenges in delivering new open space in a highly urbanised and fragmented environment, the development scheme and public realm guideline maintain their approach to CUPs and SUSs, providing a mechanism to incentivise the delivery of new POPAOS, large shade trees and quality public realm interfaces in key locations across the PDA.</p>	Yes

Item No.	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>➤ request changes to the shape, location, and size of POPAOS</li> <li>➤ request removal of POPAOS on the northern side of Wilton Street</li> </ul>	<p>In response to submitter feedback, the public realm guideline has been updated to include new POPAOS, as well as refinements to the size, location and/or shape of POPAOS where warranted.</p>	
4.	<p>First Nations history</p> <ul style="list-style-type: none"> <li>➤ the design of public realm should celebrate First Nations history.</li> </ul>	<p>Section 1.2 Desired outcomes of the public realm guideline include a desired outcome for the PDA to elevate visibility of the area's rich and distinctive First Nations and European History. This will be achieved through the delivery of public realm enhancements and POPAOS.</p> <p>The delivery of public realm and POPAOS will be enabled through the development assessment framework set out in the development scheme whereby PDA development applications will undergo a robust design and assessment process to ensure desired outcomes are achieved.</p>	No
5.	<p>Overshadowing impacts:</p> <ul style="list-style-type: none"> <li>➤ there may be potential impacts of overshadowing of open space from surrounding development</li> <li>➤ minimum daylight access to open space should be replaced with a performance-based approach to open space and landscape design.</li> </ul>	<p>Section 4.3.6 Impacts and amenity of the development scheme includes provisions to ensure development is designed to minimise adverse lighting, noise, odour, air-quality and/or other impacts on surrounding sites and public realm. It is considered that these provisions, which are required to be addressed for each development application, effectively mitigate potential impacts of overshadowing of open space.</p> <p>In response to submitter feedback, the public realm guideline has been updated to remove prescribed hours of solar access for the Central Park. Instead, these quantitative requirements have been replaced with qualitative requirements around minimising overshadowing of the Central Park to afford greater flexibility in design responses that will be subject to rigorous scrutiny as part of the assessment of a relevant PDA development application(s). Additionally, the public realm guideline has been updated to ensure landscaping within Central Park is designed to support appropriate light penetration to landscaped areas, and species selection to support growth, maintenance, and longevity of plants and trees.</p>	Yes
<b>Cross sections</b>			
6.	<p>A number of changes to cross sections should be considered, including:</p> <ul style="list-style-type: none"> <li>➤ amendment to lane,</li> </ul>	<p>In response to submissions, a detailed review of all cross sections has been undertaken and where warranted, refinements have been made. See table 13 for details of changes.</p>	Yes

Item No.	Summary	Response	Amendment required?
	<p>carriageway and / or road reserve widths</p> <ul style="list-style-type: none"> <li>&gt; pedestrianisation of little streets &amp; some neighbourhood streets</li> <li>&gt; removal of on-street parking</li> <li>&gt; amendment and/or removal of road widenings</li> <li>&gt; changes to the Logan Road cross section, as the planned changes may not be necessary</li> <li>&gt; additional pedestrianised zones</li> <li>&gt; changes to cross section elements (including alignment, design, width and flow of traffic, bus only areas, and active transport lanes)</li> <li>&gt; cycle infrastructure relocation to northern side of Stanley Street</li> <li>&gt; removal of bidirectional cycle lanes</li> </ul>		
7.	<p>Changes should be made to address:</p> <ul style="list-style-type: none"> <li>&gt; mis-alignments between the PDS and draft guideline.</li> <li>&gt; concerns that cross sections are not limited to road reserves and extend into private property.</li> </ul>	<p>In response to submitter feedback, the public realm guideline has been updated to correct discrepancies with the development scheme.</p> <p>Changes are not required in relation to the extension of cross sections into private property. The cross sections identify:</p> <ul style="list-style-type: none"> <li>&gt; changes required within the road reserve.</li> <li>&gt; limited instances in which road reserves are required to be expanded through road widening.</li> <li>&gt; setbacks from road reserves to increase the public realm, which will be sought when</li> </ul>	Yes

Item No.	Summary	Response	Amendment required?
		redevelopment occurs.	
<b>Support</b>			
8.	Support for the draft guideline including: <ul style="list-style-type: none"> <li>&gt; the proposed cross sections</li> <li>&gt; creek to cliffs green corridor</li> <li>&gt; greener streets in the PDA</li> <li>&gt; introduction of additional cross-block links</li> <li>&gt; increased amenity for active transport users.</li> </ul>	Supportive comments are noted, and these key approaches have been maintained.	No
<b>Transport infrastructure</b>			
9.	Concerns regarding transport infrastructure identified in the draft guideline including: <ul style="list-style-type: none"> <li>&gt; vehicular access</li> <li>&gt; increased traffic congestion</li> <li>&gt; noise impacts from transport infrastructure</li> <li>&gt; the flow of traffic in Precinct 1</li> <li>&gt; suggested road closures</li> <li>&gt; sight lines at intersections</li> </ul>	<p>The development scheme and public realm guideline promotes active and public transport options over private vehicle use.</p> <p>To enable these outcomes, the public realm guideline outlines a range of streetscape and public realm improvements to uplift the attractiveness of active travel through a network of enhanced streetscapes, providing shade, pedestrian comfort, improved accessibility and high levels of amenity.</p> <p>Additionally, the development scheme includes maximum car parking rates which are up to a third less than those permitted in the CBD.</p> <p>Collectively, the above measures work to support modal shift over time, reducing reliance of private vehicles.</p> <p>Regarding noise impacts, the development scheme includes requirements under section 4.3.6 Impacts and amenity which require development to mitigate amenity impacts such as noise.</p> <p>In response to submitter feedback, proposed road closures have been further reviewed and refinements have been made to consider sightlines at intersections through the assessment PDA development applications.</p>	Yes

Item No.	Summary	Response	Amendment required?
10.	<p>Changes to streetscape hierarchies</p> <ul style="list-style-type: none"> <li>➤ do not support proposed changes to the streetscape hierarchy</li> <li>➤ suggest changes to various designations of streetscape typologies including: <ul style="list-style-type: none"> <li>➤ Reid Street</li> <li>➤ Hubert Street</li> <li>➤ Raymond Terrace</li> <li>➤ Park Road</li> </ul> </li> </ul>	<p>In response to submitter feedback, section 3 Streetscape hierarchy and typologies of the public realm guideline has been updated to amend the streetscape hierarchy classification for Reid Street, Hubert Street, Raymond Terrace and Park Road.</p>	Yes
11.	<p>Streetscape hierarchies</p> <ul style="list-style-type: none"> <li>➤ Streetscape hierarchies should align with BCC streetscape hierarchies and materials.</li> </ul>	<p>Section 3.1 of the public realm guideline includes footnote 7 which states that “the streetscape hierarchy framework has been developed using <i>Brisbane City Plan 2014</i> designations as a baseline, with consideration for existing corridor widths.”</p> <p>This remains the intent and no changes have been made.</p>	No
<b>Active transport</b>			
12.	<p>Additional routes</p> <ul style="list-style-type: none"> <li>➤ Additional active transport routes to be included and/or changes to proposed active transport routes.</li> </ul>	<p>The development scheme and public realm guideline seek to improve active transport connectivity and amenity for the PDA. Infrastructure planning is currently being undertaken in collaboration with DTMR and BCC for the PDA which will determine the full suite of infrastructure required to be delivered to service the PDA.</p>	No
13.	<p>Street furniture</p> <ul style="list-style-type: none"> <li>➤ Increased requirements for street furniture should be included to improve active transport amenity.</li> </ul>	<p>Section 3.1 Streetscape hierarchy of the public realm guideline identifies embellishments by street typology (e.g. subtropical boulevards are intended to contain cycle and micro-mobility infrastructure, seating, bins, and water fountains).</p> <p>No further changes are recommended.</p>	No

Item No.	Summary	Response	Amendment required?
<b>Cross-block links</b>			
14.	<p>Design of cross-block links</p> <ul style="list-style-type: none"> <li>➤ additional detail should be provided on the intended design of cross-block links</li> <li>➤ changes should be made to cross-block links including: <ul style="list-style-type: none"> <li>➤ the accommodation of bikes</li> <li>➤ the use of a cross-block link in place of an east-west lane between Hubert Street and Reid Street.</li> <li>➤ removal of certain cross-block links</li> </ul> </li> </ul>	<p>In response to submitter feedback, sections 3.2.5 Cross-block links (arcades) and 3.2.6 Cross-block links (laneways) of the public realm guideline have been refined to provide clearer guidance on the intended design of cross-block links.</p> <p>Additionally, the public realm guideline has been updated to refine the indicative locations of cross-block links across the PDA.</p>	Yes
<b>Trees and planting</b>			
15.	<p>Delivery</p> <ul style="list-style-type: none"> <li>➤ the ability to deliver large canopy shade trees in all identified locations is questionable.</li> </ul>	<p>To cater for situations where the delivery of large street trees may be difficult or unviable, a new section 2.2.3 Alternative shade solutions has been added to the public realm guideline to enable the provision of shade structures where the planting of large shade trees may not be feasible (e.g. due to existence of sub-surface infrastructure). A new Appendix A has also been added to the public realm guideline to provide added guidance around shade structures.</p>	Yes
16.	<p>Tree species</p> <ul style="list-style-type: none"> <li>➤ tree species should be carefully considered to ensure appropriate shading and growth and to ensure they do not damage above and below ground</li> </ul>	<p>In response to submitter feedback, a detailed review of all preferred tree species in the public realm guideline has been undertaken.</p> <p>The public realm guideline has been updated to include a refined list of preferred tree species in Appendix B1 as well as a secondary table of other suitable tree species in Appendix B2. The tree species identified in Appendix B2 may be accommodated where it is demonstrated that the preferred tree species in Appendix B1 are not viable.</p>	Yes

Item No.	Summary	Response	Amendment required?
	<p>infrastructure.</p> <ul style="list-style-type: none"> <li>&gt; Suggest changes to the preferred tree species</li> </ul>		
17.	<p>Deep planting</p> <ul style="list-style-type: none"> <li>&gt; deep planting and the delivery of shade trees should be mandatory</li> </ul>	<p>The development scheme includes provisions to ensure that major shade trees are delivered and in return, provides for up to 15% additional building height at strategic locations identified as SUSs where large shade trees are required.</p> <p>Where minor shade trees are identified, these will be sought through the development assessment process. However, detailed consideration will be required about planting locations, informed by the location of existing or planned infrastructure.</p> <p>Additionally, the development scheme provides guidance on deep planting, with these areas to be determined through the assessment of PDA development applications and detailed design.</p>	No
18.	<p>Understorey planting</p> <ul style="list-style-type: none"> <li>&gt; Understorey planting should also be considered</li> </ul>	<p>Section 4.3.2 Built form and landscaping and 4.3.3 Public realm of the development scheme include requirements for development to deliver generous planting and landscaping. It is considered that understorey planting is adequately captured by relevant development scheme provisions and the public realm guideline, which includes additional parameters and graphics illustrating understorey plantings.</p>	No
19.	<p>Suggested changes</p> <ul style="list-style-type: none"> <li>&gt; changes to the location of shaded intersections and/or shade tree planting</li> <li>&gt; additional shade trees to align with request for additional SUSs</li> <li>&gt; request shade trees maintain view corridors to the Woolloongabba CRR station.</li> </ul>	<p>In response to submissions, a review of shaded intersection and shade tree locations has been undertaken and, where warranted, changes have been made to the public realm guideline.</p> <p>Additionally, the location of shade trees on the north-western corner of the block bound by Leopard Street, Stanley Street, Main Street, and Vulture Street has been amended to ensure view corridors to the Woolloongabba CRR station are maintained.</p>	Yes
20.	<p>Overplanting</p> <ul style="list-style-type: none"> <li>&gt; concern that too much</li> </ul>	<p>The development scheme includes CPTED requirements under sections 4.3.2 Built form and landscaping and 4.3.3 Public realm as PDA-wide criteria. As PDA-wide criteria applies to all PDA</p>	No

Item No.	Summary	Response	Amendment required?
	vegetation will create unsafe environments.	development applications, CPTED matters are considered appropriately captured by existing provisions.	
<b>Creek to Cliffs Green Corridor</b>			
21.	<ul style="list-style-type: none"> <li>&gt; The Creek to Cliffs Green Corridor should align with and connect into the existing cycle infrastructure and should allow for uninterrupted active transport connectivity.</li> </ul>	The alignment of the Creek to Cliffs Green Corridor follows First Nations and European history and is intended to connect the existing open space areas of Kingfisher Creek and the Kangaroo Point Cliffs through improved public realm, streetscape upgrades and improved and new open space opportunities. It is not intended to be a key cycle corridor providing a connection to the Riverside Bikeway.	No
<b>WSUD</b>			
22.	<ul style="list-style-type: none"> <li>&gt; Need to incorporate greater WSUD including increased permeable surfaces to help mitigate flooding</li> </ul>	<p>In response to submitter feedback, the public realm guideline has been updated to address WSUD, permeability and flooding including:</p> <ul style="list-style-type: none"> <li>&gt; the inclusion of additional cross-block links in Precinct 2 which align with overland flow paths</li> <li>&gt; new POPAOS to assist in the temporary storage of stormwater during flood events</li> <li>&gt; additional SUSs and associated shade tree planting to increase permeable space and keep overland flow paths clear of obstruction.</li> </ul>	Yes
<b>Delivery</b>			
23.	<ul style="list-style-type: none"> <li>&gt; Ensure delivery of identified outcomes in the draft guideline.</li> </ul>	<p>The public realm guideline has been prepared to support the public realm outcomes outlined in the development scheme. It provides applicants with guidance about how to achieve consistency with relevant PDA development requirements.</p> <p>It should be noted that changes have been made to the public realm guideline in response to submissions to improve the viability of delivering the outcomes sought.</p>	Yes



Item No.	Summary	Response	Amendment required?
<b>Not relevant to document</b>			
24.	<ul style="list-style-type: none"> <li>➤ A number of submitters provided comments on the draft guideline that do not relate to the content or purpose of the draft guideline.</li> </ul>	The public realm guideline has been prepared to support public realm outcomes outlined in the development scheme. It provides applicants with guidance about how to achieve consistency with relevant PDA development requirements.	No
<b>Editorial</b>			
25.	<p>Suggested amendments relating to:</p> <ul style="list-style-type: none"> <li>➤ text/ spelling/ grammar</li> <li>➤ mapping and diagrams</li> <li>➤ discrepancies within the public realm guideline</li> <li>➤ misalignment between the public realm guideline and development scheme</li> <li>➤ provide greater clarity in relation to various parts of the public realm guideline</li> </ul>	The public realm guideline includes editorial amendments to address submitter feedback and discrepancies with the development scheme.	Yes
<b>Consequential amendments</b>			
26.	Changes are required to the draft guideline based on feedback and identified changes to the PDS as outlined in table 10 of this report.	Various consequential amendments have been made to the public realm guideline in response to matters that were raised in connection with the development scheme. These changes are detailed in table 13 of this report.	Yes



# 6 List of amendments

## 6.1 Development scheme

Table 12 on the following page details amendments made to finalise the development scheme.

Table 12 – Changes to the development scheme

Amendment no.	Relevant section	Reason for/nature of amendment
<b>General</b>		
1.	Throughout the document	Minor formatting, editorial and typographical changes in response to Items 107 and 115 of Table 10.
<b>1 Introduction</b>		
2.	1.1 Economic Development Act 2012	The main purpose of the ED Act was updated to reflect amendments to the ED Act made under the <i>Economic Development and Other Legislation Amendment Act 2019</i> .
3.	1.2 Priority Development Area description, Map 1: Woolloongabba PDA Boundary	Amendments were made to the current open space mapping in response to Items 107 and 115 of Table 10 and consequential changes in response to amendment number 11 of this table.
<b>2 Strategic Context</b>		
4.	2.1 Urban Context	In response to Item 109 of Table 10, the text was amended to reference more broadly the active transport connections beyond the Woolloongabba PDA as follows:  <i><del>At a neighbourhood scale, t</del> The streets within the PDA play an important role in supporting active transport for the communities of within Woolloongabba, Kangaroo Point, East Brisbane, Dutton Park, Highgate Hill, South Brisbane, and Brisbane City. and to other parts of Brisbane.</i>
5.	2.1 Urban Context, Map 2: Key features – Woolloongabba and surrounds	Amendments to the existing key active movement routes were made in response to Item 117 of Table 10.
<b>3 Development Assessment procedures</b>		
6.	3.1 Components of the Land use plan – hierarchy of provisions	In response to Item 115 of Table 10, amendments were made to the hierarchy of provisions as follows:  <i>The Land use plan establishes a hierarchy of provisions, being the:</i>

Amendment no.	Relevant section	Reason for/nature of amendment
		<p>1. Vision for the PDA, and</p> <p>2. PDA development requirements <b>comprising the -including-</b> Structural elements, PDA-wide criteria and Precinct provisions, <b>which establish the outcomes sought to achieve the Vision.</b></p> <p><del>3. Schedules, and</del></p> <p><del>4. Guidance material.</del></p> <p>Consequential amendments to Figure 2: Components of the Land Use plan – hierarchy of provisions were made to reflect the above changes.</p>
7.	3.2.4 Development consistent with the Land use plan	<p>Clarification was provided in response to Item 115 of Table 10 as follows:</p> <p><i>PDA assessable development is consistent with the Land use plan if it is consistent with all outcomes <b>sought by of</b> the relevant PDA development requirements.</i></p> <p><i>However, development that is inconsistent with any of the outcomes <b>sought by of</b> the relevant PDA development requirements may be consistent with the Land use plan where the development accords with the Vision (section 4.1) for the PDA...</i></p>
8.	3.2.5 Assessment and compliance	Section removed in response to Item 110 of Table 10.
9.	3.2.5 Notice of applications  Note: previously section 3.2.6 in the PDS	<p>In response to Item 19 of Table 10, the following amendments were made:</p> <p>3. is for any material change of use where exceeding the <b>specified</b> maximum building height;<sup>18</sup> <del>specified within the Maximum building height maps contained within section 4.4 Precinct provisions</del> or</p> <p>4. where a <b>new</b> Sub-area plan is required...</p> <p><i>18 Refer to Map 6, Map 8, Map 10, Map 12 and Map 14.</i></p>
10.	3.2.11 Sub-area plan requirements within Precinct 1: Woolloongabba Core	<p>In response to Item 19 of Table 10, the following was removed:</p> <p><del>Any variation to an endorsed Sub-area plan will require a new Sub-area plan to be endorsed via a PDA-development application.</del></p>

