

# Queen's Wharf Brisbane Priority Development Area

## Proposed Development Scheme

### Minister for Economic Development Queensland Submissions Report

under the *Economic Development Act 2012*

**January 2016**



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# 1 Introduction

The Queen's Wharf Brisbane Priority Development Area (PDA) was declared on 28 November 2014. Planning of the Queen's Wharf Brisbane Priority PDA has been managed by the Minister for Economic Development Queensland (MEDQ).

The public notification and submission period for the Queen's Wharf Brisbane PDA Proposed Development Scheme was from 7 August to 21 September 2015.

Following the end of the public notification, submissions received were considered by the MEDQ and the proposed development scheme was amended as considered appropriate in response to issues raised. This report has been prepared to summarise the submissions received by the MEDQ, provide information on the merits of the submissions and the extent to which the proposed development scheme has been amended.

The MEDQ engaged with state agencies in the drafting of the development scheme and has incorporated comments where appropriate.

The MEDQ has now made the development scheme which is available to view on the Department of Infrastructure, Local Government and Planning (DILGP) website at [www.dilgp.qld.gov.au](http://www.dilgp.qld.gov.au). The MEDQ will publish a notice in the Courier Mail advising the public of this. Additionally each person who made a submission during the submission period will be notified that the scheme has been approved and that this report and the development scheme can be viewed on the DILGP website.

## 2 Overview of public notification process

### 2.1 Community engagement

The public notification and the submission period for the Queen's Wharf Brisbane PDA Proposed Development Scheme was 7 August to 21 September 2015.

Three information displays were held for the Queen's Wharf Brisbane PDA Proposed Development Scheme at Harris Terrace, 46 George St Brisbane City on:

- 18 August 2015 from 11 am – 1 pm
- 2 September 2015 from 5 pm – 7 pm
- 14 September 2015 from 11 am – 1 pm

Economic Development Queensland also met with a number of stakeholders and state agencies during the submission period to explain relevant aspects of the development scheme and advise of the submission process.

Advertisements were also placed in the Courier Mail and a newsletter was posted to nearby residences and business owners to notify the community of the submission period.

### 2.2 Submission registration and review process

Submissions were received in hard copy by post, email, and via the online submission portal. Once a submission was received, submissions were registered and reviewed. This process was established to:

- consider all submissions in an objective, equitable and fair manner
- assist in the preparation of the submissions report
- provide guidance and advice to the MEDQ in respect of preparing the final development scheme
- enable the MEDQ to comply with the requirements of the *Economic Development Act 2012* (ED Act).

All submissions were treated as confidential. Some individual submitters chose to make the contents of their submissions public.

Where duplicate submissions were received which were exactly the same from the same submitter, the submission was counted only once. If a submitter lodged more than one submission or lodged as part of a joint submission which covered different issues, the submissions were counted as separate submissions.

An EDQ submissions database was established to assist in the registration, classification and summary of submissions.

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

**Table 1: Submission registration and review process**

Steps	Action/detail
1. Registration and acknowledgement of submissions	<p>Submissions were registered and given a submission number.</p> <p>Submitter was sent an acknowledgement letter/email.</p>
2. Classification of submissions	<p>Submissions were classified by location, submitter and submission type.</p> <p>For further information see Section 3 below.</p>
3. Summarising submission issues	<p>Each submission was read and the different matters raised were entered into the submissions database under relevant topics. The database was then used to summarise and collate the matters raised into the Submissions Report.</p> <p>Each submission often covered a number of topics or issues, therefore allowance was made for the same or similar issues being raised in a number of submissions. This included receiving multiple submissions with similar views on a particular issue or submissions having different views on the same issue. For this reason, common issues across submissions were identified and these issues were summarised under common issue topics in the submissions report.</p>
4. Evaluation and responses to issues	<p>After all issues had been summarised under issue topics, the issues were assessed and responses were prepared. The assessment and response to issues was undertaken by EDQ. Where required further information from state agencies was sought.</p> <p>Relevant changes to the document were identified.</p> <p>In evaluating submissions, allowance was made for the same or similar issues being raised in different submissions. For this reason, assessment of issues and resulting development scheme changes were made in relation to issue topics rather than a submission by submission basis.</p>
5. Submissions report	<p>The submissions report was prepared which collates steps 3 and 4 above, therefore providing a summary of the submissions considered, information about the merits of the submissions, recommendations on amendments to the proposed development scheme to reflect submissions and details of all changes to the proposed development scheme.</p> <p>To facilitate presentation and review of issues, issues were summarised.</p>

Steps	Action/detail
6. ED Board meeting	The Economic Development (ED) Board noted the key issues that were raised in the submissions.
7. MEDQ approval	The final submissions report and development scheme was submitted to the MEDQ for review and approval.
8. Governor in Council approval and adoption of development scheme and notice to submitters	After the MEDQ approved the submissions report and development scheme, the Economic Development Regulation 2013 was amended by the Governor in Council to give effect to the Development Scheme, which supersedes the Interim Land Use Plan. As soon as practicable after the development scheme takes effect, the MEDQ is to publish the scheme and submissions report on the Department of Infrastructure, Local Government and Planning website. The MEDQ must also publish in at least one newspaper circulating in the local area, a notice stating the scheme has been approved and it can be inspected on the department's website, along with the submissions report. Additionally the MEDQ will notify each person who made a submission within the submission period, that the scheme has been approved and is available on the department's website along with the submissions report.

## 3 Overview of submissions

### 3.1 Submitter type

A total of 34 submissions were received during the submission period, including submissions from private individuals, community or not-for-profit organisations, commercial organisations, professional organisations and government. Three submissions were received after the submission period had closed.

Refer to Table 2 for a breakdown of submissions received during (and after) the submission period, from different submitter types.

**Table 2: Breakdown of submissions by submitter type**

Type of submitter	Number of submissions received
Private individual	15
Community/not-for-profit organisations	8
Professional organisations	10
Commercial organisations	1
Government/Government statutory corporation	3
<b>Total submissions</b>	<b>37</b>

### 3.2 Submitter location

The origin of submitters is shown in Table 3.

**Table 3: Breakdown of submissions by submitter location**

Location	Number of submissions received
Within the CBD (postcode 4000)	11
Other submissions from Brisbane City Council local government area	22
Other submissions from South East Queensland	2
Submissions received via email with no address details	2
<b>Total submissions</b>	<b>37</b>

### 3.3 Submission type

There were three different types of submissions received - letters, emails and online submissions.