Amendment no.	Relevant section	Reason for/nature of amendment
	<i>Note: previously section 3.2.12 in the PDS</i>	
<b>4 Land Use Plan</b>		
<b>4.2 Structural elements</b>		
11.	4.2 Structural elements, Map 3: Woolloongabba PDA Structural Elements Plan	<p>Amendments were made to Map 3: Woolloongabba PDA Structural Elements Plan in response to Items 1, 26, 27, 31, 32, 37, and 107 of Table 10, including:</p> <ul style="list-style-type: none"> <li>&gt; two new POPAOS allocations to the north of Watt Park and to the north of Walker Street</li> <li>&gt; changes to POPAOS mapping (reduction in mapped area or change in shape)</li> <li>&gt; removal of the POPAOS to the north of Wilton Street</li> <li>&gt; increase to the mapped area for Jurgens Street Park (open space (current))</li> <li>&gt; inclusion of new open space along Logan Road, Hampton Street and Albion Street</li> <li>&gt; changes to open space categories (e.g. from new open space to current)</li> <li>&gt; new shaded intersection (minor) along Vulture Street (between Lahey Lane and Main Street)</li> <li>&gt; new shaded intersection (minor) at the intersection of Duke Street and Linton Street</li> <li>&gt; change in shaded intersection category from major to minor at the intersection of Annerley Road and Abington Street</li> <li>&gt; change in shaded intersection category from minor to major at the intersection of Annerley Road and Ross Street</li> <li>&gt; shifting an existing shaded intersection (minor) along Stanley Street further to the east of Jurgens Street</li> <li>&gt; inclusion of busway station (current) between Stanley Street and Water Street.</li> </ul>
<b>4.3 PDA-wide criteria</b>		
12.	4.3.2 Built form and landscaping	<p>Amendments were made in response to Items 6, 7, 8, 9, 14, 16, 20, 49, 58, 72 and 111 of Table 10, summarised as follows:</p> <ul style="list-style-type: none"> <li>&gt; change in visual bulk and scale requirements (i.e. not just limited to setbacks)</li> <li>&gt; rewording of vehicle access points criteria (i.e. shift from 'accommodates access' to 'minimises access')</li> <li>&gt; rewording of building mass mitigation measures to provide greater clarity</li> <li>&gt; inclusion of the following interface area requirement: <ul style="list-style-type: none"> <li><b>10. incorporates design treatments to mitigate potential adverse amenity impacts of development between areas of differing scale and form<sup>30</sup>, such as building separation,</b></li> </ul> </li> </ul>

Amendment no.	Relevant section	Reason for/nature of amendment
		<p><i>orientation, stepping of built-form, appropriate podium scale, façade and boundary treatments, recesses, articulation, and landscaping (on the ground, built form and/or above podiums)</i>  <i>30 Particularly in locations mapped as 'interface areas' in the relevant precinct plans in section 4.4</i></p> <ul style="list-style-type: none"> <li>➤ application of CPTED principles at the building level (not just the lower levels of a building)</li> <li>➤ inclusion of private and communal open space performance-criteria</li> <li>➤ inclusion of performance-criteria for towers</li> <li>➤ inclusion of WSUD performance-criteria</li> <li>➤ confirmation that development is to be consistent with Table 2: Maximum building heights – PDA-wide (previously part of Table 2: Design parameter guidelines for built form and landscaping)</li> <li>➤ removal of the requirement to align with Table 3: Design parameter guidelines for built form and landscaping (previously Table 2) – now applied as guidance via footnote 27</li> <li>➤ edits to the criteria to reflect the outcomes sought by the built form parameters that are now applied as guidance</li> <li>➤ inclusion of lot reconfiguration performance-criteria.</li> </ul> <p>Changes included minor editorial amendments as per amendment number 1 of this table.</p>
13.	<p>4.3.2 Built form and landscaping, Table 2: Maximum building heights – PDA-wide</p> <p><i>Note: previously part of Table 2: Design parameter guidelines for built form and landscaping in the PDS</i></p>	<p>In response to Item 20 of Table 10 and to changes made as per amendment number 12 of this table, the maximum building heights have been removed from the design parameter guidelines and a new table – Table 2: Maximum building heights – PDA-wide – has been included.</p>
14.	<p>4.3.2 Built form and landscaping, Table 3: Design parameter guidelines for built form and landscaping</p>	<p>Changes to the design parameter guidelines for built form and landscaping in response to Items 10, 14, 20, 21 and 111 of Table 10, and summarised as follows:</p> <ul style="list-style-type: none"> <li>➤ inclusion of references to Precinct provisions, where relevant</li> <li>➤ minimum building separation distances consolidated to five storeys and above</li> <li>➤ increase in minimum building separation for habitable rooms to non-habitable rooms to 16m</li> <li>➤ inclusion of glare and heat transmission guidance</li> <li>➤ clarification that the 70% green cover is to be measured at landscaping maturity</li> </ul>

Amendment no.	Relevant section	Reason for/nature of amendment
	<p><i>Note: previously Table 2: Design parameter guidelines for built form and landscaping in the PDS</i></p>	<ul style="list-style-type: none"> <li>➤ clarification that green cover does not preclude the use of rooftop areas for communal space, noting green cover may be placed above communal spaces</li> <li>➤ removal of 'Does not apply to mechanical / plant areas' from the green cover parameter</li> <li>➤ increase in minimum active frontage from 70% to 80% (applies to first four storeys, other than ground level)</li> <li>➤ inclusion of minimum dwelling mix (previously included in section 4.3.10 Housing affordability and diversity, performance criteria now apply – see amendment number 25 of this table)</li> <li>➤ inclusion of building sustainability target ratings (previously included in section 4.3.4 Sustainability, performance criteria now apply – see amendment number 16 of this table)</li> </ul>
15.	4.3.3 Public realm	<p>In response to Item 6 of Table 10, a new provision was included as follows:</p> <p style="text-align: center;"><i><b>j. provides generous setbacks to support tree growth for shade, comfort, and biodiversity, and</b></i></p> <p>Note that a consequential amendment to section 4.3.2 Built form and landscaping was made to remove the setbacks provision from this section.</p>
16.	4.3.4 Sustainability	<p>In response to Item 78 of Table 10, the following amendments were made:</p> <ol style="list-style-type: none"> <li>1. <i><b>demonstrates best practice delivers exemplary</b> sustainable building design outcomes <del>that achieve either:</del>  <del>a. a minimum 5-star rating under the Green Star Buildings or Green Star Communities Tool (except for Sub-area 1b within Precinct 1), or</del>  <del>b. a rating under an alternative sustainability rating tool that delivers outcomes commensurate with the above relevant standards</del></i></li> </ol> <p>Note that the sustainability ratings are now included in Table 3: Design parameter guidelines for built form and landscaping as per amendment number 15 of this table and a new footnote (number 33) links to Table 3 for guidance.</p>
17.	4.3.4 Sustainability	<p>In response to Item 24 of Table 10, the following amendments were made:</p> <ol style="list-style-type: none"> <li>3. <i>that is <del>located within mapped Flood Overlay</del> <b>affected by flooding</b><sup>34</sup> areas, sustainability accreditation is to respond to flood and climate risk by addressing:</i> <ol style="list-style-type: none"> <li>a. <i>Credit 16 Climate Change Resilience, or</i></li> <li>b. <i>Green Star Communities Credit 4 Adaptation and Resilience, or</i></li> <li>c. <i>an alternative standard agreed by the MEDQ</i></li> </ol> </li> </ol>

Amendment no.	Relevant section	Reason for/nature of amendment
		<p>34 Refer to the Brisbane City Plan 2014 Flood Overlay Map <a href="#">and the Woolloongabba PDA Flood Resilience Design Guideline</a></p>
18.	4.3.4 Sustainability	<p>The following changes were made in response to Item 82 of Table 10:</p> <p><i>for new buildings, provides facilities that enable the:</i></p> <p><del>a. charging of electric vehicles from all car parking spaces integrated into the built form<sup>37</sup>, and</del>  <del>b. storage and charging of e-mobility devices including e-bikes and e-scooters within end-of-trip facilities</del></p> <p><small><del>37 For guidance, refer to Practice Note: Electric Vehicle (EV) Charging Infrastructure – car parking spaces located in the building basements and/or the lower levels of buildings are considered integrated into built form.</del></small></p> <p>Note: As a consequential amendment, the revised provision was moved to section 4.3.8 Service infrastructure (Item 6).</p>
19.	4.3.5.1 Heritage	<p>A summary of changes in response to Items 102 and 105 of Table 10 is as follows:</p> <ul style="list-style-type: none"> <li>➤ addition of Wellington Road and Main Street to Item 1</li> <li>➤ amendments to Item 2 to remove design outcomes covered in Item 3</li> <li>➤ inclusion of view corridor considerations in Item 3</li> <li>➤ inclusion of additional design outcomes in Item 3.</li> </ul> <p>Changes included minor editorial amendments as per amendment number 1 of this table.</p>
20.	4.3.5.2 Neighbourhood and commercial character	<p>Text has been amended as follows in response to Items 102, 103, 104 and 105 of Table 10:</p> <p><i>Development:</i></p> <p>1. where on land identified as <b>containing</b> a pre-1911 building:</p> <p>a. adaptively re-uses the building, <b>ensuring any changes are sensitively designed so</b> <del>with sensitive design</del> that does not <del>diminish or</del> compromise the structural <b>and visual</b> integrity of the building, or</p> <p>b. retains, integrates and protects the original character of the building and integral components such as <i>façade, roof shape and pitch and verandahs that contribute to its character, or</i></p>



Amendment no.	Relevant section	Reason for/nature of amendment
		<p>c. <b>ensures the pre-1911 building</b><del> is only demolished or removed if the building is structurally unsound and is not reasonably capable of being made structurally sound</del>, or</p> <p><del>ii. where public benefit outweighs retention and the building is safely re-located to a site in a location with Traditional building</del></p> <p><del>ng character within, or in proximity of, the PDA in a way that does not compromise its structural integrity</del></p> <p>d. <b>ensures the pre-1911 building is only relocated where:</b></p> <p><b>i. it can be safely relocated to a site within the Brisbane City Local Government Area and mapped as being within the Traditional Building Character Overlay, and</b></p> <p><b>ii. the building can be relocated in a way that does not compromise its structural integrity, and</b></p> <p><b>iii. architectural elements that are not capable of relocation, such as chimneys, are reinstated where practicable, and</b></p> <p>2. <i>where on land identified as a Commercial character building:</i></p> <p>a. <i>preserves or enhances the character of identified buildings in a way which:</i></p> <p><i>i. responds to the prevailing scale, built form, setting and streetscape of the immediate area surrounding Commercial character buildings,</i></p> <p><i>ii. adaptively reuses the existing building, unless the existing building is structurally unsound, for a use which is consistent with character and intent of the area, and</i></p> <p><i>iii. retains the integral components of the Commercial character building, such as the façade, siting and awning over the footpath and street front entrance which contribute to traditional architectural style and character, or</i></p> <p><b>b. ensures demolition or removal is limited to circumstances involving one or more of the following:</b></p>

Amendment no.	Relevant section	Reason for/nature of amendment
		<p><i>i. where demolition is limited to components of the building that are structurally unsound, or</i></p> <p><i>ii. where the building elements regarded as contributory to its character significance have been removed, significantly altered, or damaged, and are not reasonably capable of being restored, or</i></p> <p><i>iii. where it is demonstrated that the building does not feature characteristics of Commercial character.</i></p> <p>Changes included minor editorial amendments as per amendment number 1 of this table.</p>
21.	4.3.6 Impact and amenity	<p>In response to Item 115 of Table 10, the following changes were made:</p> <p><i>1. is designed to minimise adverse lighting, noise, odour, <del>and</del> air-quality and/or other impacts on surrounding sites and public realm</i></p> <p>A footnote was also added to reference the relevant policies in the <i>Brisbane City Plan 2014</i>, associated with impact management / mitigation.</p>
22.	4.3.6 Impacts and amenity	<p>Inclusion of the following provision in response to Item 49 of Table 10:</p> <p><i>3. ensures design mitigates the impacts of glare</i></p>
23.	4.3.6 Impacts and amenity	<p>In response to Item 21 of Table 10, the following text was added:</p> <p><i>5. is designed to manage and minimise adverse lighting, noise, vibration, odour and air-quality impacts from nearby transport corridors, helicopters associated with the hospitals, the Gabba Stadium, or other existing or approved development within or near to the PDA</i></p>
24.	4.3.6 Impacts and amenity	<p>In response to Item 115 of Table 10, the following amendments were made:</p> <p><i>12. ensures sensitive uses within 100m of the Clem 7 southern ventilation outlet (SVO) are designed and constructed in accordance with relevant air quality (planning) criteria<sup>50 51</sup>, and</i></p> <p><i>13. <del>within the Industrial amenity investigation area for industrial uses</del>, achieves the noise (planning) and air quality (planning) criteria<sup>52 53</sup>.</i></p>

Amendment no.	Relevant section	Reason for/nature of amendment
		<p>50 Refer to <del>Table 8.2.13.3.B, Table 8.2.13.3.C and Table 8.2.13.3.D of the Brisbane City Plan 2014 Industrial amenity overlay code and Table 8.2.23.3.C—the Air quality (planning) criteria of the Brisbane City Plan 2014 Transport air quality corridor overlay code.</del></p> <p>51 Refer <del>ence</del> to the Air Quality planning scheme policy as per Brisbane City Plan 2014.</p> <p>52 Refer to <del>Table 8.2.13.3.B, Table 8.2.13.3.C and Table 8.2.13.3.D of the Industrial amenity overlay code of Brisbane City Plan 2014 refer to Footnote 47.</del></p> <p>53 Refer to Footnote 50</p> <p>Note: The corresponding footnote numbers in the PDS were 52, 53, 54, 55.</p>
25.	4.3.10 Housing affordability and diversity	<p>In response to Items 62 and 63 of Table 10, the following changes were made:</p> <p><i>Residential development (including residential components of mixed-use development) comprising 10 dwellings or more, supports the delivery of:</i></p> <ol style="list-style-type: none"> <li>1. <i>affordable and social housing by providing a minimum of 20% total residential GFA as high-quality social or affordable housing on-site<sup>66</sup></i></li> <li>2. <i>diverse housing options to suit a range of households that provide either:</i> <ol style="list-style-type: none"> <li>a. <i>diversity in tenure (e.g. build-to-rent<sup>67</sup>, key worker housing, over 50's retirement living, community housing provider-led development), or</i></li> <li>b. <i>a mix of dwelling types<sup>68</sup> minimum of:</i> <ol style="list-style-type: none"> <li><del>i. 20% of total residential GFA as dwellings with 3 or more bedrooms,</del></li> <li><del>ii. 20% of total residential GFA as dwellings with 1 bedroom, and</del></li> <li><del>iii. 20% of all dwellings as accessible that offer universal design<sup>68</sup>.</del></li> </ol> </li> </ol> </li> </ol> <p><small>66 For guidance, refer to PDA Guideline 16 – Housing.</small></p> <p><small>67 A Build-to-Rent Management Plan addressing how the development is to be managed and maintained as a build-to-rent development is required.</small></p> <p><small>68 PDA guideline no.2 Accessible housing outlines standards for planning and design of accessible housing in PDAs. For guidance, refer to Table 3: Design parameter guidelines for built form and landscaping – PDA-wide.</small></p> <p>Note: As a consequential amendment, the dwelling mix was included as guidance in Table 3: Design parameter guidelines for built form and landscaping as outlined in amendment number 14 of this table.</p>
<b>4.4 Precinct provisions</b>		
26.	4.4 Precinct provisions, Map 4: Woolloongabba PDA Precinct Plan	Amendments were made to the Sub-area 5a boundary in response to Item 108 of Table 10.

Amendment no.	Relevant section	Reason for/nature of amendment
<b>4.4.1 Precinct 1: Woolloongabba core</b>		
27.	4.4.1 Precinct 1: Woolloongabba core, Map 5: Precinct 1 Plan	The following amendments were made to Map 5: Precinct 1 Plan in response to Items 1, 5, 7, 26, 31 and 99 of Table 10: <ul style="list-style-type: none"> <li>&gt; removal of CUP in Sub-area 1b</li> <li>&gt; one new SUS along Vulture Street between Lahey Lane and Main Street</li> <li>&gt; one new SUS at the corner of Main Street and Mark Lane</li> <li>&gt; changes to POPAOS mapping (change in shape) in Sub-area 1c</li> <li>&gt; removal of the new neighbourhood street between Reid and Hubert Streets</li> <li>&gt; removal of the road closure on Hubert Street</li> <li>&gt; removal of the cross-block link in Sub-area 1b</li> <li>&gt; change from road closure classification to vehicular restriction</li> <li>&gt; increasing the extent of open space (current) at Jurgens Street Park</li> <li>&gt; addition of interface areas along the northern boundary of Sub-area 1d</li> <li>&gt; inclusion of new open space along Logan Road</li> <li>&gt; shifting an existing shaded intersection (minor) along Stanley Street further to the east of Jurgens Street.</li> </ul>
28.	4.4.1.1 Precinct intent, Sub-area 1c – Woolloongabba Civic	In response to Item 99 of Table 10, the following was removed: <p><b><del>This will be achieved by:</del></b></p> <p><b><del>1. restricting servicing via Stanley Street</del></b></p> <p><b><del>2. enabling two-way traffic movements along Hubert and Reid Streets, and</del></b></p> <p><b><del>3. converting the northern ends of Hubert and Gibson Streets into cul-de-sac heads.</del></b></p>
29.	4.4.1.2 Preferred land uses, Table 5: Preferred land uses – Precinct 1  <i>Note: previously Table 4 in the PDS</i>	‘ <b>Child care centre</b> ’ was added to the preferred uses for Precinct 1 (excluding Sub-area 1a) in response to Item 41 and 42 of Table 10.
30.	4.4.1.3 Connectivity, access and public realm	The following amendments were made in response to Item 33 of Table 10: <p><i>7. delivers expansive open space<sup>72</sup>, including a new Central Park<sup>72</sup> generally in accordance with the location identified in Map 5: Precinct 1 plan and forming part of the Creek to Cliffs Green Corridor</i></p>