Table 4 below provides a breakdown of submissions by submission type.

**Table 4: Breakdown of submissions by submission type**

Type of submission	Number of submissions received
Letter or hard copy submission form	1
Email	24
Online submission	12
<b>Total submissions</b>	<b>37</b>

### 3.4 Overarching areas of support

Submissions raised a complex variety of different opinions on different matters. Some submissions supported some aspects of the development scheme but had concern for others. Below is a summary of the overarching areas of support identified in submissions:

- Support for the redevelopment of the site as a world-class tourism, cultural and entertainment destination for Brisbane.
- Support for improved and different types of activation for the precinct and the river frontage.
- Support for the commitment to best practice urban design outcomes and acknowledgement that the overall mass and scale of buildings should reflect their CBD location in making efficient use of this highly valuable land.
- Support for the development scheme's promotion of high-quality, sub-tropical architecture and landscaping within buildings, streets and public spaces.
- Strong support for the heritage protection provisions that allow for conservation and adaptive re-use of heritage places within the PDA to ensure their longevity.
- Strong support for improvements to the pedestrian and the cycling network in the PDA including upgrades to the Bicentennial Bikeway, new connections to the river front and publicly accessible cycle facilities.
- Support for the scheme's focus on delivering publicly-accessible open spaces and improvements to the safety and accessibility of the precinct for all users.
- Support for the development assessment process proposed for the PDA which will help bring forward the delivery of development on the site.

### 3.5 Overarching areas of concern

Submissions raised a complex variety of different opinions on different matters. Some submissions had concern for some aspects of the development scheme but supported others. Below is a summary of the overarching areas of concern identified in submissions:

- Some concern regarding the vision for the site including the appropriateness of an integrated resort development in this location.
- Concern about providing for building over William Street.
- Concern regarding the future provision of public transport for the area.
- Concern about the ownership and ability for the public to access the public realm 24 hours a day, 7 days a week.
- Concern about the lack of specificity of some built form, urban design and street and movement criteria—including height, bulk and scale of buildings and technical requirements.
- Some concern that there should be more proactive intent, language and tone regarding environment and sustainability.
- Concern regarding the traffic and movement network impacts—including the need for CBD wide traffic and transport modelling and analysis.
- Some concern about parking implications including on-street parking, the location of car parks and access.
- Some concern regarding the location and need for a connection to South Bank and the need for any solution to consider urban design, climate-responsiveness, equitable access and other economic matters.
- Some concern regarding the nature and specificity of infrastructure provision.

- Concern regarding the certainty that heritage buildings will be preserved—including during construction, the types of uses that could occur in the heritage buildings and the preservation of their relationship with the street and new buildings.
- Concern regarding the hydrologic impacts of the development.
- Concern regarding the consultation and public notification process for future development in the PDA.
- Some concern regarding the limited information provided that informed the decision to provide for a casino in this location.

## 4 Summary and merits of submissions relating to development scheme content

### 4.1 Vision and structural elements

Matter #	Summary of issue/comment	Response	Amendment Y/N
<b>Vision</b>			
1.	Support for the vision outlining the redevelopment of the site as a world-class tourism, cultural and entertainment destination for Brisbane.	Noted.	N
2.	It is imperative that the component of the vision that outlines that 'development in the PDA must support connections and integrate with key locations in the surrounding area including those on the southern bank of the Brisbane River' is delivered given the importance of the Bicentennial Bikeway.	Development in the PDA must not be inconsistent with the vision. Consequently, development must support connectivity and integration with the surrounding area including the Bicentennial Bikeway.	N
3.	Suggest the vision be amended. Specific comments included that it: <ul style="list-style-type: none"> <li>• be presented within the context of a coherent vision for the whole of Brisbane</li> <li>• provide that the development exceed minimum standards for stormwater management and water sensitive urban design</li> <li>• be for a public place that is open and inclusive and preserves our city origins in a proper setting</li> </ul>	The Queensland Government has decided to proceed with an integrated resort development including a casino in the Queen's Wharf Brisbane PDA. The vision provides for this use.  The vision for an integrated resort development as well as associated uses and expansive public realm is presented as a destination for Brisbane but also highlights the importance of its context in the greater Brisbane CBD. The vision details a number of uses in the PDA that align with this outcome.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
	<ul style="list-style-type: none"> <li>• remove reference to 'resort', 'casino', 'expansive' (in regard to public realm) and 'iconic contribution'</li> <li>• should further emphasise maintaining existing connections and adding new ones between the CBD and the river</li> <li>• emphasise the requirement for development to be approved</li> <li>• set out higher level desires rather than specific building types and uses.</li> </ul>	<p>Development in the PDA must be approved unless identified as exempt development in Schedule 1 of the development scheme. On this basis, it is not considered necessary that the vision outlines that development must be approved.</p> <p>Details regarding specific standards for stormwater management and water sensitive urban design are also not considered appropriate in the vision and have been addressed in other sections of the development scheme.</p> <p>Some minor amendments have been made to the vision to address other submitter comments and further emphasise important elements including connectivity, accessibility and heritage.</p>	
4.	Recommends the range of related uses be expanded to include 'landing'.	It is recognised that landing is an appropriate use in the QWB PDA. A minor amendment has been made to the development scheme.	Y
<b>Structural elements</b>			
5.	Support for the broad contents of the structural elements.	Noted.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
6.	<p>The structural elements plan should be amended to make clear the vertical implications of the land use structure including constraints to building over streets, accessible connections to river, logical setbacks and built form responses to public realm.</p>	<p>The structural elements plan is not a constraints plan. Any relevant elements identified have been addressed or included in other sections of the development scheme.</p> <p>The Queensland Government has determined that building over William Street in a discrete location is an acceptable outcome provided that the treatment is appropriate and it minimises any adverse impacts on the public realm and adjacent development.</p> <p>Several amendments have been made to the criterion for building over William Street to enhance the built form outcome and ensure key amenity and other urban design aspects are appropriately addressed.</p>	Y
7.	<p>In regards to building over William Street, the structural elements plan and text should:</p> <ul style="list-style-type: none"> <li>• shift the core development onto existing parcels and not straddle William Street</li> <li>• demonstrate how building over William Street improves public connections</li> <li>• demonstrate what commitment is given to keeping the covered area in William Street open 24/7 and provide for a more appealing and less-intimidating environment under the building (e.g. not a servicing area).</li> </ul>	<p>In general, the development scheme does not provide for the covering of public streets with the exception of a discrete location over William Street.</p> <p>The Queensland Government has determined that building over William Street in a discrete location is an acceptable outcome provided that the treatment is appropriate and it minimises any adverse impacts on the public realm and adjacent development. Several amendments have been made to the criterion for building over William Street to enhance the built form outcome and ensure key amenity, connectivity and other urban design aspects are appropriately addressed.</p> <p>The structural elements text has been updated to provide that the public realm spaces are publicly accessible at all times.</p>	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
8.	<p>The text regarding the vibrant core development and enhanced movement network of the structural elements should be amended to:</p> <ul style="list-style-type: none"> <li>• remove terms like iconic and globally competitive</li> <li>• provide for more extensive acknowledgement of key views and impacts on visual amenity and landscape character including culturally important sight lines and view corridors</li> <li>• provide for residential uses including a range of dwelling types and sizes</li> <li>• avoid covering of public streets.</li> </ul>	<p>Some minor amendments have been made to structural elements text to address submitter comments and further emphasise important elements.</p> <p>This includes a reference to other key views and removal of the term globally competitive. It is still considered appropriate to use the term iconic given the scale and nature of the precinct redevelopment.</p> <p>Key views are also referenced in other parts of the development scheme.</p> <p>It is not considered appropriate to specifically provide for the typology and size of residential development in the structural elements. This has been addressed in other sections of the development scheme.</p> <p>In general, the development scheme does not provide for the covering of public streets with the exception of a discrete location over William Street. The Queensland Government has determined that building over William Street in a discrete location is an acceptable outcome provided that the treatment is appropriate and it minimises any adverse impacts on the public realm and adjacent development. Several amendments have been made to the criterion for building over William Street to enhance the built form outcome and ensure key amenity and other urban design aspects are appropriately addressed.</p>	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
9.	The structural elements plan should show a visual corridor consistent with an extension of the axis of Mary Street from George Street to the Brisbane River to provide visual connectivity and an extension of the city grid.	The importance of both visual and physical connectivity within the PDA is evident in all sections of the land use plan. The connection from Mary Street to the Brisbane River is acknowledged as an important visual and physical corridor. An additional significant view icon has been added to the structural elements plan to accompany the existing cross block link to support this.	Y
10.	Unimpeded views should not just be from the core development.	The provision of views on the structural elements plan has been reviewed and additional views have been added where it is considered appropriate.	Y
11.	The structural elements plan and any references to a shared zone through the document must clarify that it is a pedestrian-friendly esplanade which allows safe vehicle access and movements and equitable access for pedestrians and others modes of transport.	The overall design intent is to make the riverfront primarily a pedestrian and cyclist friendly area and limit vehicular movements as much as possible. It is considered that an esplanade implies a more equitable access for vehicles. References to a shared zone have been clarified to reinforce cyclist as well as pedestrian amenity.	Y
12.	Suggest that the structural elements text be amended to provide that the current and future use of heritage listed buildings as a casino is unacceptable.	The Queensland Government has decided to proceed with an integrated resort development including a casino in the Queen's Wharf Brisbane PDA. The heritage-listed Treasury building currently houses a casino and it is anticipated that this will move into new premises in the core integrated resort development to facilitate other uses of the Treasury building. On this basis, it is not considered necessary to prohibit this use in heritage buildings. The conservation and adaptive re-use of the heritage buildings will be assessed through the development application process.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
13.	<p>Suggest in regard to mid-block connections that the structural elements plan and the associated text:</p> <ul style="list-style-type: none"> <li>• clarify which mid-block connections are existing and new</li> <li>• provide for additional mid-block connections including from George Street to the river's edge</li> <li>• express the character and accessibility of the mid-block connections</li> <li>• provide for vertical movements.</li> </ul>	<p>It is acknowledged that mid-block connections provide an important element in the PDA movement network and promote site permeability. On this basis, a review of location and criteria associated with mid-block connections was conducted. Along with additional mid-block connections, minor amendments have been made to criteria to express the character and accessibility of the connections.</p> <p>It is not considered necessary to outline which connections are new or existing as their creation or preservation are implicit. Further, it is not considered necessary to specify whether they provide for vertical movements as the ultimate outcome of permeability and equitable access are enshrined elsewhere in the land use plan.</p>	Y
14.	<p>Suggest that the structural elements text and land use plan in general clarify how public transport (not just ferry terminals) is to be integrated.</p>	<p>Minor amendments have been made to the structural elements text to clarify the different public transport modes and the importance of connectivity and legibility of access to this infrastructure.</p>	Y