Amendment no.	Relevant section	Reason for/nature of amendment
		<p><del>73 <b>Representing a</b> minimum 50% of the CRR Sub-area 1b is to be open space, which includes a Central Park, with additional open space potential subject to investigations (see Map 5: Precinct 1 plan).</del></p> <p>Note: the relevant footnote number in the PDS was 72.</p>
31.	4.4.1.3 Connectivity, access and public realm	<p>In response to Item 94 of Table 10, the following text was added:</p> <p><i>2. improves pedestrian access and connectivity across Main Street (e.g. grade separated connection), between existing and future public transport services and the Gabba Stadium, providing for both maximum capacity spectator movements and day-today pedestrian traffic</i></p>
32.	4.4.1.4 Built environment, Map 6: Maximum building height – Precinct 1: Woolloongabba Core	<p>Changes in response to Items 1, 47 and 52 of Table 10 are summarised as follows:</p> <ul style="list-style-type: none"> <li>➤ removal of the CUP in Sub-area 1b</li> <li>➤ introduction of a 45 storey zone in Sub-area 1d (fronting Vulture Street)</li> <li>➤ introduction of two additional SUS in Sub-area 1d</li> <li>➤ reduction in % uplift (from 20% to 15%) for SUSs</li> <li>➤ reduction in % uplift (from 50% to 35%) for CUPs.</li> </ul>
33.	<p>4.4.1.4 Built environment, Table 6: Maximum building heights – Precinct 1: Woolloongabba Core</p> <p><i>Note: previously part of Table 5: Design parameter guidelines for built form – Precinct 1: Woolloongabba Core in the PDS</i></p>	<p>Changes in response to Items 1, 47 and 52 of Table 10 are summarised as follows:</p> <ul style="list-style-type: none"> <li>➤ Maximum building height: <ul style="list-style-type: none"> <li>➤ reduction in no. storeys in Sub-area 1c – all other cases (from 50 storeys to 45 storeys)</li> <li>➤ introduction of 45 storeys in Sub-area 1d – where fronting Vulture Street</li> </ul> </li> <li>➤ Maximum building height where a Subtropical uplift site: <ul style="list-style-type: none"> <li>➤ reduction in no. storeys in Sub-area 1c – where fronting Hawthorne Street (from 36 storeys to 35 storeys)</li> <li>➤ reduction in no. storeys in Sub-area 1c – all other cases (from 60 storeys to 52 storeys)</li> <li>➤ introduction of 52 storeys in Sub-area 1d – where fronting Vulture Street</li> <li>➤ reduction in no. storeys in Sub-area 1d – in all other cases (from 36 storeys to 35 storeys)</li> </ul> </li> <li>➤ Maximum building height where a Catalyst uplift project: <ul style="list-style-type: none"> <li>➤ removal of 75 storeys in Sub-area 1b</li> <li>➤ reduction in no. storeys in Sub-area 1c (from 75 storeys to 61 storeys)</li> </ul> </li> </ul>

Amendment no.	Relevant section	Reason for/nature of amendment
34.	4.4.1.4 Built environment, Table 7: Design parameter guidelines for built form – Precinct 1: Woolloongabba Core  <i>Note: previously part of Table 5: Design parameter guidelines for built form – Precinct 1: Woolloongabba Core in the PDS</i>	Inclusion of maximum tower floor plate guidance in response to Item 18 of Table 10, as follows:  <ul style="list-style-type: none"> <li>&gt; <i>Generally, as per Table 3: Design parameter guidelines for built form and landscaping – PDA-wide, or</i></li> <li>&gt; <i>For large-format mid-rise buildings: 1,800m<sup>2</sup></i></li> </ul> <p><i>Note: Large-format building examples include hospitals, medical facilities, research or laboratory space requiring large footprints, university buildings, libraries, auditoriums, performance arts and campus style buildings.</i></p>
35.	4.4.1.6 Sub-area 1b – Cross River Rail	The following items were removed in response to Item 33 of Table 10:  <p><del><i>4. maintains a minimum of 4 hours of direct sunlight at the winter solstice over at least 50% of the Central Park, and</i></del></p> <p><del><i>A minimum 4 hours of daylight, between 10am and 2pm, during the winter solstice.</i></del></p> <p>Note: the relevant footnote number was 78 in the PDS.</p>
36.	4.4.1.8 Sub-area 1 – Mark Lane	In response to Item 91 of Table 10, the following change was made:  <p><i>3. enables safe and comfortable <del>pedestrian access</del> active transport modes to the CRR station and over Vulture Street.</i></p>
<b>4.4.2 Precinct 2: Logan Road</b>		
37.	4.4.2 Precinct 2, Map 7: Precinct 2 Plan	The following amendments were made to Map 7: Precinct 2 plan in response to Items 1, 5, 7, 21, 27, 31 and 32 of Table 10:  <ul style="list-style-type: none"> <li>&gt; two new CUPs and associated POPAOS – north of Walker Street and north of Watt Park</li> <li>&gt; two new SUSs along Stanely Street</li> <li>&gt; one new SUS at the corner of Wellington Road and Nile Street</li> <li>&gt; one new SUS along Wellington Road, between Nile Street and Logan Road</li> </ul>

Amendment no.	Relevant section	Reason for/nature of amendment
		<ul style="list-style-type: none"> <li>&gt; one new SUS south of Hampton Street / Albion Street</li> <li>&gt; changes to POPAOS mapping (change in shape and size) between Trafalgar and Nile Streets</li> <li>&gt; increase in the extent of current open space at Jurgens Street Park</li> <li>&gt; inclusion of new open space along Logan Road (within road reserve)</li> <li>&gt; addition of an interface area between Balaclava and Broadway Streets</li> <li>&gt; change from road closure classification to vehicular restriction</li> <li>&gt; inclusion of vehicular restrictions along Logan Road</li> <li>&gt; changes to cross-block links, including: <ul style="list-style-type: none"> <li>&gt; removal of one between Ipswich Road and Jurgens Street</li> <li>&gt; removal of one between Stanley and Trafalgar Streets</li> <li>&gt; addition of one between Trafalgar and Nile Streets</li> <li>&gt; shifting of one between Potts and Lisburn Streets further north</li> <li>&gt; shifting of one between Ipswich Road and Jurgens Street further north</li> </ul> </li> <li>&gt; shifting an existing shaded intersection (minor) along Stanley Street further to the east of Jurgens Street</li> </ul>
38.	4.4.2.1 Precinct intent – Sub-area 2a – Potts Street	<p>The following amendments were made in response to Item 102 of Table 10:</p> <p><i>Development within this sub-area comprises predominantly residential uses and enhances elements of <b>existing</b> traditional commercial building character<sup>82</sup>, <b>along the northern side of Stanley Street.</b></i></p> <p><small><b>82 Commercial character buildings area identified on the Commercial character building overlay of the Brisbane City Plan 2014.</b></small></p>
39.	4.4.2.2 Preferred land uses, Table 8: Preferred land uses – Precinct 2  <i>Note: previously Table 6 in the PDS</i>	<p>In response to Items 41 and 43 of Table 10, the following amendments were made:</p> <ul style="list-style-type: none"> <li>&gt; Precinct 2 (excluding Sub-area 2a and 2b): <ul style="list-style-type: none"> <li>&gt; addition of <b>Community care centre</b></li> <li>&gt; addition of <b>Community use</b></li> <li>&gt; addition of <b>Residential care facility</b></li> <li>&gt; addition of <b>Retirement facility</b></li> <li>&gt; addition of qualifier to Shop (<b>where no greater than 250m<sup>2</sup> GFA for any individual tenancy</b>)</li> </ul> </li> <li>&gt; Sub-area 2a: <ul style="list-style-type: none"> <li>&gt; changes to qualifier for Shop (<b>where no greater than 1,500m<sup>2</sup> 250m<sup>2</sup> GFA for any individual tenancy</b>)</li> </ul> </li> </ul>

Amendment no.	Relevant section	Reason for/nature of amendment
40.	4.4.2.4 Built environment and heritage, Map 8: Maximum building height – Precinct 2: Logan Road	Changes in response to Items 1, 47 and 53 of Table 10 are summarised as follows: <ul style="list-style-type: none"> <li>&gt; introduction of a 35 storey zone (excluding Sub-area 2a and Sub-area 2b)</li> <li>&gt; two new CUPs – to the north of Walker Street and north of Watt Park</li> <li>&gt; two new SUSs along Stanely Street</li> <li>&gt; one new SUS at the corner of Wellington Road and Nile Street</li> <li>&gt; one new SUS along Wellington Road, between Nile Street and Logan Road</li> <li>&gt; one new SUS south of Hampton Street / Albion Street</li> <li>&gt; reduction in % uplift (from 20% to 15%) for SUSs</li> <li>&gt; reduction in % uplift (from 50% to 35%) for CUPs.</li> </ul>
41.	4.4.2.4 Built environment and heritage, Table 9: Maximum building heights – Precinct 2: Logan Road  <i>Note: previously part of Table 7: Design parameter guidelines for built form – Precinct 2: Logan Road in the PDS</i>	Changes in response to 1, 47 and 53 of Table 10 are summarised as follows: <ul style="list-style-type: none"> <li>&gt; Maximum building height: <ul style="list-style-type: none"> <li>&gt; introduction of 35 storeys for land not included in a sub-area</li> </ul> </li> <li>&gt; Maximum building height where a Subtropical uplift site: <ul style="list-style-type: none"> <li>&gt; increase to 40 storeys (from 36 storeys) – where not included in a sub-area</li> </ul> </li> <li>&gt; Maximum building height where a Catalyst uplift project: <ul style="list-style-type: none"> <li>&gt; reduction in no. storeys in Sub-area 2a (from 22 storeys to 20 storeys)</li> <li>&gt; increase to 47 storeys (from 45 storeys) – where not included in a sub-area.</li> </ul> </li> </ul>
<b>4.4.3 Precinct 3: Ipswich Road</b>		
42.	4.4.3 Precinct 3: Ipswich Road, Map 9: Precinct 3 Plan	The following amendments were made to Map 9: Precinct 3 Plan in response to Items 1, 7 and 21 of Table 10: <ul style="list-style-type: none"> <li>&gt; removal of a POPAOS to the north of Wilton Street</li> <li>&gt; addition of interface areas along the eastern boundary of Precinct 3.</li> </ul>
43.	4.4.3.2 Preferred land uses, Table 11: Preferred land uses – Precinct 3  <i>Note: previously Table</i>	In response to Items 41 and 44 of Table 10, the following amendments were made: <ul style="list-style-type: none"> <li>&gt; Precinct 3 (excluding Sub-area 3a): <ul style="list-style-type: none"> <li>&gt; changes to qualifier for Shop (<i>where no greater than 1,500m<sup>2</sup> 250m<sup>2</sup> GFA for any individual tenancy</i>)</li> </ul> </li> </ul>



Amendment no.	Relevant section	Reason for/nature of amendment
	<i>8 in the PDS</i>	
44.	4.4.3.4 Built environment and heritage	In response to Item 102 of Table 10, the following change was made:  <i>2. provides an interface to the Nazareth Lutheran Church that responds to its scale and enhances the <del>character</del> significance of its heritage place, and</i>
45.	4.4.3.4 Built environment and heritage, Map 10: Maximum building height – Precinct 3: Ipswich Road	Changes in response to Items 1, 47 and 54 of Table 10 are summarised as follows: <ul style="list-style-type: none"> <li>&gt; reduction in % uplift (from 20% to 15%) for SUSs</li> <li>&gt; reduction in % uplift (from 50% to 35%) for CUPs.</li> </ul>
46.	4.4.3.4 Built environment and heritage, Table 12: Maximum building heights – Precinct 3: Ipswich Road  <i>Note: previously part of Table 9: Design parameter guidelines for built form – Precinct 3: Ipswich Road in the PDS</i>	Changes in response to Items 1, 47 and 54 of Table 10 are summarised as follows: <ul style="list-style-type: none"> <li>&gt; Maximum building height where a Subtropical uplift site: <ul style="list-style-type: none"> <li>&gt; reduction in no. storeys (from 18 storeys to 17 storeys) – where in Sub-area 3a</li> <li>&gt; reduction in no. storeys (from 30 storeys to 29 storeys) – where not included in a sub-area</li> </ul> </li> <li>&gt; Maximum building height where a Catalyst uplift project: <ul style="list-style-type: none"> <li>&gt; reduction in no. storeys (from 22 storeys to 20 storeys) – where in Sub-aera 3a</li> <li>&gt; reduction in no. storeys (from 37 storeys to 34) – where not included in a Sub-area</li> </ul> </li> </ul>
47.	4.4.3.5 Sub-area 3a – Woolloongabba Hill	In response to Item 102 of Table 10, the following change was made:  <i>3. protects and enhances the <del>character</del> significance, appearance and setting of the Nazareth Lutheran Church heritage place</i>

Amendment no.	Relevant section	Reason for/nature of amendment
<b>4.4.4 Precinct 4: Woolloongabba North</b>		
48.	4.4.4 Precinct 4: Woolloongabba North, Map 11: Precinct 4 Plan	The following amendments were made to Map 11: Precinct 4 Plan in response to Items 5 and 7 of Table 10: <ul style="list-style-type: none"> <li>&gt; change from road closure classification to vehicular restriction</li> <li>&gt; removal of the eastern cross-block link between Vulture and Linton Streets, and</li> <li>&gt; addition of interface areas along the eastern boundary of Precinct 4, between Linton and Princess Streets and Toohey and Bromley Streets</li> </ul>
49.	4.4.4.2 Preferred land uses, Table 14: Preferred land uses – Precinct 4  <i>Note: previously Table 10 in the PDS</i>	In response to Item 41 of Table 10, the following amendments were made: <ul style="list-style-type: none"> <li>&gt; Precinct 4: <ul style="list-style-type: none"> <li>&gt; changes to qualifier for Shop (<i>where no greater than <del>1,500m<sup>2</sup></del> 250m<sup>2</sup> GFA for any individual tenancy</i>)</li> </ul> </li> </ul>
50.	4.4.4.4 Built environment, Map 12: Maximum building height – Precinct 4: Woolloongabba North	Changes in response to Items 1, 47 and 55 of Table 10 are summarised as follows: <ul style="list-style-type: none"> <li>&gt; introduction of a 20 storey zone fronting Vulture and Main Streets</li> <li>&gt; reduction in % uplift (from 20% to 15%) for SUSs</li> <li>&gt; reduction in % uplift (from 50% to 35%) for CUPs.</li> </ul>
51.	4.4.4.4 Built environment, Table 15: Maximum building heights – Precinct 4: Woolloongabba North  <i>Note: previously part of Table 11: Design parameter guidelines for built form – Precinct 4: Woolloongabba North in the PDS</i>	Changes in response to Items 1, 47 and 55 of Table 10 are summarised as follows: <ul style="list-style-type: none"> <li>&gt; Maximum building height: <ul style="list-style-type: none"> <li>&gt; introduction of 35 storeys for land not included in a sub-area</li> </ul> </li> <li>&gt; Maximum building height where a Subtropical uplift site: <ul style="list-style-type: none"> <li>&gt; increase to 40 storeys (from 36 storeys) – where not included in a sub-area</li> </ul> </li> <li>&gt; Maximum building height where a Catalyst uplift project: <ul style="list-style-type: none"> <li>&gt; reduction in no. storeys in Sub-area 2a (from 22 storeys to 20 storeys)</li> <li>&gt; increase to 47 storeys (from 45 storeys) – where not included in a sub-area.</li> </ul> </li> </ul>

Amendment no.	Relevant section	Reason for/nature of amendment
<b>4.4.5 Precinct 5: Mater Hill</b>		
52.	4.4.5 Precinct 5: Mater Hill, Map 13: Precinct 5 Plan	<p>The following amendments were made to Map 13: Precinct 5 Plan in response to Items 1, 5, 7 and 108 of Table 10:</p> <ul style="list-style-type: none"> <li>&gt; increase to the extent of the Sub-area 5a boundary further south to Catherine Street</li> <li>&gt; removal of the cross-block links to the west of Annerley Road</li> <li>&gt; removal of the new neighbourhood street in Sub-area 5a and the introduction of a cross-block link between Annerley and Merton Roads</li> <li>&gt; addition of interface areas: <ul style="list-style-type: none"> <li>&gt; between Clarence and Crown Streets</li> <li>&gt; between Merton Road and Trinity Lane</li> <li>&gt; along the eastern boundary of Sub-area 5a</li> <li>&gt; along the eastern boundary of the PDA between Catherine and Heaslop Streets</li> <li>&gt; two new SUSs at the corner of Annerley Road and Ross Street</li> </ul> </li> <li>&gt; two new shaded intersections (minor) along Annerley Road</li> <li>&gt; change in shaded intersection from minor to major at the Annerley and Stephens Road intersection</li> <li>&gt; change in shaded intersection from major to minor at the Annerley Road and Abingdon Street intersection</li> </ul>
53.	4.4.5.1 Precinct intent – Sub-area 5a Stanley Street	<p>In response to Items 37 and 46 of Table 10, the following changes were made to the Sub-area intent:</p> <p><del><b>Sub-area 5a supports a mix of health care services, key worker housing and other residential opportunities, as well as restaurants and dining activities which support revitalisation of Stanley Street and Annerley Road and improves active travel.</b></del></p> <p><b>Sub-area 5a supports the revitalisation of Stanley Street and Annerley Road as an entertainment and lifestyle destination. The unique heritage and cultural attributes are what characterise this sub-area. The Princess Theatre is celebrated with the provision of a publicly accessible plaza adjoining the heritage place and creating a focal point for the area. A mix of health care services, key worker housing and other residential opportunities within proximity to places of work, and public transport and improved active travel is supported.</b></p>
54.	4.4.5.2 Preferred land uses, Table 17: Preferred land uses –	<p>In response to Items 41 and 46 of Table 10, the following amendments were made:</p> <ul style="list-style-type: none"> <li>&gt; Precinct 5: Mater Hill (excluding Sub-areas 5a and 5b): <ul style="list-style-type: none"> <li>&gt; addition of <b>Food and drink</b></li> <li>&gt; changes to qualifier for Shop (<i>where no greater than <del>1,500m<sup>2</sup></del> <b>250m<sup>2</sup> GFA</b> for any individual tenancy)</i></li> </ul> </li> </ul>

Amendment no.	Relevant section	Reason for/nature of amendment
	Precinct 5  <i>Note: previously Table 12 in the PDS</i>	<ul style="list-style-type: none"> <li>➤ Sub-area 5a: Stanley Street               <ul style="list-style-type: none"> <li>➤ addition of <b>Community care centre</b></li> <li>➤ removal of qualifier for Multiple dwelling (<del>where for key workers associated with hospital or health care services</del>)</li> <li>➤ changes to qualifier for Shop (where no greater than <del>1,500m<sup>2</sup></del> <b>250m<sup>2</sup></b> GFA for any individual tenancy)</li> </ul> </li> <li>➤ Sub-area 5b: Annerley Road               <ul style="list-style-type: none"> <li>➤ addition of <b>Child care centre</b></li> <li>➤ changes to qualifier for Shop (where no greater than <del>1,500m<sup>2</sup></del> <b>250m<sup>2</sup></b> GFA for any individual tenancy)</li> </ul> </li> </ul>
55.	4.4.5.4 Built environment and heritage, Map 14: Maximum building height – Precinct 5: Mater Hill	Changes in response to Items 1, 11, 47 and 56 of Table 10 are summarised as follows: <ul style="list-style-type: none"> <li>➤ increase to the extent of the Sub-area 5a boundary further south to Catherine Street</li> <li>➤ increase to the extent of the 30 storey area further south to Catherine Street (aligned with the amended Sub-area 5a boundary)</li> <li>➤ two new SUSs at the corner of Annerley Road and Ross Street</li> <li>➤ change from helicopter restriction area to helicopter trigger area</li> <li>➤ reduction in % uplift (from 20% to 15%) for SUSs.</li> </ul>
56.	4.4.4.5 Built environment, Table 18: Maximum building heights – Precinct 5: Mater Hill  <i>Note: previously part of Table 13: Design parameter guidelines for built form – Precinct 5: Mater Hill in the PDS</i>	Changes in response to Items 1, 11, 47 and 56 of Table 10 are summarised as follows: <ul style="list-style-type: none"> <li>➤ Maximum building height:               <ul style="list-style-type: none"> <li>➤ 30 storeys now applies to all of Sub-area 5a</li> <li>➤ 30 storeys now applies to land not included in a Sub-area – where north of Water Street (previously only north of Stanley Street)</li> <li>➤ 20 storeys now applies to land not included in a Sub-area – where south of Stanley Street and south of Catherine Street or west of Annerley Road (previously only south of Stanley Street)</li> </ul> </li> <li>➤ Maximum building height where a Subtropical uplift site:               <ul style="list-style-type: none"> <li>➤ reduction in no. storeys (from 36 storeys to 35 storeys) – where in Sub-area 5a</li> <li>➤ reduction in no. storeys (from 36 storeys to 35 storeys) – where in land not included in a Sub-area and north of Stanley Street</li> <li>➤ reduction in no. storeys (from 24 storeys to 23 storeys) – where in land not included in a Sub-area and where south of Catherine Street or west of Annerley Road (previously only south of Stanley Street)</li> </ul> </li> </ul> <p>Amendments to the helicopter trigger area as follows:</p> <p><del>*Buildings and structures do not exceed 60m AHD where located within the Helicopter trigger area in Sub-area 5a to avoid presenting an obstacle for helicopters using the Queensland Children's Hospital and Mater Hospital helipads.</del></p>