15.	<p>Suggest that the structural elements text be amended to provide that the connection to South Bank allow for bicycle use.</p>	<p>The development scheme provides an indicative location for a connection to South Bank Parklands. Cyclist access to this connection is not completely precluded by the scheme but pedestrian access has clearly been prioritised in this provision. This decision was made based on the proximity of the nearby Goodwill and Victoria bridges (which provide for cyclist access) along with the topographical issues associated with cyclist access to a connection in the indicative location from both the Bicentennial Bikeway and George Street.</p>	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
16.	Suggest the intersection of George and Elizabeth Streets be identified as a significant intersection on Map 2.	A minor amendment has been made to the plan to reflect this suggestion.	Y
17.	Suggest that Map 2 be amended to indicate the Bicentennial Bikeway continuing along the riverfront towards Toowong.	A minor amendment has been made to the plan to reflect this suggestion.	Y
18.	<p>Suggests the following amendments to Map 2 – Structural Elements:</p> <ul style="list-style-type: none"> <li>• amend the shared zone to run from the Victoria Bridge end of Queen’s Wharf Road to the northern edge of the core development</li> <li>• remove ‘significant vegetation – marine plants’ from legend and map</li> <li>• insert ‘significant wetlands’ to the legend and on map as per State Planning Policy mapping</li> <li>• remove the ‘public plaza’ icon shown on the corner of Alice and George Streets and amend to show a ‘public space’ or public realm</li> <li>• extend potential new public realm spaces along the Brisbane River to the PDA boundary</li> <li>• include local heritage place City Electric &amp; Light (CEL) Company junction box, George Street, Brisbane City (outside 33 Queen Street).</li> </ul>	<p>A minor amendment was made to the structural elements plan to expand the shared zone.</p> <p>The use of significant vegetation rather than significant wetlands is an administrative consideration.</p> <p>The mapping of the significant vegetation has been amended to be more accurate.</p> <p>It is not considered appropriate to remove any public plazas on the plan but the potential public realm spaces on the river front have been expanded.</p> <p>The local heritage place is already represented in the structural elements plan but it is acknowledged this was not in Schedule 3 to the development scheme. A minor amendment has been made to address this.</p>	Y
19.	Suggests the following further amendments to Map 2 – Structural Elements:	It is not considered appropriate to identify access/egress zones in the development scheme.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
	<ul style="list-style-type: none"> <li>• Remove 'key access points' from map and legend and insert 'access/egress zones':               <ul style="list-style-type: none"> <li>○ either side of William Street in the core development</li> <li>○ along Queen's Wharf Road and off ramp to Margaret Street around the core development;</li> <li>○ either side of Margaret Street on the William Street edge</li> <li>○ along William Street on the northern edge between Margaret and Alice Streets</li> <li>○ along Alice Street on the William Street edge.</li> </ul> </li> <li>• Amend legend language to indicate a <i>Potential</i> cross river connection rather than a proposed.</li> </ul>	<p>The development scheme is intended to provide an appropriate amount of flexibility for different options to be considered.</p> <p>The key access points are considered an important consideration for traffic and active transport planning.</p> <p>A minor amendment has been made to refer to a potential cross river connection.</p>	
20.	<p>Suggest that the structural elements text:</p> <ul style="list-style-type: none"> <li>• clarify that there is no loss of usable, publicly accessible space in existing parks and that a designated quantity of new public realm land is handed over as a public asset</li> <li>• clarify that new, improved and different types of public realm spaces are predominantly publicly owned and entirely publicly accessible</li> </ul>	<p>The structural elements plan and text have been updated to provide that the area of existing parks is protected and is more specific about some of the public realm spaces that are proposed.</p> <p>Some of the other matters raised including public realm design, activation and integration are addressed in other parts of the land use plan.</p>	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
	<ul style="list-style-type: none"> <li>• provide for the safety, variety, integration and inclusivity of the public realm through design</li> <li>• provide for integration of the public realm with the street</li> <li>• provide that grade separation is avoided</li> <li>• provide that street frontages have continuous activation with regular entry points</li> <li>• spell out what new, improved and different types of public realm spaces are including ownership.</li> </ul>	The future ownership of the infrastructure including public realm spaces in the PDA is not a matter for the development scheme. This will be determined subject to other Queensland Government processes.	
21.	Suggest that the structural elements text be amended to provide for improvements to the pedestrian experience and public realm quality at significant intersections to ensure the impacts of increased vehicle movements are distributed and have minimal disruption to the pedestrian experience.	Amendments have been made to the structural elements text to address this comment.	Y
22.	Suggest that the structural elements text clarify how the significant intersections are improved and whether this is for vehicular traffic or other modes.	Minor amendments have been made to the structural elements text to address this comment.	Y
23.	Suggest that the structural elements text provide for a net increase of bio-diversity within the site including deep planting zones.	Minor amendments have been made to other parts of the development scheme to encourage deep planting to promote biodiversity. It is not considered appropriate to map specific deep planting zones as the development scheme is intended to provide an appropriate amount of flexibility for different options to be considered. This will be considered further during the development assessment process.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
24.	<p>Suggest that Map 2 would benefit from including:</p> <ul style="list-style-type: none"> <li>• adjacent heritage assets such as Parliament House</li> <li>• parks as heritage assets—including the adjacent Botanic Gardens</li> <li>• the footprint of existing buildings that will be demolished</li> <li>• the footprint of 1 William Street offices.</li> </ul>	<p>A minor amendment has been made to the structural elements plan to reinforce that existing parks are heritage listed.</p> <p>It is not considered appropriate to include 1 William Street and the buildings that will be demolished. Although it is acknowledged these are relevant to development in the PDA, they are not structural elements. It is also not considered appropriate to include selective heritage buildings outside the PDA on the structural elements plan.</p>	Y
25.	<p>Suggest in regard to the enhanced movement network that the following text be included:</p> <ul style="list-style-type: none"> <li>• maintain and improve the CBD local road network, including accessibility for vehicles and buses</li> <li>• add to the cycling infrastructure statement 'including Bicentennial Bikeway and links to the CBD'</li> <li>• to provide for the site being an extension of the CBD not a super-block.</li> </ul>	<p>Minor amendments have been incorporated into the development scheme to address these comments.</p>	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
26.	<p>In regard to 'increased vehicle movements', concerns and suggestions included:</p> <ul style="list-style-type: none"> <li>• how they are assessed</li> <li>• how they are quantified including the level of extra traffic generated on local streets</li> <li>• speed limitations should be implemented if in a public shared zone with significant pedestrian or cyclist volumes.</li> </ul>	<p>An amendment has been made to the structural elements text to clarify the intended treatment of intersections in the PDA to provide for integration of all transport modes.</p> <p>To meet the requirements of the land use plan, any future applicant for development in the QWB PDA will be required to undertake a range of traffic studies as part of the development application process. It is industry practice for traffic studies to include anticipated volumes of vehicular movements as well as public transport patronage.</p> <p>This will include analysis of CBD-wide and broader traffic impacts.</p> <p>As Brisbane City Council owns the local road network within the PDA, the State cannot prescribe speed limits. However, it is acknowledged that creating a low-speed environment in shared zones is imperative to achieve the required outcomes. This will be considered further during development assessment.</p>	Y
27.	<p>Concern that provision of 'low scale commercial, retail and community related development on or directly adjacent to the Brisbane River' is an 'environmentally-sensitive' structural element. It is suggested that appropriate public access and supporting infrastructure (including potential commercial enterprise) is provided to support healthy lifestyles that encourage emotional connection to the river and increased community benefit.</p>	<p>Agreed. This has been moved from the structural elements to section 3.5.3. (Built form). A minor amendment has also been made to the structural elements text to emphasise the relationship between the public realm and the Brisbane River.</p>	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
28.	<p>Recommend amending bullet point 2 under section 3.2.1 (A vibrant core development) to recognise that ‘unimpeded’ views cannot be achieved. Bullet point should be amended to read:</p> <ul style="list-style-type: none"> <li>Provides <i>where possible and in the context of the REX</i> for unimpeded views from the core development to the Brisbane River and beyond to support the QWB PDA as an iconic tourist destination.</li> </ul>	<p>A minor amendment has been made to this provision to remove the word ‘unimpeded’ acknowledging the views from the core development to the Brisbane River and beyond will not be totally unimpeded given other physical and topographical constraints.</p>	Y
29.	<p>Recommend inserting the following under section 3.2.5 (Environmental value) to include appropriate mitigation measures for loss of significant vegetation. Bullet point should be amended to read:</p> <ul style="list-style-type: none"> <li>Protects the natural and cultural values of the Brisbane River including sensitive treatment <i>and appropriate mitigation measures for the loss of significant vegetation</i> having regard to...</li> </ul>	<p>A minor amendment has been made to the development scheme to address this comment.</p>	Y