Amendment no.	Relevant section	Reason for/nature of amendment
		<p>New footnote 92, as follows:</p> <p><i>92 Where located within the Helicopter trigger area (refer to Map 14: Maximum building height):</i></p> <ul style="list-style-type: none"> <li>- buildings and structures do not exceed 60m AHD (note: the MEDQ will notify or engage with Retrieval Services Queensland and the Chief Pilots), or</li> <li>- where proposed buildings and structures exceed 60m AHD, the MEDQ will engage with Retrieval Services Queensland and the Chief Pilots to consider the proposal via a performance-based assessment.</li> </ul>
57.	<p>4.4.4.5 Built environment, Table 19: Design parameter guidelines for built form – Precinct 5: Mater Hill</p> <p><i>Note: previously part of Table 13: Design parameter guidelines for built form – Precinct 5: Mater Hill in the PDS</i></p>	<p>Inclusion of maximum tower floor plate guidance in response to Item 18 of Table 10, as follows:</p> <ul style="list-style-type: none"> <li>&gt; <b>Generally, as per Table 3: Design parameter guidelines for built form and landscaping – PDA-wide, or</b></li> <li>&gt; <b>For large-format mid-rise buildings: 1,800m<sup>2</sup></b></li> </ul> <p><b>Note: Large-format building examples include hospitals, medical facilities, research or laboratory space requiring large footprints, university buildings, libraries, auditoriums, performance arts and campus style buildings.</b></p>
<b>6 Implementation strategy</b>		
58.	6.2.1 Place renewal framework	Section 6.2.1 was updated to reflect amendments to the ED Act made under the <i>Economic Development and Other Legislation Amendment Act 2019</i> .
59.	6.2.2 Public realm	<p>The following was removed in response to Item 33 of Table 10:</p> <p><b><del>2. EDQ will work with industry to enable the delivery of a new Central Park within Precinct 1, providing an attractive and highly functional new community focal point</del></b></p>
<b>7 Schedules</b>		
60.	Schedule 1: PDA Accepted Development	<p>Consequential amendments were made in response to Item 41 of Table 10, including:</p> <ul style="list-style-type: none"> <li>&gt; removal of health co-located uses, where located within Precinct 5 and where not in Sub-areas 5a and 5b</li> <li>&gt; removal of sales office</li> </ul>

Amendment no.	Relevant section	Reason for/nature of amendment
61.	Schedule 2: Definitions	<p>In response to Items 26, 29 and 119 of Table 10, the following changes were made:</p> <ul style="list-style-type: none"> <li>&gt; addition of the following definition: <ul style="list-style-type: none"> <li>&gt; <b>Build-to-rent</b></li> </ul> </li> <li>&gt; amendment to the Open space definition: <ul style="list-style-type: none"> <li>&gt; <i>Green space and public realm used for active and passive recreation, including public parks.</i></li> <li>&gt; <b>Note: The term excludes roads and buildings.</b></li> </ul> </li> <li>&gt; removal of the following definitions: <ul style="list-style-type: none"> <li><del>Central Park</del></li> <li><del>Commercial character building</del></li> <li><del>GFA</del></li> <li><del>Health co-located uses</del></li> <li><del>Offset park</del></li> <li><del>Public realm guideline</del></li> <li><del>Reduced level</del></li> <li><del>Street building</del></li> <li><del>Tower</del></li> <li><del>Transition zone</del></li> <li><del>Tunnel stack</del></li> </ul> </li> </ul>
62.	Schedule 3: Car parking rates	<p>In response to Item 2 of Table 10, visitor parking for Multiple dwelling, Dwelling house has been amended as follows:</p> <ul style="list-style-type: none"> <li>&gt; <del>At least 50% of visitor parking is provided in communal areas, and not in tandem with resident parking.</del></li> <li>&gt; <b>Visitor parking:</b> <ul style="list-style-type: none"> <li>&gt; <i>is not provided in tandem configurations, and</i></li> <li>&gt; <i>achieves minimum of 50% allocation within communal areas.</i></li> </ul> </li> </ul> <p>'Major sport, recreation and entertainment facility' now applies the same parking rate as 'Hospital' in response to Item 2 of Table 10.</p>
63.	Schedule 3: Car parking rates	<p>In response to Items 4 and 92 of Table 10, bicycle parking and end-of-trip facility rates were removed from Schedule 3. Section 4.3.8 Service infrastructure now calls up bicycle parking and end-of-trip facility rates as per the BCC's Transport, access, parking and servicing code and the TAPS.</p>

Amendment no.	Relevant section	Reason for/nature of amendment
64.	Schedule 4: Setbacks plan	Amendments were made in response to Item 6 of Table 10, including: <ul style="list-style-type: none"> <li>&gt; requiring setbacks within Sub-areas 1a and 1b to be subject to sub-area planning</li> <li>&gt; removal of the east – west setback between Reid and Hubert Streets</li> <li>&gt; introduction of 0 – 2.5m setbacks along eastern side Reid Street and the western side of Hubert Street</li> <li>&gt; removal of the northern setback along the busway corridor within Precinct 5</li> <li>&gt; removal of setbacks mapped outside of the PDA boundary.</li> </ul>
65.	Schedule 7: Guideline for preparing an Urban context report	Change in terminology in response to Item 115 of Table 10, as follows: <p style="margin-left: 40px;"><i>To demonstrate how the development impacts on and contributes to the streetscape and street functioning, in terms of:</i></p> <ol style="list-style-type: none"> <li>1. <i>street-building podium</i> height, setbacks and design</li> </ol>
66.	Schedule 8: Guideline for preparing a Sub-area plan	Additional requirement for the Sub-area plan to provide setback details in response to amendment number 64 of this table.

## 6.2 Public realm guideline

Table 13 on the following page details amendments made to finalise the public realm guideline.



Table 13 – Changes made to public realm guideline

Amendment no.	Relevant section	Reason for/nature of amendment
<b>1 Introduction</b>		
1.	1.2 Desired outcomes	In response to Item 22 of Table 11, a new row was inserted in desired outcomes in relation to increasing permeability within the PDA.
2.	Figure 1: Overall public realm strategy	In response to the suite of changes made in response to Table 11, Figure 1: Overall public realm strategy was updated to: <ul style="list-style-type: none"> <li>&gt; reflect changes made to other figures throughout the public realm guideline (in response to submissions)</li> <li>&gt; remove superfluous oval shapes in Raymond Park, correct a typographical error, and improve illustration details.</li> </ul>
<b>2 Public realm strategy guidance</b>		
3.	2.1.2 POPAOS and Catalyst Uplift Projects	In response to Item 26 of Table 11, editorial changes were made to improve readability.
4.	2.1.2 POPAOS and Catalyst Uplift Projects	In response to Items 1, 2, 22, 26 of Table 11, further details were added in relation to WSUD, the need to maximise public open space, and to ensure successful open space provision to cater for the needs of the community.
5.	2.2 Green streets	In response to Item 22 of Table 11, a new bullet point in relation to increasing permeability within the PDA was included.
6.	2.2.2 Shade tree plantings and Subtropical Uplift	In response to Item 26 of Table 11, the following superfluous text in paragraph 1 was deleted, noting the content repeats information provided elsewhere: <p style="color: red; margin-left: 40px;"><del>Figure 3 also identifies locations where major and minor shade tree planting is to be accommodated</del></p>

Amendment no.	Relevant section	Reason for/nature of amendment
	Sites	<del><i>across the PDA, focusing these primarily at major and minor shaded intersections and other strategic streetscape locations</i></del>
7.	2.2.2 Shade tree plantings and Subtropical Uplift Sites	<p>In response to Item 9 of Table 11, the following wording has been inserted as a footnote:</p> <p><i>The placement of street trees in proximity to intersections and crossings should also consider the sight distance requirements of all road users.</i></p>
8.	2.2.2 Shade tree plantings and Subtropical Uplift Sites	<p>In response to Items 15, 19, and 23 of Table 11, the following text has been included in the public realm guideline:</p> <p><i>In limited instances where it is demonstrated that shade trees cannot be accommodated (e.g. due to existing buildings, underground infrastructure, or pedestrian holding requirements), the MEDQ may consider the use of shade structures.</i></p> <p><i>Shade structures may be integrated with development or provided as standalone structures (see Appendix A – Alternative shade solutions).</i></p> <p><i>Shade structures should be designed to:</i></p> <ul style="list-style-type: none"> <li><i>· maintain sight lines to traffic signals,</i></li> <li><i>· ensure vehicles clearances are achieved</i></li> <li><i>· maximise shade to hard surfaces, footpaths and pedestrian holding areas</i></li> <li><i>· improve the character of the street and intersection.</i></li> </ul> <p><i>In instances where major shade trees associated with corresponding Subtropical uplift sites cannot be provided, the shade structures will not in themselves be taken to provide uplift for development sites. In order to provide equivalent outcomes that would otherwise be delivered by shade trees, additional landscape and environmental responses are expected in addition to the shade structures.</i></p> <p>New supporting imagery has been provided in Appendix A.</p>
9.	2.2.2 Shade tree plantings and	In response to Item 26 of Table 11, editorial changes was made to improve readability.

Amendment no.	Relevant section	Reason for/nature of amendment
	Subtropical Uplift Sites	
10.	Figure 3: Shaded intersections and major and minor shade tree plantings	<p>In response to Items 15, 19 and 26 of Table 11, the following editorial changes were made:</p> <ul style="list-style-type: none"> <li>➤ where there are existing trees and no new shade trees are needed, symbology was amended to differentiate existing / required trees</li> <li>➤ symbology was amended to identify locations where shade structures will be needed in lieu of shade trees</li> <li>➤ refinements to the location of minor shade trees and minor shaded intersections.</li> </ul>
11.	Figure 3: Shaded intersections and major and minor shade tree plantings	<p>In response to Item 19 of Table 11, a major shade tree in the north-western corner of Sub-area 1b was relocated to a location further to the east.</p>
12.	Figure 3: Shaded intersections and major and minor shade tree plantings	<p>In response to Item 26 of Table 11, the following changes were made:</p> <ul style="list-style-type: none"> <li>➤ two new major shade trees in Sub-area 1d (one on Vulture Street and one on Main Street)</li> <li>➤ two new major shade trees on Stanley Street, between Jurgens Street and Wellington Road</li> <li>➤ two new major shade trees on Wellington Road, between Nile Street and Logan Road</li> <li>➤ one new major shade tree on Hampton Street, between Lotus Street and Watt Park</li> <li>➤ two new major shade trees at the intersection of Annerley Road and Ross Street.</li> </ul>
13.	Figure 3: Shaded intersections and major and minor shade tree plantings	<p>In response to Item 26 of Table 11, both trees at the intersection of Ross Street and Annerley Road were changed from minor shade trees to major shade trees, corresponding with the location of new SUSs.</p>
14.	Figure 3: Shaded intersections and major and minor shade tree plantings	<p>In response to Item 25 of Table 11, the major shade tree on the western side of Annerley Road (between Stanley Street and Clarence Street) was changed to an existing tree.</p>

Amendment no.	Relevant section	Reason for/nature of amendment
15.	Figure 3: Shaded intersections and major and minor shade tree plantings	In response to Items 9 and 19 of Table 11, notations were added next to the trees at the intersection of Raymond Terrace and Stanley Street to clarify that shade tree plantings are subject to a consideration of sight lines for ambulances.
16.	Figure 3: Shaded intersections and major and minor shade tree plantings	In response to Items 6 and 9 of Table 11, the vehicular circulation arrangements for the block bounded by Stanley Street, Reid Street, Hawthorne Street, and Hubert Street were amended as follows: <ul style="list-style-type: none"> <li>&gt; Hubert Street changed to a two-way street</li> <li>&gt; a left-in / left-out arrangement at the intersection of Stanley Street and Hubert Street as added</li> <li>&gt; the east-west laneway between Hubert Street and Reid Street was changed to a cross-block link</li> <li>&gt; the pedestrianisation of the Stanley Street service lane (including arrangements for servicing and emergency services vehicles) was maintained.</li> </ul>
17.	Figure 3: Shaded intersections and major and minor shade tree plantings	In response to Item 14 of Table 11, a service lane parallel to the cross-block link between Merton Road and Annerley Road was added.
18.	Figure 3: Shaded intersections and major and minor shade tree plantings	In response to Item 14 of Table 11, cross-block links were removed in: <ul style="list-style-type: none"> <li>&gt; Precinct 1 (Sub-area 1b)</li> <li>&gt; Precinct 5 (within the Mater Hospital area).</li> </ul>
19.	Figure 3: Shaded intersections and major and minor shade tree plantings	In response to Item 14 of Table 11, the cross-block link in the block bounded by Linton Street, Wellington Road, Vulture Street, and Duke Street was removed.
20.	Figure 3: Shaded intersections and	In response to Item 22 of Table 11, the cross-block link in the block bounded by Wellington Road, Stanley Street, Jurgens Street, and Trafalgar Street was relocated to the east to align with the location of overland flow, noting this

Amendment no.	Relevant section	Reason for/nature of amendment
	major and minor shade tree plantings	assists in flood water conveyance.
21.	Figure 3: Shaded intersections and major and minor shade tree plantings	In response to Item 22 of Table 11, a cross-block link in the western part of the block bounded by Wellington Road, Trafalgar Street, Logan Road, and Nile Street was added.
22.	Figure 3: Shaded intersections and major and minor shade tree plantings	In response to Items 22 and 26 of Table 11, a new POPAOS was added to the northern side of Walker Street.
23.	Figure 3: Shaded intersections and major and minor shade tree plantings	In response to Item 3 of Table 11, the POPAOS and shade tree was removed from the northern side of Wilton Street.
24.	Figure 3: Shaded intersections and major and minor shade tree plantings	In response to Item 3 of Table 11, the POPAOS in the block bounded by Stanley Street, Reid Street, Hawthorne Street, and Hubert Street, was repositioned and reshaped. The east-west laneway was changed to a cross-block link.
<b>3 Streetscape hierarchy and typologies</b>		
25.	Figure 4: Streetscape hierarchy plan	In response to Item 10 of Table 11, the following streets were changed from neighbourhood streets to little streets: <ul style="list-style-type: none"> <li>&gt; Reid Street</li> <li>&gt; Hubert Street</li> <li>&gt; Raymond Terrace</li> </ul>

Amendment no.	Relevant section	Reason for/nature of amendment
26.	Figure 4: Streetscape hierarchy plan	In response to Item 10 of Table 11, Park Road was changed from a subtropical boulevard (minor) to a neighbourhood street.
27.	Figure 4: Streetscape hierarchy plan	In response to Item 25 of Table 11, the alignment of the Balaclava Street subtropical boulevard has been amended so that the linework falls within the road reserve and does not run through private property at the intersection of Balaclava Street and Logan Road.
28.	Figure 4: Streetscape hierarchy plan	In response to Items 3 and 14 of Table 11, the public realm guideline has been amended to reflect cross-lock links and POPAOS.
29.	Table 1: Streetscape typology specifications	In response to Item 22 of Table 11, the public realm guideline has been updated to add a new row dealing with passive irrigation / WSUD.
30.	Table 1: Streetscape typology specifications	In response to Item 25 of Table 11, change the vehicle speeds as follows: <ul style="list-style-type: none"> <li>&gt; little streets – change from 10km/h to 20 km/h</li> <li>&gt; neighbourhood streets – change form 30km/h to 30-40km/h</li> <li>&gt; subtropical boulevards (minor) – change from 60km/h to 50-60 km/h</li> </ul>
31.	Table 1: Streetscape typology specifications	In response to Item 25 of Table 11, change the cycle path details for sub-tropical boulevards (minor) from “separated bikeway” to “separated bikeway / shared-on road.”
32.	3.2 Streetscape typologies	In response to Item 25 of Table 11, delete all “applies to” sections, as the relevant street typologies are identified in Figure 4 Streetscape hierarchy plan.
33.	Figure 5: Street plan and indicative	In response to Item 25 of Table 11, change traffic direction on the plan, and remove car parking.

Amendment no.	Relevant section	Reason for/nature of amendment
	character - major subtropical boulevards	
34.	Figure 5: Street plan and indicative character - major subtropical boulevards	In response to Item 25 of Table 11, change the corridor width from 32m to 30+m for consistency with Table 1 Streetscape typology specifications.
35.	3.2.5 Cross-block links (arcades)	In response to Items 14, 25 of Table 11, add the following wording to clarify where cross-block links (arcades) are applicable: <ul style="list-style-type: none"> <li>&gt; <i>applies to cross-block links having a length over 15m and up to 30m</i></li> <li>&gt; <i>may be applicable to lengths less than 15m where site considerations (e.g. topography or sight lines) require wide corridors</i></li> <li>&gt; <i>lengths over 30m may be considered where cross-block links are managed privately</i></li> <li>&gt; <i>requires active frontages to the cross-block links (e.g. ground features retail / residential entries and windows, and upper building levels feature windows / balconies overlooking the cross-block link)</i></li> <li>&gt; <i>may provide emergency vehicle access, as appropriate</i></li> </ul>
36.	3.2.6 Cross-block links (laneways)	In response to Items 14, 25 of Table 11, add the following wording to clarify where cross-block links (laneways) are applicable: <ul style="list-style-type: none"> <li>&gt; <i>applies to cross-block links having a length up to 15m, with direct sight lines from end-to-end</i></li> <li>&gt; <i>lengths over 15m may be considered where cross-block links are managed privately</i></li> <li>&gt; <i>requires active frontages to the cross-block links (e.g. ground features retail/residential entries and windows, and upper building levels feature windows/balconies overlooking the cross-block link)</i></li> <li>&gt; <i>may provide emergency vehicle access, as appropriate</i></li> </ul>
37.	Figure 13: Cross section locations	In response to Item 25 of Table 11, shift the Reid Street cross section location to the north.

Amendment no.	Relevant section	Reason for/nature of amendment
38.	Figure 14: Cross section - Ipswich Road - subtropical boulevard (major)	In response to Item 25 of Table 11, change the Ipswich Road cross section from a 5-lane cross section to a 6-lane cross section.
39.	Figure 15: Cross section - Stanley Street - Precinct 1 - subtropical boulevard (major)	In response to Item 9 of Table 11, the public realm guideline has been updated to reflect the changes made to Figure 3.
40.	Figure 17: Cross section - Vulture Street - subtropical boulevard (minor)	In response to Item 25 of Table 11, the public realm guideline has been updated to amend the Vulture Street cross section as follows: <ul style="list-style-type: none"> <li>&gt; change the two-way cycleway to a one-lane cycleway</li> <li>&gt; remove the car parking lane.</li> </ul>
41.	Figure 18: Cross section - Logan Road - subtropical boulevard (minor)	In response to Item 25 of Table 11, the public realm guideline has been updated to amend the two-way cycleway from 3.6m to 3m.
42.	Figure 22: Cross section - Hubert Street - neighbourhood street	In response to Item 6, 9 and 11 of Table 11, the public realm guideline has been updated to amend the relevant cross section as follows: <ul style="list-style-type: none"> <li>&gt; widen the existing road reserve from 10m to 13.9m</li> <li>&gt; clarify that 2.7m is needed as road widening, consistent with the details outlined in Section 4 Public realm catalogue</li> <li>&gt; change the street from a one-way street to a two-way street</li> <li>&gt; create a left in / left out arrangement at the intersection of Stanley Street and Hubert Street.</li> </ul>
43.	Figure 23: Cross	In response to Item 9 of Table 11, the public realm guideline has been updated to amend the relevant cross section



Amendment no.	Relevant section	Reason for/nature of amendment
	section - Reid Street - neighbourhood street	as follows: <ul style="list-style-type: none"> <li>&gt; amend the existing road reserve from 10m to 12m</li> <li>&gt; clarify that 2.4m is needed on each side of the street as road widening, consistent with the details outlined in Section 4 Public realm catalogue.</li> </ul>
44.	Figure 24: Cross section - Duke Street - little street	In response to Item 25 of Table 11, the public realm guideline has been updated to amend the relevant cross section to clarify that there are no changes to the two-way traffic flow in Duke Street.
45.	Figure 25: Cross section - Potts Street (20m section) - little street	In response to Items 9 and 25 of Table 11, the public realm guideline has been updated to amend the relevant cross section to show two-way traffic, based on a cul-de-sac arrangement not previously reflected.
46.	Figure 26: Cross section - Potts Street (15m section) - little street	In response to Item 25 of Table 11, the public realm guideline has been updated to amend the relevant cross section to: <ul style="list-style-type: none"> <li>&gt; show a redeveloped building on the eastern side of the street</li> <li>&gt; reflect a cul-de-sac arrangement that is shown on the maps, but which was not previously reflected in the cross section.</li> </ul>
<b>4 Public realm catalogue</b>		
47.	Figures 27 - 31	In response to Item 25 of Table 11, the public realm guideline has been updated to reflect the following amendments: <ul style="list-style-type: none"> <li>&gt; amend numbering / annotations throughout the diagrams in Section 4 Public realm catalogue</li> <li>&gt; remove item S8, as the east-west laneway is no longer required</li> <li>&gt; add item S12 at the south-eastern corner of Stanley Street and Ipswich Road.</li> </ul>
48.	Tables 2, 3, 4, 5, and 6	In response to Item 25 of Table 11, the public realm guideline has been updated to reflect the following amendments:

Amendment no.	Relevant section	Reason for/nature of amendment
		<ul style="list-style-type: none"> <li>&gt; update cross references to other Figures as per amended numbering</li> <li>&gt; renumber catalogue items as per changes to Figures 27 – 31</li> <li>&gt; make consequential amendments to text arising from other changes described in this table.</li> </ul>
49.	Figure 27: Public realm catalogue plan - Precinct 1 - Woolloongabba Core	In response to Items 25 and 26 of Table 11, the public realm guideline has been updated to add purple linework to denote road widening at Mark Lane, corresponding to textual components in Table 2: Precinct 1 - Woolloongabba Core public realm catalogue.
50.	Figure 27: Public realm catalogue plan - Precinct 1 - Woolloongabba Core	In response to Items 3 and 26 of Table 11, the public realm guideline has been updated to amend shape of POPAOS in the block bound by Stanley Street, Hubert Street, Hawthorne Street, and Reid Street, as per changes identified in connection with Figure 3.
51.	Figure 27: Public realm catalogue plan - Precinct 1 - Woolloongabba Core	<p>In response to Item 9 of Table 11, the public realm guideline has been updated to amend the vehicle circulation adjoining the block bounded by Stanley Street, Hubert Street, Hawthorne Street, and Reid Street arrangements as per changes to:</p> <ul style="list-style-type: none"> <li>&gt; Figure 3: Shaded intersections and major and minor shade tree plantings</li> <li>&gt; Figure 22: Cross section - Hubert Street - neighbourhood street</li> <li>&gt; Figure 23: Cross section - Reid Street - neighbourhood street.</li> </ul>
52.	Table 2: Precinct 1 - Woolloongabba Core public realm catalogue	<p>In response to Items 2 and 5 of Table 11, amend item O1 (previously OS1) to:</p> <ul style="list-style-type: none"> <li>&gt; delete the minimum required area.</li> <li>&gt; replace the requirement for 4 hours of daylight to open space with the following textual content:</li> </ul> <p><i>Design to support appropriate light penetration to landscaped areas, and species selection to support growth, maintenance, and longevity of plants and trees</i></p>
53.	Table 2: Precinct 1 - Woolloongabba Core public realm	<p>In response to Items 9, Table 11, add the following bullet point to S1:</p> <p><i>Create left / in left out arrangement at the intersection of Stanley Street and Hubert Street</i></p>

Amendment no.	Relevant section	Reason for/nature of amendment
	catalogue	
54.	Table 2: Precinct 1 - Woolloongabba Core public realm catalogue	In response to Items 9 of Table 11, the public realm guideline has been updated to add the following bullet points in relation to item S4: <ul style="list-style-type: none"> <li>&gt; change Hubert Street from a one-way (northbound) street to a two-way street</li> <li>&gt; widen eastern and western sides of the street, as illustrated in Figure 22</li> <li>&gt; remove car parking to support two-way traffic, as needed.</li> </ul>
55.	Table 2: Precinct 1 - Woolloongabba Core public realm catalogue	In response to Item 9 of Table 11, delete item S8 in relation to an east-west laneway between Hubert Street and Reid Street.
56.	Table 2: Precinct 1 - Woolloongabba Core public realm catalogue	In response to Item 26 of Table 11, the public realm guideline has been updated to add the following to the first bullet point in relation to item S11 (previously item S12): <i>,provide parallel parking / drop-off, street trees, and generous footpath width to support pedestrian movement</i>
57.	Figure 28: Public realm catalogue plan - Precinct 2 - Logan Road	In response to Item 25 of Table 11, the public realm guideline has been updated to add item S12 to the south-eastern corner of Stanley Street and Ipswich Road / Main Street.
58.	Figure 28: Public realm catalogue plan - Precinct 2 - Logan Road	In response to Item 3 of Table 11, the public realm guideline has been updated to add new POPAOS to the north of Watt Park.
59.	Figure 28: Public realm catalogue plan	In response to Item 3 of Table 11, the public realm guideline has been updated to add new POPAOS mid-block,

Amendment no.	Relevant section	Reason for/nature of amendment
	- Precinct 2 - Logan Road	north of Walker Street.
60.	Figure 28: Public realm catalogue plan - Precinct 2 - Logan Road	In response to Item 22 of Table 11, the public realm guideline has been updated under item O7 to add the following bullet point to the sub-points under bullet point 1:  <i>feature flood resilient and water sensitive urban design</i>
61.	Figure 28: Public realm catalogue plan - Precinct 2 - Logan Road	In response to Item 3 of Table 11, the public realm guideline has been updated under item P3 (previously P2) to amend the minimum required area from 900m2 to 600-900m2.
62.	Figure 28: Public realm catalogue plan - Precinct 2 - Logan Road	In response to Items 3, 22, and 26 of Table 11, the public realm guideline has been updated to add new item P5 in relation to additions to Figure 28, stating: <ul style="list-style-type: none"> <li>&gt; provide POPAOS to support open space needs of a new mixed-use community</li> <li>&gt; incorporate WSUD and flood responsive elements</li> <li>&gt; minimum area: 600-900m2</li> </ul>
63.	Figure 28: Public realm catalogue plan - Precinct 2 - Logan Road	In response to Items 3, 22, and 26 of Table 11, the public realm guideline has been updated to add a new item P6 in relation to additions to Figure 28, stating: <ul style="list-style-type: none"> <li>&gt; provide POPAOS to add to the open space offered by Watt Park (in addition to the park expansion area)</li> <li>&gt; incorporate WSUD and flood responsive elements</li> <li>&gt; minimum area: 300-600m2</li> </ul>
64.	Table 3: Precinct 2 - Logan Road public realm catalogue (continued)	In response to Items 12 and 25 of Table 11, the public realm guideline has been updated to add new item S12 as follows: <ul style="list-style-type: none"> <li>&gt; Investigate closure of left slip lane from Stanley Street into Ipswich Road to improve active transport safety and increase crowd storage space at the intersection.</li> </ul>

Amendment no.	Relevant section	Reason for/nature of amendment
65.	Figure 29: Public realm catalogue plan - Precinct 3 - Ipswich Road	In response to Item 3 of Table 11, the public realm guideline has been updated to: <ul style="list-style-type: none"> <li>&gt; remove item P7, in relation to POPAOS on the northern side of Wilton Street</li> <li>&gt; add a note in relation to the cross-block link needing to be 10m wide, with the previously shown line item deleted from Table 4: Precinct 3 - Ipswich Road public realm catalogue.</li> </ul>
66.	Figure 29: Public realm catalogue plan - Precinct 3 - Ipswich Road	In response to Item 3 of Table 11, delete item P7 (as numbered in the draft guideline).
67.	Figure 30: Public realm catalogue plan - Precinct 4 - Woolloongabba North	In response to Item 25 of Table 11, the public realm guideline has been updated to reflect changes to Duke Street as shown in updated Figure 24.
68.	Figure 31: Public realm catalogue plan - Precinct 5 - Mater Hill	In response to Item 25 of Table 11, the public realm guideline has been updated to reflect changes made to Figure 3.
69.	Appendix A: Preferred Tree Species	In response to Item 16 of Table 11, the public realm guideline has been updated to add a new Appendix outlining preferred tree species by street type (now Appendix B1).
70.	Appendix A: Shade structures	In response to Items 15, 19, and 23 of Table 11, the public realm guideline has been updated to introduce illustration examples of shade structures to further support changes made to section 2.2 of the public realm guideline regarding shade structures.

# Appendix A - Courier Mail notice

## Economic Development Queensland

Creating and investing in sustainable places for Queensland to prosper

### Have your say

### Proposed Development Scheme for the Woolloongabba Priority Development Area (PDA)

Pursuant to section 59 of the *Economic Development Act 2012* the Minister for Economic Development Queensland (MEDQ) gives notice that public notification of the proposed development scheme for the Woolloongabba PDA has commenced.

The proposed development scheme (The Woolloongabba Plan) is a draft regulatory document that controls land use, infrastructure planning and development in a PDA.

The MEDQ invites you to make a written submission about the proposed development scheme between 2 May 2024 to 14 June 2024 (the submission period).

The proposed development scheme may be viewed during the submission period on the EDQ website at: [www.edq.qld.gov.au](http://www.edq.qld.gov.au)

Submissions can be made to the MEDQ by:

**Online:** [haveyoursay.dsdlgp.qld.gov.au/woolloongabba-priority-development-area](http://haveyoursay.dsdlgp.qld.gov.au/woolloongabba-priority-development-area)

**Email:** [edq@dsdlgp.qld.gov.au](mailto:edq@dsdlgp.qld.gov.au)

**Post:** Economic Development Queensland, GPO Box 2202 Brisbane QLD 4001

Submissions should include the submitter's name and contact details and any relevant feedback.

#### Further information

To find out more about more, including details of upcoming engagement activities, please visit [haveyoursay.dsdlgp.qld.gov.au/woolloongabba-priority-development-area](http://haveyoursay.dsdlgp.qld.gov.au/woolloongabba-priority-development-area) or scan the QR code below.

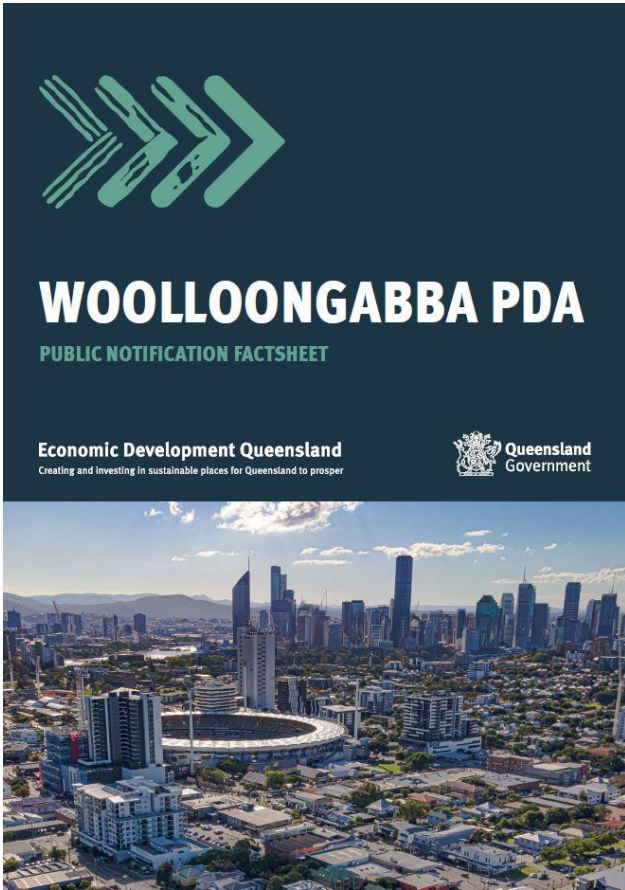


Queensland  
Government

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# Appendix B - Engagement materials

## Factsheet





# WHAT THIS FACTSHEET COVERS

This factsheet provides information about the Woolloongabba PDA, Brisbane's growth, community priorities and how to make a submission about the Proposed Development Scheme (The Woolloongabba Plan) and supporting Draft Public Realm Guideline.



## WHAT IS HAPPENING?

The community are invited to have their say about the Proposed Development Scheme for the Woolloongabba PDA between 2 May to 14 June 2024 (the submission period).

During the submission period, Economic Development Queensland (EDQ) is seeking your feedback about the PDA's Proposed Development Scheme (The Woolloongabba Plan) and supporting Draft Public Realm Guideline.

The Woolloongabba Plan and supporting Draft Public Realm Guideline provide a proposed planning framework to manage growth and facilitate transformative urban regeneration, enabling more housing, more jobs and more open space.



Conceptual only – not final. Image source: Cross River Rail Delivery Authority

## DID YOU KNOW? >>>

Due to Cross River Rail, Woolloongabba will soon be just a three-minute train ride from the CBD.

## BACKGROUND

### BRISBANE IS GROWING

Brisbane is growing. By 2045, it is expected to welcome close to half a million more residents which will require more than 200,000 new homes, as well as quality new spaces and places to work and play.

Urban regeneration helps manage this growth by revitalising underutilised city areas, enabling new ways to enjoy urban life and support more people living closer to public transport, workplaces, entertainment districts and services.

Boosted by its central location, access to existing services and jobs, and unprecedented public transport investment, including Cross River Rail and the proposed Brisbane Metro station, Woolloongabba is experiencing its own urban regeneration.

The State Government, through EDQ, has developed a proposed plan – The Woolloongabba Plan – to guide the urban regeneration process, providing a planning framework to coordinate development activities that enable the following transformative urban renewal outcomes:

- > more and greater diversity in housing, including social and affordable housing
- > extensive urban greening through a connected network of new high-quality public spaces and revitalised pedestrian-friendly streets
- > great communities with easy access to day-to-day amenities and high-frequency public transport
- > major central events and cultural entertainment precinct set around a new Central Park and proposed community hub / library
- > prosperous employment hub centred around health and innovation
- > elevate visibility of the area's First Nations and European history and culture as a key feature of its distinctive place identity through interpretation and adaptive reuse
- > promote urban design excellence and sustainability.

### UNDERSTANDING COMMUNITY PRIORITIES FOR WOOLLOONGABBA'S URBAN REGENERATION

To help inform planning for the PDA, EDQ engaged Studio TH, an independent not-for-profit urban change management specialist, to undertake a community priorities study. The study explored community perspectives on urban change in Woolloongabba and identified priorities for future development. Drawing on the responses of 500 community members, gathered insights are summarised as follows:

- > The community values Woolloongabba for its convenient location and unique identity as an inner-city neighbourhood, international sports hub and centre for health and education. The importance (and challenge) of making all the different parts work well together is well understood.
- > The community is highly supportive of the area's urban regeneration, viewing it as an opportunity to make the area more people-friendly, increase open space and greenery, make it easier to walk and cycle, provide more affordable and greater diversity of housing options, and promote a way of life that's good for the environment.
- > Woolloongabba's older residents (45 years of age) were concerned about the potential impact of taller buildings on the area's character. Younger residents (aged between 18 to 35) expressed the importance of regeneration to deliver more affordable housing options.

Further information about the study is detailed in the Woolloongabba Community Priorities Report, available at the Woolloongabba PDA 'have your say' page here: <https://haveyoursay.edq.qld.gov.au/woolloongabba-priority-development-area>



SCAN THE QR CODE TO HAVE YOUR SAY >>>

## WHAT IS A PDA?

Priority Development Areas (PDAs) are parcels of land within Queensland identified for land development to deliver significant benefits to the community. Further details about PDAs can be found at the EDQ website: [edq.qld.gov.au](http://edq.qld.gov.au).

## WHAT IS THE WOOLLOONGABBA PDA?

The Woolloongabba PDA was declared on 22 September 2023 and comprises an area of approximately 106 hectares, covering parts of Woolloongabba, Kangaroo Point, East Brisbane, and South Brisbane (see Figure 1).

The PDA was declared in response to a range of urban regeneration opportunities such as:

- > major public transport investment in Cross River Rail, the Kangaroo Point Green Bridge and the proposed Woolloongabba Brisbane Metro station
- > alignment with other State priorities, such as affordable and social housing provision, high-value job creation, and improved amenity for community enjoyment
- > potential for greater planning cohesion and integration, connecting significant precincts to the city and major destinations
- > revitalising underutilised inner-city areas to support more people living closer to public transport, workplaces, entertainment districts and services.

Through its declaration as a PDA, EDQ's streamlined planning and assessment processes apply, enabling more housing, jobs and open space sooner.

Following declaration of the Woolloongabba PDA, EDQ has developed a proposed planning framework to manage growth and facilitate transformative urban regeneration. The proposed planning framework includes the following key documents:

- > A Proposed Development Scheme, called The Woolloongabba Plan
  - > Draft Public Realm Guideline.
- Between 2 May to 14 June 2024 (the submission period), EDQ is seeking your feedback about The Woolloongabba Plan and supporting Draft Public Realm Guideline. These documents are available at the EDQ website, together with additional information such as how to make a submission.