## 4.2 Land uses and proposed development

Matter #	Summary of issue/comment	Response	Amendment Y/N
<b>General land use and activation</b>			
1.	Support for the promotion of different types of activation of the precinct.	Noted.	N
2.	Recommend that activation and retail mix complement, rather than compete with the offering at South Bank and the Cultural Precinct.	The retail mix in the PDA is not something that is prescribed by the development scheme to allow for flexibility over time. This will be a market-led process.	N
3.	Ensure that the pedestrian areas under the Riverside Expressway between Mary, Margaret and Alice Streets are activated to help facilitate pedestrian flow to and from the Goodwill Bridge.	The PDA-wide criteria in the land use plan provide for activation along the river front with a range of uses and improved pedestrian and cyclist connectivity.	N
4.	Concern about the appropriateness of a casino complex adjacent to Parliament House and 1 William Street.	The Queensland Government has decided to proceed with an integrated resort development including a casino in this location. The development scheme is intended to facilitate this use.	N
<b>Residential development</b>			
5.	The scheme should better clarify how residential dwellings are to be considered and how this relates to equitable access, social diversity and provision of affordable housing.	PDA-wide criteria have been amended to provide for these matters where relevant to the QWB PDA.	Y

## 4.3 Urban design and built form

Matter #	Summary of issue/comment	Response	Amendment Y/N
<b>General urban design</b>			
1.	Support for the commitment to best practice urban design outcomes.	Noted.	N
2.	<p>The urban design criteria should remove all unquantifiable statements and terms— including, but not limited to:</p> <ul style="list-style-type: none"> <li>• recognisable local identity</li> <li>• best practice urban design outcomes</li> <li>• landmark subtropical architecture and landscaping</li> <li>• appealing inclusive and vibrant environment</li> <li>• fine-grain uses.</li> </ul>	Much of this terminology is frequently used in statutory planning instruments including Brisbane City Council's City Plan 2014. No amendments have been made to the PDA-wide criteria.	N
<b>Safety</b>			
3.	Footnote 15 should be amended to provide that development 'must' rather than 'should' comply with CPTED guidelines.	A minor amendment was made to the footnote to address this comment.	Y
<b>Accessibility</b>			