An Interim Infrastructure Plan Background Report detailing baseline infrastructure and ultimate infrastructure requirements is also available for background purposes.

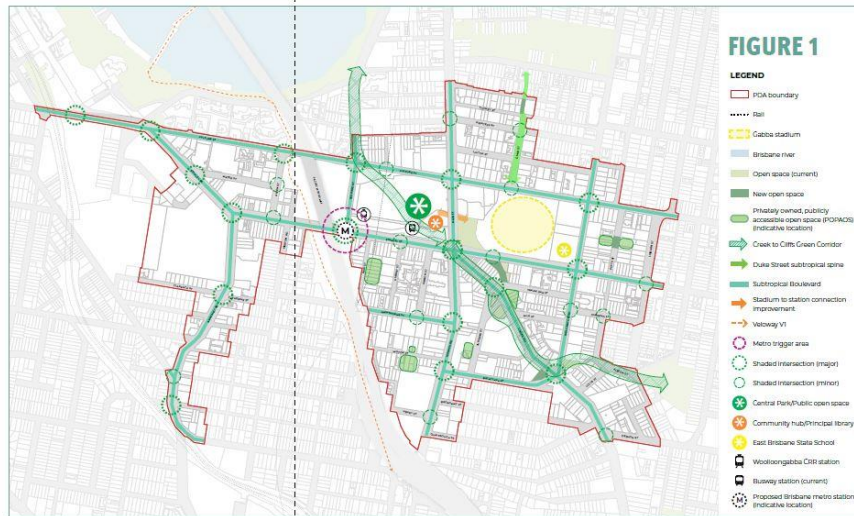


FIGURE 1

### LEGEND

- PDA boundary
- Rail
- Gabba stadium
- Brisbane river
- Open space (summit)
- New open space
- Primary/opened, publicly accessible open space (POSPACS) (indicative location)
- Creek to City Green Corridor
- Duke Street subtropical spine
- Subtropical boulevard
- Stadium to station connection improvement
- Walkway V1
- Metro trigger area
- Shaded intersection (major)
- Shaded intersection (minor)
- Central Park/Public open space
- Community hub/Principal library
- East Brisbane State School
- Woolloongabba City station
- Railway station (current)
- Proposed Brisbane metro station (indicative location)

## WHAT IS A DEVELOPMENT SCHEME?

A Development Scheme is a regulatory document designed to control land use and infrastructure planning. A Development Scheme:

- > establishes the development intent for a PDA and sets the planning policy against which future development applications are assessed
- > provides a framework to coordinate development activities that enable desired outcomes.

Before finalising a Development Scheme, the Minister for Economic Development Queensland (MEDQ) invites community feedback about a draft plan for a PDA known as a Proposed Development Scheme. The Woolloongabba Plan is the Proposed Development Scheme for the Woolloongabba PDA.



## WHAT IS THE WOOLLOONGABBA PLAN?

The Woolloongabba Plan proposes a regulatory framework comprising a PDA Vision and a range of PDA development requirements to manage the PDA's transformative change and urban renewal. The Woolloongabba Plan does not propose development.

Between 2 May to 14 June 2024 (the submission period), EDQ is seeking your feedback about The Woolloongabba Plan and supporting Draft Public Realm Guideline. Following consultation, EDQ will review all feedback and refine The Woolloongabba Plan, with an anticipated finalisation date around September 2024.







## Consultation display boards

### THE WOOLLOONGABBA PRIORITY DEVELOPMENT AREA (PDA) HAS BEEN DECLARED TO COORDINATE AND ENABLE URBAN REGENERATION

## BRISBANE IS GROWING

By 2045, it is expected to welcome close to half a million more residents which will require more than 200,000 new homes, as well as quality new spaces and places to work and play.

Queensland also has housing affordability challenges and we need to help reduce our carbon footprint by living more sustainably.

Urban regeneration helps manage this growth by revitalising underutilised city areas, enabling new ways to enjoy urban life and support more people living closer to public transport, workplaces, entertainment districts and services.

Boosted by its central location, access to existing services and jobs, and unprecedented public transport investment, including Cross River Rail and the proposed Brisbane Metro station, Woolloongabba is experiencing its own urban regeneration.

### THE WOOLLOONGABBA PLAN

EDQ has developed a proposed planning framework to guide Woolloongabba's urban regeneration. The plan builds on the area's strengths and character and will enable:

- > A new Central Park, supporting community and cultural events with a proposed library / community hub
- > Increased housing supply, choice and quality. Allowing more height and density in appropriate locations, and 20% affordable and social housing
- > Improved walking and cycling tracks making it safer to get around and access surrounding places
- > Extensive urban greening through a connected network of high quality public spaces and pedestrian friendly streets
- > Prosperous employment hub centred around health, innovation, events and entertainment
- > Visibility of the area's First Nations and European history and culture through interpretation and adaptive reuse
- > Urban design excellence and sustainability.



### COMMUNITY INSIGHTS

Almost 70% of people who participated in our community priorities study felt that urban regeneration of Woolloongabba was very important or absolutely essential for Brisbane's future.

### DID YOU KNOW?

Due to Cross River Rail, Woolloongabba will soon be just a three-minute train ride from the CBD.

### Economic Development Queensland

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## WOOLLOONGABBA PRIORITY DEVELOPMENT AREA

Priority Development Areas (PDAs) are applied to parcels of land within Queensland, identified for land development to deliver significant benefits to the community.

The Woolloongabba PDA was declared in response to a range of urban regeneration opportunities such as:

- > Major public transport investment in Cross River Rail, the Kangaroo Point Green Bridge and the proposed Woolloongabba Brisbane Metro station
- > Alignment with other State priorities, such as affordable and social housing provision, high-value job creation, and improved amenity for community enjoyment
- > Potential for greater planning cohesion and integration, connecting significant precincts to the city and major destinations
- > Revitalising underutilised inner-city areas to support more people living closer to public transport, workplaces, entertainment districts and services.

The proposed planning framework includes:

Proposed Development Scheme (The Woolloongabba Plan) – a regulatory document designed to control land use and infrastructure planning:

- > Establishes the development intent for a PDA and sets the planning policy against which future development applications are assessed
- > Provides a framework to coordinate development activities

Draft Public Realm guideline – supports the public realm outcomes outlined in the development scheme, including the public open space network and green streets.



Conceptual only – not final  
Image source: Cross River Rail Delivery Authority

### DID YOU KNOW?

#### HOW QUICKLY WILL THE PDA DEVELOP?

The Woolloongabba Plan is a long-term planning document to guide the PDA's growth over the next 40 years.






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# COMMUNITY PRIORITIES

EDQ ENGAGED STUDIO THI TO UNDERTAKE A COMMUNITY PRIORITIES STUDY TO UNDERSTAND WOOLLOONGABBA COMMUNITY'S VIEWS AND PRIORITIES TO HELP INFORM THE PDA.

COMMUNITY PRIORITIES	HOW THE PDA HAS RESPONDED
 <p>A more people-friendly environment</p>	<ul style="list-style-type: none"> <li>Supports the reinvigoration of well-loved places through design-led urban renewal drawing on the area's rich First Nations and European history + culture</li> <li>Enables new + enhanced open space + green streets for community enjoyment + active healthy urban living</li> <li>Best-practice design requirements centred around people (communal open space, sustainability, urban design, occupant comfort + convenience)</li> <li>Focus on active + public transport, not cars.</li> </ul>
 <p>Pedestrians and cyclists are prioritised, with safer + better connections</p>	<ul style="list-style-type: none"> <li>Pedestrian + cyclist-friendly green streets (new streetscapes, improved intersection crossings)</li> <li>Strategic shade tree planting (shaded intersections, maximise canopy cover)</li> <li>New streetscape hierarchy which prioritise active transport (removal of conflict points, separated cycle ways)</li> <li>Better connections to existing + new open space (e.g. South Bank Parklands, Raymond + Rotary Parks)</li> <li>Less car parking + more pedestrian prioritisation to get people out of cars.</li> </ul>
 <p>A diversity of affordable places to live</p>	<ul style="list-style-type: none"> <li>Affordable + social housing requirements (min 20%)</li> <li>Housing diversity + accessibility requirements (e.g. min 20% 3-bedroom)</li> <li>Encouragement of housing types in particular areas (e.g. key worker housing, retirement living)</li> <li>Effective housing affordability and diversity requirements to protect against gentrification.</li> </ul>
 <p>A lush and green place with more public open space</p>	<ul style="list-style-type: none"> <li>Extensive urban greening + public realm strategy (new open space network, including Central Park, Creek to Cliffs Green Corridor, Duke Street Subtropical Spine + POPAOS)</li> <li>More green streets, less grey streets</li> <li>More ground plane for open space + urban greening (enable taller buildings to free up ground level)</li> <li>Vertical landscaping + green building requirements.</li> </ul>
 <p>A vibrant cultural scene with diverse social activities and community facilities</p>	<ul style="list-style-type: none"> <li>Enable mixed-use cultural + entertainment precinct set around high-frequency public transport and co-located Central Park + Community Hub</li> <li>New connected + activated subtropical open space network (spaces to socialise, recreate + hold markets and events)</li> <li>Promotes place identity through interpretation + adaptive reuse design requirements (First Nations + European history).</li> </ul>

## WHO DID WE HEAR FROM?

- 500 people completed an online survey via two approaches:
- A group of 157 respondents, independently recruited to reflect Woolloongabba's mix of ages, renters, and those born overseas
  - An additional 343 respondents who completed a public survey via EDQ's 'Have Your Say' page.

The combined approach of a recruited and public survey ensured the views of the area's diverse community were captured.

## WHAT YOU TOLD US

"A diverse choice of housing needs to be accommodated... the apartment stock should accommodate families and a diverse range of people of different age, background and culture." - public survey respondent

"Make bike and foot the mode of choice so that car movement is not prioritised as it is now." - public survey respondent

## COMMUNITY INSIGHTS

### DIFFERENCES BY AGE / COMMUNITY

Woolloongabba's older residents (over 45 years of age) were concerned about the potential impact of taller buildings on the area's character.

Younger residents (aged between 18 to 35) expressed the importance of regeneration to deliver more affordable housing options.

READ MORE ABOUT THE COMMUNITY'S VIEWS HERE



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# VISION

WOOLLOONGABBA IS A VIBRANT GLOBALLY SIGNIFICANT ENTERTAINMENT PRECINCT, A CENTRE FOR HEALTH SERVICES AND AN INCLUSIVE SUSTAINABLE COMMUNITY.

Over the next 40 years, the PDA is forecast to enable 14,000 new homes, accommodating an estimated population of around 24,000 people and over 36,000 employees.

The Woolloongabba Plan aims to increase housing supply in a sustainable manner, limiting urban sprawl and transforming this underutilised part of Brisbane's inner south. The accommodation of taller buildings allows more of the ground plane to facilitate new open space.

## WHAT YOU TOLD US

"Make bike and foot the mode of choice so that car movement is not prioritised as it is now." - public survey respondent

"Real usable green space to connect people and build community." - public survey respondent



## KEY ELEMENTS

### ACTIVITY NODES AND DESTINATIONS



- New urban core concentrated around major public transport infrastructure, world-class open space and the Gabba Stadium
- Health and knowledge hub anchored by existing health infrastructure is strengthened through growth in health services and complementary uses
- New walkable urban village focused around more open space, retail and hospitality offerings
- Better connections to major destinations

### IDENTITY AND PLACE




- New and enhanced open space support public life and provide extensive urban greening
- Enhanced centres of cultural activity contribute to place identity and support public life
- Cultural journey from Kingfisher Creek to Kangaroo Point Cliffs, together with a walkable spine along Stanley Street transforms active travel and the PDA experience

### CONNECTIVITY



- Better connected neighbourhoods, services and major destinations via new green public realm network
- Comfortable active travel via shaded intersections and streets

### HEALTH AND KNOWLEDGE ECOSYSTEM



- Strengthened health and knowledge corridor for greater Brisbane
- Greater diversity in housing supported by major public transport infrastructure and more education and employment opportunities

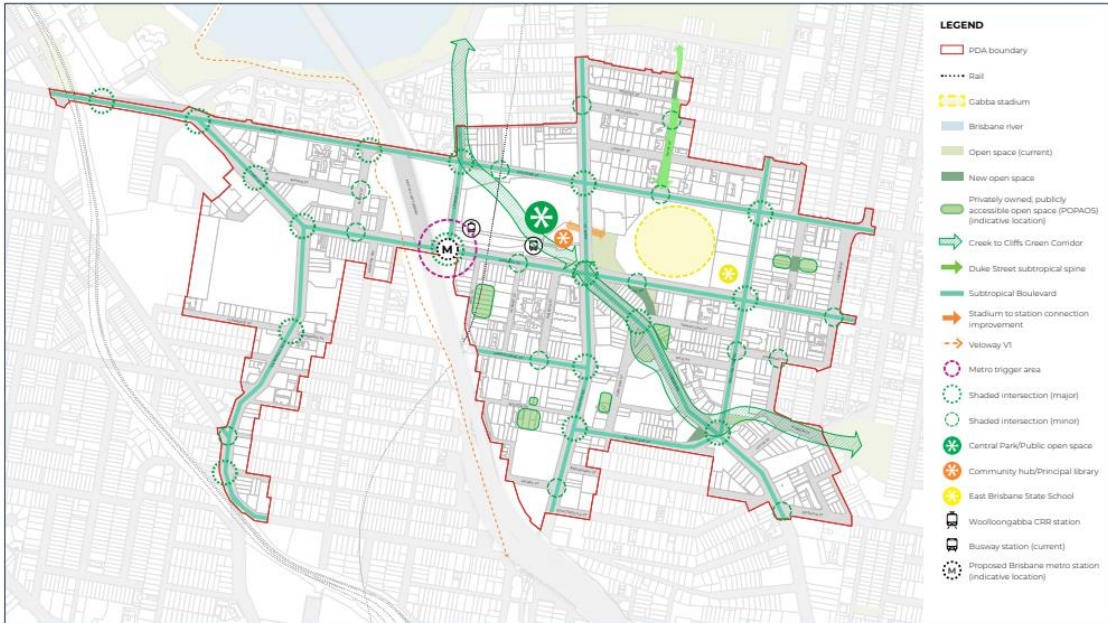
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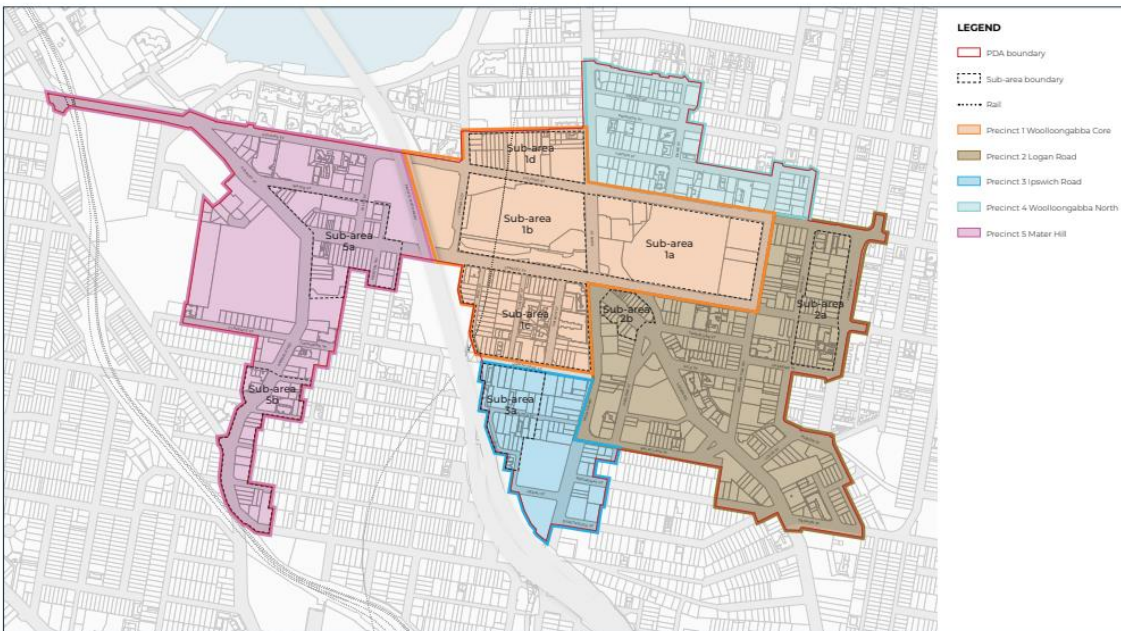
# WOOLLOONGABBA PDA - STRUCTURAL ELEMENTS



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# WOOLLOONGABBA PDA - PRECINCT PLAN



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# DRAFT PUBLIC REALM GUIDELINE

## KEY OUTCOMES

- Deliver more parks and open space
- Establish a connected network of high-quality public spaces and revitalised green streets
- Promote and prioritise active travel, uplifting amenity, accessibility and pedestrian comfort
- Elevate visibility of the area's rich and distinctive First Nations and European heritage
- Exemplify sustainability and subtropical design
- Mitigate urban heat island effects.

## COMMUNITY INSIGHTS

Over 70% of survey respondents were highly supportive of increasing active transport connections in and around Woolloongabba and increasing open space and greenery.



## WHAT YOU TOLD US

"The current streets are not really walkable. There is no shade or street trees. It is barren and exposed. Getting the streets right with natural shade will be really important." - public survey respondent

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# PRECINCT 1: WOOLLOONGABBA CORE

Precinct 1 will undergo major development to establish a thriving precinct core, supporting cultural activities, major events and rich day and night activity. The precinct will be anchored by high-frequency public transport, world-class open space and active transport, and the Gabba Stadium.

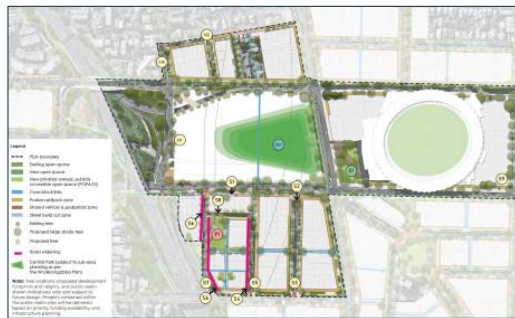
The precinct accommodates the greatest concentration of mixed-use activity within the Woolloongabba PDA. This includes principal business and administration functions, complemented by retailing, entertainment, education, community and cultural facilities, tourism and residential uses, including affordable housing.

### PREFERRED USES – PRECINCT 1 (EXCLUDING SUB-AREA 1A)

- Bar
- Food and drink outlet
- Place of worship
- Shop
- Community use
- Hotel
- Short-term accommodation
- Education establishment
- Multiple dwelling
- Office
- Park

### PREFERRED USES – SUB-AREA 1A

- Community use
- Educational establishment
- Food and drink outlet
- Function facility
- Indoor sport and recreation
- Major sport, recreation and entertainment facility
- Office
- Park



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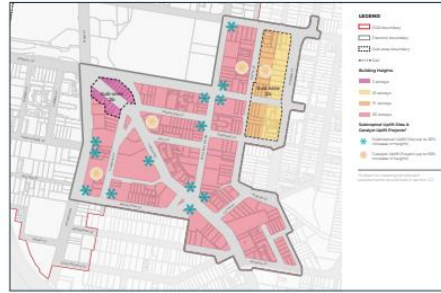
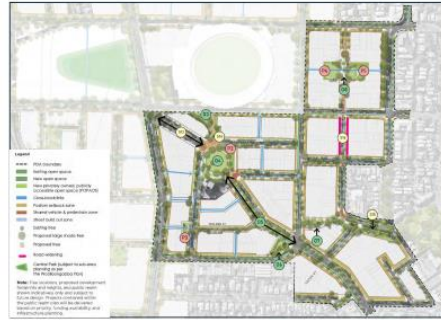
# PRECINCT 2: LOGAN ROAD

Precinct 2 will experience significant urban renewal, developing into a green and vibrant mixed-use neighbourhood.

Centred on a transformed Jurgens Street park, forming part of the Creek to Cliffs Green Corridor, the precinct provides clear, comfortable and equitable access to existing and future public transport infrastructure and nearby major facilities and employment nodes.

Whilst enabling mixed-use opportunities, Precinct 2 has a predominately residential focus, capitalising on the precinct's improved urban amenity, proximity to public transport options and high-quality public realm.

PREFERRED USES – PRECINCT 2 (EXCLUDING SUB-AREA 2A AND 2B)		
Food and drink outlet	Rooming accommodation	fronting Vulture Street/ Stanley Street/Ipswich Road/Wellington Road and where integrated into a multistorey development)
Multiple dwelling	Service industry	
Indoor sport and recreation	Shop	
Health care service	Showroom (up to 1,500m <sup>2</sup> in gross floor area, where	
Park		
PREFERRED USES – SUB-AREA 2A		
Food and drink outlet	any individual tenancy)	Residential care facility
Shop (where fronting Stanley Street and where no greater than 1,500m <sup>2</sup> for	Multiple dwelling	Rooming accommodation
	Retirement facility	
PREFERRED USES – SUB-AREA 2B		
Bar	Food and drink outlet	Shop (where no greater than 250m <sup>2</sup> for any individual tenancy)
Club	Hotel	
Community care centre	Office (where not at ground level)	
Community use		



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# PRECINCT 3: IPSWICH ROAD

Precinct 3 supports a diverse mix of uses, with more intensive non-residential development orientated to the Ipswich Road sub-tropical boulevard. Amenity will be enhanced through subtropical streetscape treatments and new open space, supporting a growing residential population primarily focused within Sub-area 3a.

The precinct frames the Woolloongabba core precinct and delivers improved active transport connections to major public transport infrastructure, Hawthorne Street will maintain a prevailing residential focus, providing transition between the mixed-use character of the Woolloongabba core precinct and Ipswich Road.

Sub-area 3a supports a downward transition in building height from the more intensive scale of development along Ipswich Road and within Precinct 1, to a residential character supporting diverse housing with sensitive interfaces to adjoining residential character areas.

PREFERRED USES – PRECINCT 3 (EXCLUDING SUB-AREA 3A)		
Childcare centre	Research and technology industry	Showroom (up to 1,500m <sup>2</sup> in gross floor area, where fronting Ipswich Road and where integrated into a multistorey development)
Educational establishment	Retirement facility	
Food and drink outlet	Rooming accommodation	
Health care services	Shop (where no greater than 1,500m <sup>2</sup> for any individual tenancy)	
Multiple Dwelling		
Office		
Place of Worship		
PREFERRED USES – SUB-AREA 3A		
Community care centre	Community use	Multiple dwelling
Community residence	Health care services	Park



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# PRECINCT 4: WOOLLOONGABBA NORTH

Precinct 4 enables improved connections between the Woolloongabba Core precinct, Kangaroo Point, Raymond Park and the Brisbane river. Higher density development is focused in proximity to the existing and future public transport infrastructure within the Woolloongabba Core precinct.

New development provides a transition in building heights to the adjoining traditional character areas to minimise amenity impacts.

Precinct 4 has a residential land use focus, with commercial, retail and mixed-use development orientated towards Vulture Street and Main Street. Development enables improved north-south connections along Main Street, promoting active transport to the Kangaroo Point Cliffs and Kangaroo Point Green Bridge. Duke Street is revitalised as a subtropical green spine, linking the Woolloongabba Core precinct and Raymond Park, with new cross-block links and open space supporting a walkable neighbourhood.

## PREFERRED USES – PRECINCT 4 – WOOLLOONGABBA NORTH

- > Childcare centre
- > Club
- > Food and drink outlet
- > Function facility
- > Hotel
- > Multiple dwelling
- > Shop (where no greater than 1,500m<sup>2</sup> for any individual tenancy)
- > Short-term accommodation



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# PRECINCT 5: MATER HILL

Precinct 5 is anchored by major health infrastructure including the Mater and Children's hospitals and facilitates the growth and expansion of specialised health and knowledge facilities. Development in this precinct does not diminish or adversely impact the ability of these key hospitals to function and operate effectively.

Positioned at the western extent of the Woolloongabba PDA, Precinct 5 provides an important connection between the PDA and the major entertainment, recreation and creative destination of South Bank Parklands.

Heritage places are to be retained and adaptively reused in a way which respects the cultural significance of these places.

## PREFERRED USES – PRECINCT 5: MATER HILL (EXCLUDING SUB-AREAS 5A AND 5B)

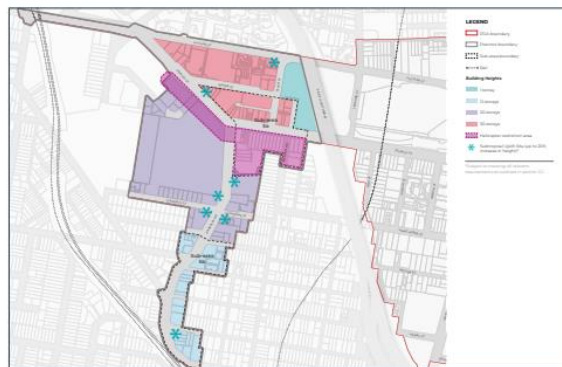
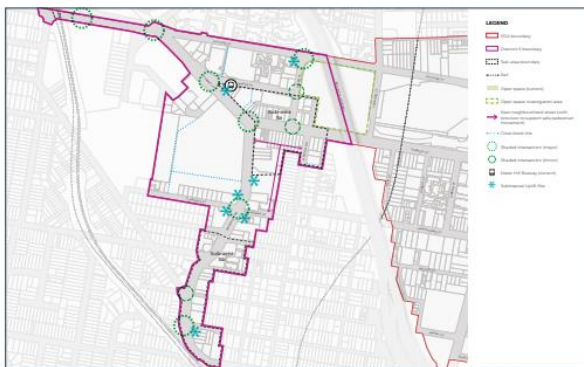
- > Community care centre
- > Child care centre
- > Educational establishment
- > Emergency services
- > Health care services
- > Hospital
- > Short-term accommodation

## PREFERRED USES – SUB-AREA 5A: STANLEY STREET

- > Health care services
- > Health co-located uses
- > Food and drink outlet
- > Shop (where no greater than 1,500m<sup>2</sup> for any individual tenancy)
- > Short-term accommodation
- > Multiple dwelling (where for key workers associated with hospital or health care services)

## PREFERRED USES – SUB-AREA 5B: ANNERLEY ROAD

- > Food and drink outlet
- > Multiple dwelling
- > Shop (where no greater than 1,500m<sup>2</sup> for any individual tenancy)
- > Short-term accommodation
- > Rooming accommodation



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## FAQs ×

---

? What is a Development Scheme?

---

? What is the Woolloongabba Plan?

---

? What is a proposed Development Scheme?

---

? How does the Proposed Development Scheme relate to the Interim Land Use Plan?

---

? When will the Development Scheme for the Woolloongabba PDA be finalised?

---

? How do I comment on the Proposed Development Scheme for the Woolloongabba PDA?

---

? Who is responsible for assessing development applications in the Woolloongabba PDA?

---

? Is there any guidance about how to make a submission about a Proposed Development Scheme?

---

? What is the Draft Public Realm Guideline?

---

? What is the Interim Infrastructure Plan Background Report (Interim IPBR) for the Woolloongabba PDA?

---

? When will the draft Development Charges and Offset Plan (DCOP) be made available for public comment?

---

? Will the Queensland Government's commitment to 50% open space and provision of social and affordable housing for the Woolloongabba Cross River Rail (CRR) precinct be retained?

---

? What is happening with the Gabba Stadium?

---

? Will the Gabba Stadium still be used for Brisbane 2032?

---

? What is happening with East Brisbane State School?

---

? What is happening with Raymond Park?



# Submission form

Economic Development Queensland  
Leading the way in a sustainable future for Queenslanders



## Woolloongabba Priority Development Area

Proposed Development Scheme (The Woolloongabba Plan) and draft Public Realm Guideline

### Submission form

A submission should:

- be in writing
- include the submitter's name and contact details
- be received during the submission period, from 2 May 2024 to 14 June 2024
- include a description of any aspects of the Proposed Development Scheme (The Woolloongabba Plan) and/or Draft Public Realm Guideline that you would like to provide feedback.

Providing the above information will ensure your views are considered. To assist with the preparation of submissions, Economic Development Queensland has prepared this submission form, which can be completed and submitted via email or post. Use of this submission form is non-mandatory.

#### Submitter Details

**Please provide the following details**  
 Please fill in the details of each person making the submission. If there are more than two submitters, please provide these details as an attachment.

Name(s) (individual or company name in full)	
Email address	
Residential/ business address	
Postal address	
Organisation (optional)	
Telephone number (optional)	
Attachments (please tick if applicable)	<input type="checkbox"/> additional pages have been attached to support this submission

**IMPORTANT NOTICE**  
 Economic Development Queensland will publish details of your submission; however, your name, address, and personal contact details will not be disclosed but are required for the purpose of making a formal submission. The Minister of Economic Development Queensland will be provided a copy of all submissions.

#### Level of support

**Please indicate your level of support**  
 Please also provide feedback in the following sections

Proposed Development Scheme – The Woolloongabba Plan	Support <input type="checkbox"/> Support with changes <input type="checkbox"/> Neutral <input type="checkbox"/> Do not support <input type="checkbox"/>
Draft Public Realm Guideline	Support <input type="checkbox"/> Support with changes <input type="checkbox"/> Neutral <input type="checkbox"/> Do not support <input type="checkbox"/>



## Proposed Development Scheme – The Woolloongabba Plan feedback

**Please include:**

- a description of any aspects of The Woolloongabba Plan that you support and/or object to, including references to specific sections
- the grounds (reasons) for the submission and the facts and circumstances relied on to support the grounds
- any suggestions for improvement

The Woolloongabba Plan

## Draft Public Realm Guideline Feedback

**Please include:**

- a description of any aspects of the Draft Public Realm Guideline that you support and/or object to, including references to specific sections
- the grounds (reasons) for the submission and the facts and circumstances relied on to support the grounds
- any suggestions for improvement

Draft Public Realm Guideline

**Submit your form**

	via email to <a href="mailto:edq@qed.qld.gov.au">edq@qed.qld.gov.au</a> and using the following subject heading: Woolloongabba PDA Submission
	via post – please address your letter, or completed submission form to:  Minister of Economic Development Queensland Economic Development Queensland GPO Box 2202, Brisbane QLD, 4001

# Appendix C – Post card



## WOOLLOONGABBA PRIORITY DEVELOPMENT AREA (PDA)

### PUBLIC CONSULTATION

The Woolloongabba Plan promotes transformative urban renewal around the new Woolloongabba Cross River Rail station and will enable much-needed affordable and social housing, more jobs and more open space.

This is your chance to have your say about the future of your local community.

To learn more about The Woolloongabba Plan and how you can get involved, please visit our project website.

Public Consultation is open until the 5 July 2024.



**SCAN THE QR CODE TO HAVE YOUR SAY**

<https://haveyoursay.dsdilgp.qld.gov.au/woolloongabba-priority-development-area>

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**Queensland  
Government**

# Appendix D – Social media posts

## EDQ LinkedIn posts

**Economic Development Queensland**  
7,047 followers  
2mo • Edited •

Join Us in Shaping Woolloongabba's Future! Public Consultation is Now Open 🗳️


The public notification period for the Woolloongabba Priority Development Area (PDA) has started. The consultation will run for a minimum of 30 business days, providing opportunities for everyone to have their say about the proposed development scheme (The Woolloongabba Plan). Your input is valued and will be carefully considered in the preparation process of the Development Scheme.

The Woolloongabba PDA capitalises on its strategic position within Brisbane, leveraging the once-in-a-generation opportunities created by Cross River Rail, the proposed Brisbane Metro station, and the strengthening of existing, and creation of new, urban activity centres through transformative urban renewal enabling:

- ➕ More and greater diversity in housing, including social and affordable housing
- ➕ Extensive urban greening through a connected network of new high-quality public spaces and revitalised pedestrian-friendly streets
- ➕ Great communities with easy access to day-to-day amenities and high-frequency public transport
- ➕ Major central events and cultural entertainment precinct set around a new Central Park and proposed community hub/ library
- ➕ Prosperous employment hub centred around health and innovation
- ➕ Elevate visibility of the area's First Nations and European history and culture as a key feature of its distinctive place identity through interpretation and adaptive reuse
- ➕ Promote urban design excellence and sustainability.

Check our page and don't miss your chance to Have Your Say  
👉 <https://bit.ly/3UwaHMe>

#WoolloongabbaPDA #CommunityConsultation #UrbanDevelopment #Placebasedoutcomes



Enabling urban growth close to public transport, places of work, education, entertainment, spending and play. 1:07

Rosie French and 67 others 2 comments • 11 reposts

**Economic Development Queensland**  
7,047 followers  
1mo • Edited •

Communities thrive when they're informed about upcoming changes. **Economic Development Queensland** recently gathered insights from Woolloongabba residents on urban regeneration.

**What We Learned:**  
Importance of Urban Regeneration: Nearly 70% of survey respondents see Woolloongabba's urban regeneration as crucial, with over three-quarters recognising its significance for Brisbane's future.

**Opportunities and Challenges:** Residents highlighted the need for enhanced public spaces, more greenery, better walkability and cycling infrastructure, and diverse housing options. Concerns about gentrification, transportation, and the impact of taller buildings on the area's character were also raised.

EDQ is committed to proactive and thoughtful planning, ensuring that urban regeneration aligns with community values and aspirations.

Public Notification of the Woolloongabba Plan closes on Friday, 5 July. Share your thoughts and make a submission here <https://bit.ly/4c4aiYp>

#UrbanRegeneration #CommunityEngagement #Woolloongabba #CommunityPriorities



For example, development associated with Expo88 led to South Bank Parklands and the revitalisation of South Brisbane.

You and 51 others 2 reposts

**Economic Development Queensland**  
7,047 followers  
1mo •


**Economic Development Queensland's** (EDQ) role in urban regeneration is crucial for creating vibrant, sustainable communities. EDQ and **Studio THI** have explored Woolloongabba's community priorities. Over 500 community members shared their views through surveys. Here's a quick snapshot of what we found:

- 📍 Residents value Woolloongabba's central location and unique identity.
- 🌳 Strong support for green spaces, walkability, and affordable housing.

EDQ invites you to continue the conversation and work together to build a vibrant and sustainable future for Woolloongabba!

Public Notification for the Woolloongabba PDA Development Scheme is open until 14 June. Join our "Meet a Planner" session on Thursday, 6 June, at 8 Holden Street, Woolloongabba, 4-7 pm.

Discover more and share your thoughts here <https://bit.ly/4c4aiYp>



**500**  
community members

We heard from 500 community members on their priorities for Woolloongabba's future and this is what they told us:

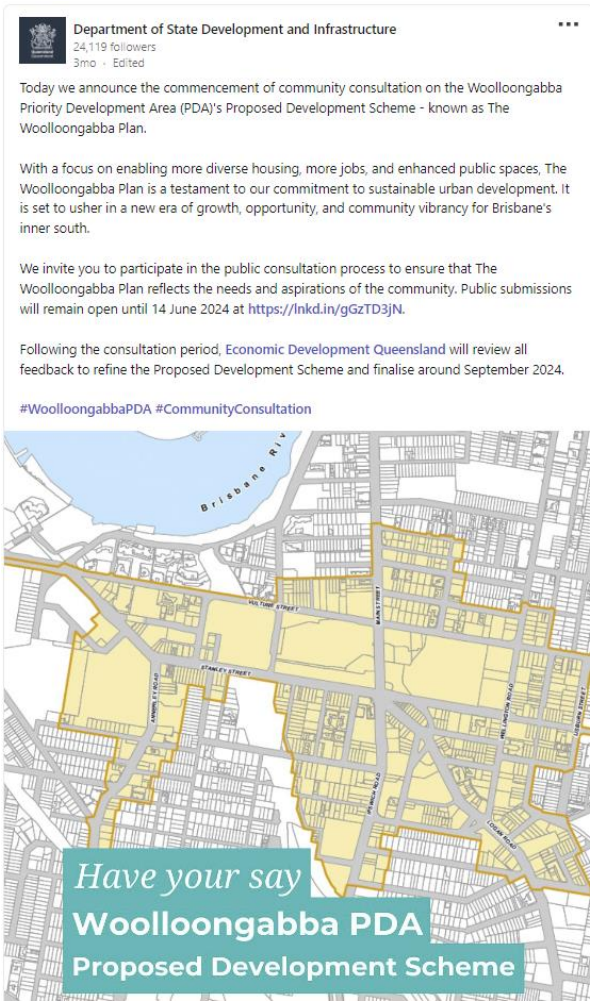
What are the community priorities for Woolloongabba's future?

Rosie French and 30 others 1 repost



# Department of State Development and Infrastructure social media posts

## LinkedIn



**Department of State Development and Infrastructure**  
24,119 followers  
3mo · Edited


Today we announce the commencement of community consultation on the Woolloongabba Priority Development Area (PDA)'s Proposed Development Scheme - known as The Woolloongabba Plan.

With a focus on enabling more diverse housing, more jobs, and enhanced public spaces, The Woolloongabba Plan is a testament to our commitment to sustainable urban development. It is set to usher in a new era of growth, opportunity, and community vibrancy for Brisbane's inner south.

We invite you to participate in the public consultation process to ensure that The Woolloongabba Plan reflects the needs and aspirations of the community. Public submissions will remain open until 14 June 2024 at <https://lnkd.in/gGzTD3jN>.