Matter #	Summary of issue/comment	Response	Amendment Y/N
4.	The urban design criteria should be amended to ensure that development considers the provision of improved accessibility to public transport services and connectivity to the surrounding area.	Accessibility and connectivity are key tenets of the development scheme.  Minor amendments to the urban design criteria have been made to emphasise the importance of these matters.	Y
<b>Public realm and the Brisbane River</b>			
5.	The urban design criteria should be amended to: <ul style="list-style-type: none"> <li>include reference to the significance of the river frontage and the associated urban design and public realm opportunities</li> <li>promote a high quality public realm along the river's edge and increase opportunities for use of the river by tourist, recreational and non-motorised vessels.</li> </ul>	The relationship between the public realm and the Brisbane River is a significant aspect of development in the PDA. A new criterion has been added to emphasise the importance of this relationship and an amendment to the public realm criteria to increase opportunities for water-based vessels.	Y
6.	The Brisbane River needs to be seen as a beautiful feature between QWB and South Bank rather than a divide.	The importance of the Brisbane River in the future development of the QWB PDA is acknowledged throughout the development scheme. This includes the vision which prescribes reinvigoration of the river front and improved connectivity with the CBD.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
7.	The urban design criteria should require a public realm master plan and design guidelines document to be produced as part of the infrastructure plan to explain and define the intended urban design and public realm outcomes.	As public realm is a type of infrastructure, it is intended that further detail about public realm will be demonstrated through the Infrastructure Master Plan (IMP), which is required to be lodged with the first material change of use PDA development application for the QWB PDA. The IMP process and requirements are prescribed in the Infrastructure Plan. The implementation strategy also provides for new public realm planning and design guidelines for the QWB PDA.	Y
<b>Water Sensitive Urban Design</b>			
8.	The urban design criteria should be amended to include water sensitive urban design principles that exceed the minimum Queensland Government and Brisbane City Council standards.	It is acknowledged that water sensitive urban design is an important consideration for future development in the QWB PDA. A new criterion has been included to provide for this.	Y
<b>Views</b>			
9.	Support for the retention of unimpeded views of the water and greater activation of the river frontage.	Noted.	N
10.	The urban design criteria should acknowledge key view corridors into and across the site from the rest of the CBD, adjoining streets and land uses, the South-East Freeway, and the opposite side of the river, as well as within the site.	A review was undertaken of views into and through the site and amendments made to the development scheme to reflect the outcomes of this review. It is not considered appropriate to include views outside the PDA where the MEDQ has no jurisdiction or control over development outcomes.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
11.	Concern that development on the site will block views.	A review was undertaken of views into and through the site and amendments made to the development scheme to reflect the outcomes of this review. As a result, it is considered that key views have been protected as part of the development scheme.	N
12.	Note that although the importance of views to heritage places is acknowledged, in some instances existing views to heritage places may be altered or changed as a result of development. Similarly, existing views of heritage buildings and structures may be improved.	Noted. No change to the development scheme is required to address this comment.	N
13.	<p>Recommend amending bullet point 8 in section 3.5.1 (Urban design) to retain flexibility and a performance based approach rather than a code and prescriptive based assessment of the outcomes sought. Bullet point should be amended to read:</p> <ul style="list-style-type: none"> <li>• are sensitive to the interface and relationship with existing and future development including heritage places and the Riverside Expressway <i>having regard to the form and nature of an integrated resort development.</i></li> </ul>	It is not considered appropriate to amend this provision to address the form and nature of an integrated resort development as this is not defined.	N
<b>General built form</b>			
14.	Some concern about the overall built form outcomes proposed on the site.	The Queensland Government's key priority for the Queen's Wharf PDA is to redevelop the precinct as a new integrated resort development.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
		It is considered that the development scheme provides a balance between the scale of built form required to facilitate this type of development with the surrounding area and key site characteristics including significant heritage and interface with the Brisbane River.	
15.	Concern about the reflective and glare properties of the buildings in the PDA, particularly in the afternoon (i.e. resulting from the western sun).	A new provision has been included in the built form PDA-wide criteria to require that building materials minimise the impact of glare.	Y
16.	<p>Concern regarding built form being permitted over William Street. Specific concerns included that:</p> <ul style="list-style-type: none"> <li>• it will have a negative impact and is not consistent with contemporary best urban design practice</li> <li>• the development scheme should explain why it anticipates this and how the options which do not require this are more unacceptable and/or less optimal</li> <li>• the built form PDA-wide criteria should state that buildings shall not span across the road reserve of William Street and reference to building over William Street is removed.</li> </ul>	The Queensland Government has determined that building over William Street in a discrete location is an acceptable outcome provided that the treatment is appropriate and it minimises any adverse impacts on the public realm and adjacent development. Several amendments have been made to the criterion for building over William Street to enhance the built form outcome and ensure key amenity and other urban design aspects are appropriately addressed.	N
17.	Support for the suggestion that the form and type of buildings will reflect local identity and incorporate sub-tropical architecture and landscaping.	Noted.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
18.	Concern that there is potential for the built form to be repetitive or homogenous and architectural quality and diversity of buildings/towers should be promoted.	This has been noted and a new criterion has been included to promote diversity of the built form.	Y
19.	Suggest that the built form PDA-wide criteria should require the built form to be built using orthogonal geometry that responds to the city street grid to reinforce legibility and clarity of the city form and the primacy of the city streets.	It is not considered appropriate to prescribe orthogonal geometry in the built form. The development scheme is intended to provide an appropriate amount of flexibility for different built form options to be considered.	N
20.	The design intent must be robust enough to enable repurposing of the casino.	This has been noted and a new criterion has been included to provide for adaptability of buildings.	Y
21.	Suggest that the pool should be elevated.	The development scheme is a high level planning framework which seeks to balance diverse interests. The development scheme identifies principles which future development applications will need to address. This level of detail is not considered appropriate for the development scheme.	N
22.	Suggest replacing bullet point 2 in section 3.5.2 (Built form) with: <ul style="list-style-type: none"> <li data-bbox="369 1137 1108 1302">• <i>The separation of new buildings to existing heritage places will sensitively respond to the specific site context and the relative values of these heritage places, but may not be able to observe strict setback provisions.</i></li> </ul>	It is considered the current provision more appropriately provides for interface with heritage places. No strict setback provisions are provided for in the scheme.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
23.	<p>Recommend deleting footnote 25 as implementing Objective 5.2 of the Implementation strategy in strict alignment with the PDA Guideline No-8 for Medium &amp; High-rise buildings may not be appropriate for development in Queen's Wharf Brisbane. Alternatively, submitter suggests updating footnote 25 to read:</p> <p><sup>25</sup> ...as amended and replaced from time to time <i>where this is applicable to delivering an iconic integrated resort development that seeks diverse built form outcomes.</i></p>	<p>The reference to the PDA guideline for Medium and High-rise buildings is considered appropriate for residential buildings in that it outlines some built form and building elements which aren't specified in the development scheme.</p> <p>For clarity, the footnote has been moved to a provision that specifically references residential development. It is not considered appropriate to amend this provision to address the form and nature of an integrated resort development as this is not defined.</p>	Y