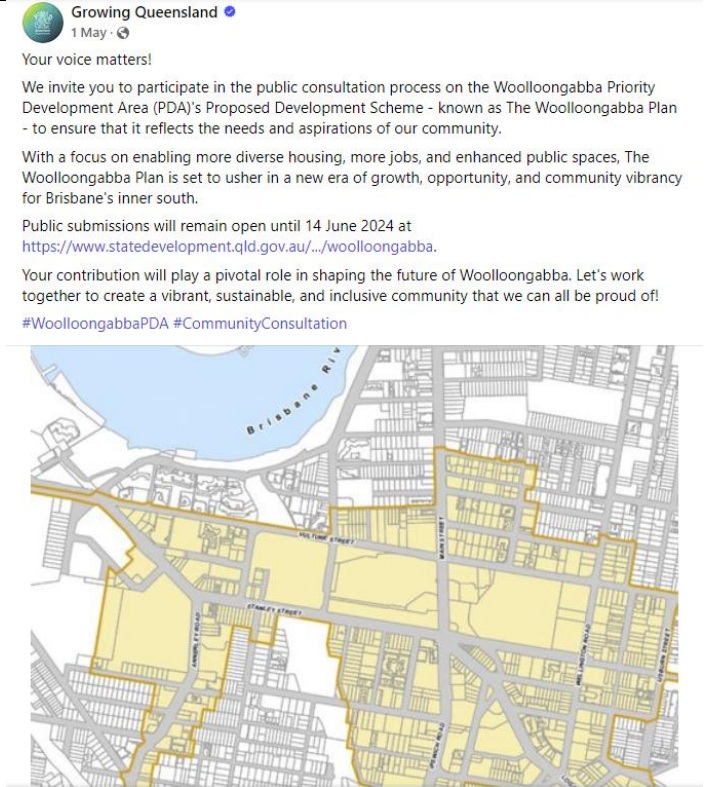
Following the consultation period, Economic Development Queensland will review all feedback to refine the Proposed Development Scheme and finalise around September 2024.

#WoolloongabbaPDA #CommunityConsultation



Have your say  
**Woolloongabba PDA**  
Proposed Development Scheme

## Facebook



**Growing Queensland** · 1 May · 🌐

Your voice matters!


We invite you to participate in the public consultation process on the Woolloongabba Priority Development Area (PDA)'s Proposed Development Scheme - known as The Woolloongabba Plan - to ensure that it reflects the needs and aspirations of our community.

With a focus on enabling more diverse housing, more jobs, and enhanced public spaces, The Woolloongabba Plan is set to usher in a new era of growth, opportunity, and community vibrancy for Brisbane's inner south.

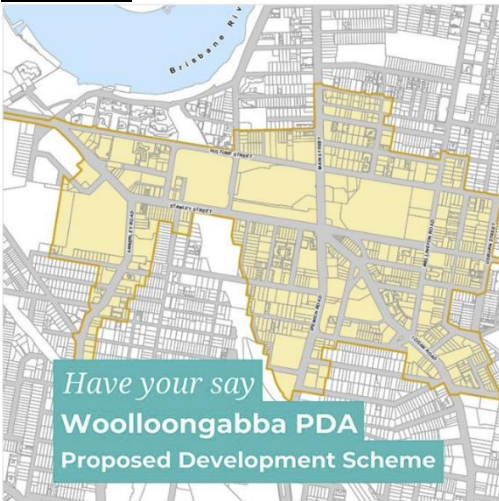
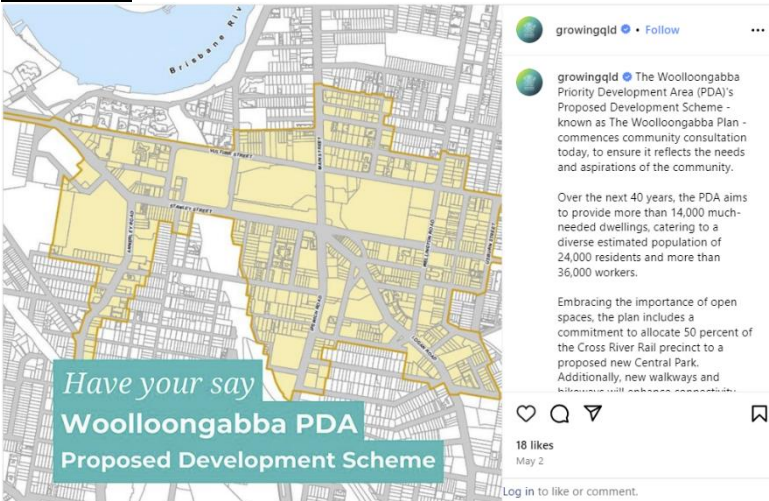
Public submissions will remain open until 14 June 2024 at <https://www.statedevelopment.qld.gov.au/.../woolloongabba>.

Your contribution will play a pivotal role in shaping the future of Woolloongabba. Let's work together to create a vibrant, sustainable, and inclusive community that we can all be proud of!

#WoolloongabbaPDA #CommunityConsultation



## Instagram



**growingqld** · Follow

**growingqld** · The Woolloongabba Priority Development Area (PDA)'s Proposed Development Scheme - known as The Woolloongabba Plan - commences community consultation today, to ensure it reflects the needs and aspirations of the community.

Over the next 40 years, the PDA aims to provide more than 14,000 much-needed dwellings, catering to a diverse estimated population of 24,000 residents and more than 36,000 workers.

Embracing the importance of open spaces, the plan includes a commitment to allocate 50 percent of the Cross River Rail precinct to a proposed new Central Park. Additionally, new walkways and...

18 likes  
May 2

Log in to like or comment.

Have your say  
**Woolloongabba PDA**  
Proposed Development Scheme

# Appendix E – Proforma submission

## text

### Proforma 1 text

Dear Minister Grace, EDQ and the CRR Delivery Authority

This is my submission on both the Woolloongabba PDA Proposed Development Scheme and related Draft Public Realm Guideline

I live at [----->>> DELETE THIS & INSERT YOUR FULL ADDRESS HERE FOR YOUR SUBMISSION TO BE VALID <<<-----]

As a local resident, I think the PDA should [----->>> DELETE THIS & INCLUDE YOUR OWN THOUGHTS ON THE PDA<<<-----]

These plans could be an opportunity for our community to get much-needed greenspace, affordable housing, community facilities and active and public transport connections.

However, the current Proposed Development Scheme does not guarantee that this community will get the critical infrastructure or genuinely affordable housing it needs. Rather than being centred around the long-term needs of residents, the Woolloongabba PDA seems largely geared towards maximising the profit margins of private developers.

I also object to the PDA Proposed Development Scheme and the Draft Public Realm Guideline on these grounds:

On the 5+ hectares of publicly-owned land on the Woolloongabba Cross River Rail site:

- The Central Park needs to actually be a park: The "Central Park" needs to cover at least 50% of the CRR site, and this park needs to be true greenspace, rather than "open space". The government promised us parkland - that's what this fast-growing neighbourhood needs.
- Genuinely affordable housing: The rest of the publicly-owned CRR site should be used for housing that people can actually afford, built by the government. Queensland Investment Corporation should act as a public developer to build government-owned residential buildings that include genuinely affordable housing. Rather than 'targets', there need to be binding requirements to ensure that the housing built in this PDA is actually affordable to the community, including:
  - At least 10% of total residential GFA is public housing, handed over to the Department of Housing to manage as public housing;
  - At least 10% of the total residential GFA must be genuinely affordable housing to be rented, or sold to first home buyers. Dwellings for sale should be sold and just over the cost of construction, with a requirement that these dwellings can only be sold back to the government. Dwellings for rent should have the level of rent limited to 70% of market rent OR 25% of household income, whichever is lower.
- Library: The library should be located on the ground floor of the government-owned residential buildings, ensuring that the Central Park can be a genuine park. The ground floor levels of the government-owned residential buildings should also be used for a community hub, community meeting rooms, childcare centre, public healthcare facilities and community services.
- Protect Woolloongabba Place Park: The Plan talks about the potential loss of Woolloongabba Place Park for redevelopment. The government needs to guarantee that Woolloongabba Place Park will not be developed, and will be retained as greenspace.

For the broader PDA:

- Genuine, publicly owned parks: All the privately owned public space in the Draft Public Realm Guideline and Woolloongabba Plan needs to be turned into genuine public space, handed over to the Brisbane City Council to be owned publicly and managed as parkland. The "open space" elements of the plan needs to be redefined as parkland.
- Genuinely affordable housing: The details set out in the Proposed Development Scheme provide no assurance that any of the dwellings in the PDA will be affordable. The details set out in PDA Guideline 16 – Housing (referenced on page 30), provide no assurance that these so-called affordable dwellings will actually be affordable. Rather than 'targets', there need to be binding requirements to ensure that the housing built across this PDA is actually affordable to the community. The government needs to ensure that at least 10% of total residential GFA is public housing, handed over to the Department of Housing to manage, and at least 10% of the total residential GFA must be rented or sold to first home buyers.
- New schools: Based on the ratios provided in the Interim Infrastructure Plan Background Report, an additional 4.6 primary schools & 1.75 secondary schools. The government needs to guarantee the long-term future of East Brisbane State School, and identify land and funding for the future required schools.
- Infrastructure guarantee: The community needs a guarantee that the public infrastructure outlined in the Proposed Development Scheme and the Draft Public Realm Guideline - the bike lanes, active transport linkages, tree planting, traffic calming, pedestrian crossings and connections, tree lined boulevards - will actually be delivered by government. Handing responsibility to developers or applications, or referencing the Development Charges and Offsets Plan (which the community still has not seen), is not acceptable.
- Building sustainability: The whole PDA should be required to meet a minimum 6 star rating under the Green Star Buildings or Green Star Communities Tool. It is insufficient that only sub-area 1b has this level of sustainability. Reference to "a rating under an alternative sustainability rating tool" provides zero assurance that the developments in the PDA will actually be sustainable.
- Transport sustainability: In addition to improved public and active transport, all residential buildings should be required to provide space for end of trip facilities and vehicle share schemes, to further reduce parking and reliance on personal cars. The PDA also needs to include properly connected cycle lanes.
- Developer Upzoning Tax: The height limits included in the Proposed Development Scheme represent a drastic change to the neighbourhood. Due to this upzoning alone, property developers and other landowners will make massive windfall profits. This is a massive giveaway of public wealth into private hands. The government should impose a 75% Developer Tax on increases in land value due to rezoning.
- Uplift areas: Across the PDA are Catalyst and Subtropical Uplift Zones where developers and applicants will be gifted additional storeys in exchange for

"privately owned, publicly accessible open space" and "excellence in architecture, landscape architecture, and urban design". The provision of parkland, and design standards should be required in the whole PDA, without this being tied to height limits. This parkland should also be publicly owned, not privately owned.

- Infrastructure/Developer Charges: The community is being asked to give feedback on the Proposed Development Scheme and Public Realm Guideline without any knowledge of what will be included in the Development Charges and Offsets Plan (DCOP). The community currently has no details on: how infrastructure needs will vary depending on the DCOP; how the infrastructure listed in the plan will be funded and delivered, and what offsets will be offered to developers.

We need meaningful community consultation:

- PDAs are undemocratic and lack transparency: Priority Development Areas (PDA) lock the community out of meaningful consultation, hide decision-making behind closed doors, and fast track private development, rather than considering the real and lasting impacts. Beyond this initial, limited consultation involved with the draft Woolloongabba Plan and Draft Public Realm Guideline, the community will have very little say over the vast majority of developments in this PDA area. All developments within the PDA should be required to undertake public notification and community consultation.
- There have been no direct mailouts: Residents and businesses within the Priority Development Area boundaries have not gotten any direct mail correspondence from the government, either about the PDA, or about the consultation and in-person sessions. The government needs to extend the consultation period, and urgently send direct mail to all residents and businesses in the area.
- The DCOP is still not publicly available: Meaningful consultation cannot happen when the Development Charges and Offsets Plan (DCOP) is still not publicly available. How does the government expect the community to provide meaningful feedback when we do not have all of the information? The DCOP needs to be made public, and the consultation period extended, to allow for genuine consultation.
- 6 weeks is insufficient: A 6-week submission period for a plan of this size and scale is insufficient. This is not meaningful consultation. The government needs to extend the consultation timeframe to at least six months.

## Proforma 2 text

Dear Minister Grace, EDQ and the CRR Delivery Authority,

This is my submission on both the Woolloongabba PDA Proposed Development Scheme and related Draft Public Realm Guideline.

I live at [----->>> DELETE THIS & INSERT YOUR FULL ADDRESS HERE FOR YOUR SUBMISSION TO BE VALID <<<-----]

As a local resident, I think the PDA should [----->>> DELETE THIS & INCLUDE YOUR OWN THOUGHTS ON THE PDA<<<-----]

These plans could be an opportunity for our community to get much-needed greenspace, affordable housing, community facilities and active and public transport connections.

However, the current Proposed Development Scheme does not guarantee that this community will get the critical infrastructure or genuinely affordable housing it needs. Rather than being centred around the long-term needs of residents, the Woolloongabba PDA seems largely geared towards maximising the profit margins of private developers.

I also object to the PDA Proposed Development Scheme and the Draft Public Realm Guideline on these grounds:

On the 5+ hectares of publicly-owned land on the Woolloongabba Cross River Rail site:

- The Central Park needs to actually be a park: The "Central Park" needs to cover at least 50% of the CRR site, and this park needs to be true greenspace, rather than "open space". The government promised us parkland - that's what this fast-growing neighbourhood needs.
- Genuinely affordable housing: The publicly-owned CRR site should be used for housing that people can actually afford, built by the government, that stays in public hands. Queensland Investment Corporation should act as a public developer to build government-owned residential buildings that include genuinely affordable housing. Rather than 'targets', there need to be binding requirements to ensure that the housing built in the broader PDA is actually affordable to the community, including:
  - At least 10% of total residential GFA is public housing, handed over to the Department of Housing to manage as public housing;
  - At least 10% of the total residential GFA must be genuinely affordable housing to be rented, or sold to first home buyers. Dwellings for sale should be sold and just over the cost of construction, with a requirement that these dwellings can only be sold back to the government. Dwellings for rent should have the level of rent limited to 70% of market rent OR 25% of household income, whichever is lower.
- Library: The library should be located on the ground floor of the government-owned residential buildings, ensuring that the Central Park can be a genuine park. The ground floor levels of the government-owned residential buildings should also be used for a community hub, community meeting rooms, childcare centre, public healthcare facilities and community services.
- Protect Woolloongabba Place Park & Raymond Park: The Plan talks about the potential loss of Woolloongabba Place Park for redevelopment. The government needs to guarantee that Woolloongabba Place Park will not be developed, and will be retained as greenspace. The Plan also has images that show alterations to Raymond Park - there needs to be a commitment that Raymond Park is protected.

For the broader PDA:

- Guarantee that new parks and active transport will actually be delivered: In the Draft Public Realm Guideline, much of the additional open space or active transport elements notes the responsible entity as "As per DCOP" or "Applicants / developers". This means there is no guarantee that these elements will ever be delivered, or how they will be delivered. The DCOP has not yet been made public, so we have no information. Leaving responsibility with "Applicants / developers" also provides no certainty. The government needs to GUARANTEE that new parks and active transport will actually be delivered, by government.
- Genuine, publicly owned parks: All the privately owned public space in the Draft Public Realm Guideline and Woolloongabba Plan (the POPAOS) needs to be turned into genuine public space, handed over to the Brisbane City Council to be owned publicly and managed as parkland. "Open space" - which can include plazas, public buildings, walkways and roads - needs to be redefined as parkland. Following the current definition of "open space" and "public realm", the plan allows for developers to get "uplift" - and bigger profit - by providing a concrete plaza or pathways.
- Genuinely affordable housing: The details set out in the Proposed Development Scheme provide no assurance that any of the dwellings in the PDA will be affordable. Rather than 'targets', there need to be binding requirements to ensure that the housing built across this PDA is actually affordable to the community. The government needs to ensure that at least 10% of total residential GFA is public housing, handed over to the Department of Housing to manage, and at least 10% of the total residential GFA must be rented or sold to first home buyers. Buildings in Precinct 1 need to stay in public hands.
- New schools: Based on the ratios provided in the Interim Infrastructure Plan Background Report, an additional 4.6 primary schools & 1.75 secondary schools. The government needs to guarantee the long-term future of East Brisbane State School, and identify land and funding for the future required schools.
- Guarantee the future of East Brisbane State School: The government finally backed down on their plans to rebuild the Gabba, after years of community campaigning. However, the future of East Brisbane State School is still not secure, as the government have indicated the future upgrades to the Gabba could still threaten the school. The government needs to instead give a guarantee that East Brisbane State School will be safe, with a long-term guarantee.
- Infrastructure guarantee: The community needs a guarantee that the public infrastructure outlined in the Proposed Development Scheme and the Draft Public Realm Guideline - the bike lanes, active transport linkages, tree planting, traffic calming, pedestrian crossings and connections, tree lined boulevards - will actually be delivered by government. Handing responsibility to developers or applications, or referencing the Development Charges and Offsets Plan (which the community still has not seen), is not acceptable.
- Building sustainability: The whole PDA should be required to meet a minimum 6 star rating under the Green Star Buildings or Green Star Communities Tool. It is insufficient that only sub-area 1b has this level of sustainability. Reference to "a rating under an alternative sustainability rating tool" provides zero assurance that the developments in the PDA will actually be sustainable.
- Transport sustainability: In addition to improved public and active transport, all residential buildings should be required to provide space for end of trip facilities and vehicle share schemes, to further reduce parking and reliance on personal cars. The PDA also needs to include properly connected cycle lanes, and ongoing pedestrian and cycling access, including good connections to South Bank.
- Developer Upzoning Tax: The height limits included in the Proposed Development Scheme represent a drastic change to the neighbourhood. Due to this upzoning alone, property developers and other landowners will make massive windfall profits. This is a massive giveaway of public wealth into private hands. The government should impose a 75% Developer Tax on increases in land value due to rezoning.
- Uplift areas: Across the PDA are Catalyst and Subtropical Uplift Zones where developers and applicants will be gifted additional storeys in exchange for "privately owned, publicly accessible open space" and "excellence in architecture, landscape architecture, and urban design". The provision of parkland, and design standards should be required in the whole PDA, without this being tied to height limits. This parkland should also be publicly owned, not privately owned.
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needs will vary depending on the DCOP; how the infrastructure listed in the plan will be funded and delivered, and what offsets will be offered to developers.

We need meaningful community consultation:

- PDAs are undemocratic and lack transparency: Priority Development Areas (PDA) lock the community out of meaningful consultation, hide decision-making behind closed doors, and fast track private development, rather than considering the real and lasting impacts. Beyond this initial, limited consultation involved with the draft Woolloongabba Plan and Draft Public Realm Guideline, the community will have very little say over the vast majority of developments in this PDA area. All developments within the PDA should be required to undertake public notification and community consultation.
- The DCOP is still not publicly available: Meaningful consultation cannot happen when the Development Charges and Offsets Plan (DCOP) is still not publicly available. How does the government expect the community to provide meaningful feedback when we do not have all of the information? The DCOP needs to be made public, and the consultation period extended, to allow for genuine consultation.
- Limited submission period: While the Department did extend the amount of time for submissions, overall the time frame for submissions has been insufficient for a plan of this size and scale. This is not meaningful consultation. The government needs to extend the consultation timeframe to at least six months.