24.	<p>Suggest removing bullet point 14 in section 3.5.3 (Street and movement network) and replacing with <i>"vehicular access arrangements to be designed and located taking into consideration the safety and efficiency of pedestrian and cycle routes within the precinct"</i></p>	<p>Design of the servicing arrangements for the QWB PDA must minimise the requirement for parking, stopping or queueing on the public road network. It is not considered necessary to delete this provision. The suggested wording is considered to be covered by other provisions in the development scheme.</p>	N
25.	<p>Suggest removing reference in footnote 26 to the Queensland Development Code MP4.4 and replacing with Australian Standard 2107:2000 internal noise criteria.</p>	<p>The Queensland Development Code (QDC) is the required building standard in Queensland. Australian Standard 2107:2000 is referenced in the QDC.</p>	N
26.	<p>Suggest removing bullet point 18 in section 3.5.3 (Street and movement network) regarding building over William Street to minimise the footprint and visual impact.</p>	<p>The Queensland Government has determined that building over William Street in a discrete location is an acceptable outcome provided that the treatment is appropriate and it minimises any adverse impacts on the public realm and adjacent development. Several amendments have been made to the criterion for building over William Street to enhance the built form outcome and ensure key amenity and other urban design aspects are appropriately addressed.</p>	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
		It is considered reasonable that any development over William Street must minimise the footprint and visual impact.	
<b>Building height, bulk and scale</b>			
27.	Suggest strengthening the development scheme to provide that development is consistent with the operational airspace defined by Brisbane Airport's "prescribed airspace".	This has been noted and the criterion regarding building height has been updated to strengthen the protection of Brisbane Airport's operational airspace.	Y
28.	Suggest that the development scheme should include more specific measures relating to the height, bulk and scale of buildings.	<p>The development scheme is intended to provide an appropriate amount of flexibility for different built form options to be considered.</p> <p>The scheme acknowledges that buildings must be of an appropriate mass and scale within the context of the CBD, make efficient use of the land, is consistent with planned infrastructure and commensurate with the site area. This is broadly reflective of the provisions that apply in other parts of the CBD.</p>	N
29.	Support for the scheme's acknowledgement that the overall mass and scale of buildings should reflect their CBD location in making efficient use of this highly valuable land.	Noted.	N
30.	Suggest the development scheme should explain how the allowed scale and form will complement or benefit the existing and anticipated future fabric of the city.	It is not considered appropriate to include this type of information given that the development scheme is not an explanatory document.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
31.	Suggest that the criteria in section 3.5.2 (Built form) refer to the Brisbane City Council City Centre Master Plan and associated studies and reports regarding building height, mass and scale in the CBD.	The City Centre Master Plan is not a statutory planning instrument, however the PDA-wide criteria is broadly consistent with key performance outcomes in the draft City Centre neighbourhood plan.	N
32.	<p>Concerns regarding overshadowing. Specific comments included:</p> <ul style="list-style-type: none"> <li>• the impact of overshadowing of the built form on neighbouring dwellings.</li> <li>• a suggestion that the built form PDA-wide criteria require a comprehensive overshadowing study.</li> </ul>	The importance of this matter is acknowledged in the development scheme. The development scheme provides that future development consider overshadowing principles, promoting penetration of winter sunlight to the public realm on the river edge and to the streets. It also provides for adequate tower separation to reduce overshadowing and promote light penetration.	N
<b>Sub-tropical design</b>			
33.	Strong support for the development scheme's promotion of high-quality, sub-tropical architecture and landscaping within buildings, streets and public spaces.	Noted.	N
34.	<p>Suggest that the development scheme should further address sub-tropical design in the built form and urban design PDA-wide criteria. Specific suggestions included:</p> <ul style="list-style-type: none"> <li>• requiring exemplary sub-tropical design including appropriate solar management or design not simply orientation.</li> <li>• providing a much stronger emphasis on the delivery of sub-tropical design and living, and be more specific on the outcomes that are required.</li> </ul>	Amendments have been made to the development scheme to further promote sub-tropical design. As well as amendments to the land use plan, a new section of the implementation strategy has been added which includes reference to climatically responsive design and the Subtropical Design Handbook.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
	<ul style="list-style-type: none"> <li>refer to the overall outcomes from the draft City Centre Neighbourhood Plan relating to sub-tropical design and meritorious architecture.</li> <li>the urban design criteria should reference the Sub-tropical Design Handbook published by the Centre for Sub-tropical Design.</li> </ul>		
<b>Streetscape</b>			
35.	<p>The urban design criteria should provide that:</p> <ul style="list-style-type: none"> <li>streets are not built over and are open to the sky.</li> <li>public realm is integrated with the street and not grade separated.</li> <li>cross block pedestrian connectivity is provided at no more than 100 metre intervals.</li> </ul>	<p>With the exception of a discrete part of William Street, streets are not to be built over. This has been clarified in the development scheme.</p> <p>It is not considered necessary to prescribe that public realm spaces are only at street level. Where public realm is grade separated, the development scheme provides that they are accessible for all users including people with disabilities.</p> <p>It is not considered necessary to prescribe cross block pedestrian connectivity at no more than 100 metre intervals as Map 2 provides for greater permeability where appropriate.</p>	Y
36.	<p>Suggest that active frontages in the built form PDA-wide criteria need to emphasise the reference to the CBD and its relationship to the rest of the city rather than the prevailing character.</p>	<p>A minor amendment has been made to the relevant PDA-wide criteria to emphasise that active frontages reflect the streetscape character of the broader CBD.</p>	Y
37.	<p>Suggest that the built form PDA-wide criteria provide that all streets enhance their cultural importance and primacy in the city built form by:</p>	<p>With the exception of a discrete part of William Street, streets are not to be built over. This has been clarified in the development scheme.</p>	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
	<ul style="list-style-type: none"> <li>• reinforcing spatial integrity, light and ventilation permeability, public realm and pedestrian amenity.</li> <li>• enforcing no building beyond the boundary.</li> <li>• removing buildings over Margaret Street and re-establishing the integrity of its streetscape.</li> <li>• providing an activated and public streetscape at the ground level.</li> <li>• respecting the relationship and interface with any adjoining heritage places and seek to minimise adverse impacts on the cultural heritage significance of the area.</li> </ul>	<p>The Queensland Government has determined that building over William Street in a discrete location is an acceptable outcome provided that the treatment is appropriate and it minimises any adverse impacts on the public realm and adjacent development. Several amendments have been made to the criterion for building over William Street to enhance the built form outcome and ensure key amenity and other urban design aspects are appropriately addressed.</p> <p>Other minor amendments have been made to the development scheme to address these comments.</p>	
<b>Wayfinding</b>			
38.	Support for wayfinding in the PDA but needs to be clear, concise and consistent.	Noted. The implementation strategy has been updated to specify that wayfinding should be clear, concise and consistent. The PDA-wide criteria also reference legibility.	Y
<b>Heritage</b>			
39.	Support for the scheme's heritage protection provisions.	Noted.	N
40.	Strong support for the retention and conservation of the heritage places within the PDA.	Noted	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
41.	Suggest that the built form PDA-wide criteria provide specific interface requirements with adjacent/nearby heritage sites or those located within the precinct including the appropriateness of building separation.	<p>The development scheme provides that any new development is sensitive to the interface and relationship with heritage places including building separation where appropriate.</p> <p>This is intended to provide an appropriate amount of flexibility for different built form options to be considered.</p> <p>This would be rigorously assessed as part of any development application that impacts a heritage place.</p>	N
42.	Suggests that the built form PDA-wide criteria provide more information as to what is deemed an acceptable adaptive re-use of heritage sites.	<p>The development scheme is intended to provide an appropriate amount of flexibility for different adaptive re-use options to be considered.</p> <p>This would be rigorously assessed as part of any development application that includes a heritage place.</p>	N
43.	Suggest that other important heritage places within the precinct which are not registered be recognised and interpreted, including the sites of the Commandant's Cottage and the Bellevue Hotel.	The importance of recognising and interpreting other historical places in the QWB PDA that are not heritage places is acknowledged. An amendment has been made to the implementation strategy to provide for this.	Y
44.	Support the principle of adaptive reuse of the heritage places to ensure their longevity.	Noted.	N
45.	Concern about the impact new uses could have on heritage buildings, particularly on the interiors of significance.	The importance of protecting the interiors of heritage buildings is acknowledged. An amendment has been made to the relevant PDA-wide criteria.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
46.	Strong support for a systematic, robust and detailed conservation planning process for assessing the significance of all the building fabric of heritage places, particularly the interiors.	The development scheme clearly acknowledges the importance of conservation and adaptive re-use of the heritage places within the QWB PDA. This includes all aspects of the building fabric including building interiors. Economic Development Queensland will continue to work with the Department of Environment and Heritage Protection, the Queensland Heritage Council and specialist heritage consultants throughout development assessment to provide a rigorous assessment of heritage matters in this important precinct.	Y
47.	Suggest the establishment of an expert advisory committee, which would include representatives of the Department of Environment and Heritage Protection to review proposals for the alteration and adaption of heritage places.	Project governance is not a matter for the development scheme. However, Economic Development Queensland is committed to working with the Department of Environment and Heritage Protection, the Queensland Heritage Council and specialist heritage consultants throughout development assessment to provide a rigorous assessment of heritage matters in this important precinct.	Y
48.	Suggest respectful engagement is undertaken with indigenous communities to deliver interpretive signage that highlights the indigenous and colonial heritage of the precinct including a thorough consultation and analysis of opportunities with appropriate representation from the relevant sectors of the community.	An amendment has been made to the implementation strategy to require interpretive signage that highlights the indigenous and colonial heritage of the precinct and to undertake respectful engagement with indigenous communities where appropriate.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
49.	Suggest that the <i>Economic Development Act 2012</i> should not over-rule the <i>Queensland Heritage Act 1992</i> .	The <i>Economic Development Act 2012</i> provides for State interests including heritage to be considered up-front in the planning process rather than relying on each individual application being formally referred to the State Assessment and Referral Agency for assessment when a State interest is triggered. However, Economic Development Queensland is committed to working with the Department of Environment and Heritage Protection, the Queensland Heritage Council and specialist heritage consultants throughout development assessment to provide a rigorous assessment of heritage matters in this important precinct.	Y
50.	Suggest that any damage whatsoever to any heritage building cannot be accepted as these buildings are irreplaceable.	The development scheme clearly acknowledges the importance of conservation and adaptive re-use of the heritage places within the QWB PDA. However, an additional provision has been added to the PDA-wide criteria to put beyond doubt that that the fabric of adjacent heritage buildings needs to be protected during construction.	Y
51.	Outline that it is essential that the Commissariat Store building and surrounding boundary walls and courtyard be preserved in their entirety and not disturbed in any way either intentionally or accidentally by surrounding construction work.	The development scheme clearly acknowledges the importance of conservation and adaptive re-use of the heritage places within the QWB PDA. However, an additional provision has been added to the PDA-wide criteria to put beyond doubt that that the fabric of adjacent heritage buildings (including the Commissariat Store building and courtyard) needs to be protected during construction.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
52.	Pedestrian and vehicle access arrangements to the Commissariat Store need to be maintained during and after the casino development project.	The development scheme outlines that adverse impacts on amenity including the functionality of traffic in the CBD need to be minimised. For clarification, a minor amendment has been made to reference accessibility as well as amenity. The practical application of this provision, including any impacts on access to the Commissariat Store will need to be considered during development assessment.	Y
53.	Suggest that the development scheme provide that there will be no loss of heritage buildings in whole or in part within the PDA.	The development scheme clearly acknowledges the importance of conservation and adaptive re-use of heritage places within the QWB PDA. To remove doubt, the vision of the development scheme has been amended to provide for the conservation and adaptive of <i>all</i> heritage places.	Y
54.	Concern about what happens when the heritage protections afforded to all extant buildings in the precinct constrain the development and whether the Government will provide assurances they will not circumvent heritage measures that apply to all Queenslanders.	The development scheme clearly acknowledges the importance of conservation and adaptive re-use of the heritage places within the QWB PDA. To remove doubt, the vision of the development scheme has been amended to provide for the conservation and adaptive of <i>all</i> heritage places.	Y
55.	Suggests the heritage value of buildings and their relationship to the street should be preserved including the Brisbane tuff kerb stones.	The development scheme provides that public realm (including streets) have regard to the relationship and interface with heritage places.	N
56.	Suggest the existing heritage arrangements that Echo Entertainment have with the Queensland Government regarding the Treasury, former Lands Administration Building, Old State Library and Queen's Gardens be preserved.	Under the <i>Brisbane Casino Agreement Act 1992</i> , building work to the Treasury Casino, former Lands Administration Building, Old State Library and Queen's Gardens is carried out under an existing heritage management plan.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
		<p>Going forward, any assessable development or material change of use of these buildings will be assessed by Economic Development Queensland through the development assessment process under the <i>Economic Development Act 2012</i>.</p>	
57.	<p>Suggest that the development scheme prescribe adaptive re-use of the heritage buildings as a public use rather than just increased hospitality and commercial uses.</p>	<p>The development scheme is intended to provide an appropriate amount of flexibility for different adaptive re-use options to be considered including community uses.</p> <p>This would be rigorously assessed as part of any development application that includes a heritage place.</p>	N
58.	<p>Suggest that the major office buildings which require demolition to facilitate the development (i.e. Executive Building, 80 George Street and the Neville Bonner Building) are nationally significant and part of the historic grain of Brisbane and should be preserved. The engineering significance of the Riverside Expressway also needs to be respected.</p>	<p>The Executive Building, 80 George Street and the Neville Bonner Building are not heritage listed. As a result, there is no intention for the development scheme to provide for their protection.</p> <p>It is acknowledged that the ongoing function and maintenance of the Riverside Expressway is imperative. The development scheme provides for this.</p>	N

## 4.4 Street and movement network

Matter #	Summary of issue/comment	Response	Amendment Y/N
<b>General</b>			
1.	Suggest removing the word 'Street' from heading 3.5.3 Street and movement network and related content as no new streets are proposed within the PDA.	It is acknowledged that no new streets are proposed within the PDA but it is still considered appropriate to refer to the street in the heading given the importance of the existing street network.	N
<b>Active transport</b>			
2.	Pedestrian and cyclist access along the riverfront should be maintained.	The development scheme acknowledges the importance of public access to the riverfront including the existing Bicentennial Bikeway. It also provides for enhancements to the existing cycling and pedestrian infrastructure in the PDA. During development assessment and ongoing construction works, access along the riverfront will need to be addressed to ensure a balance is achieved between accessibility and community safety.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
3.	<p>Concern that there is no clear metric (e.g. pedestrian and cyclist transit times) proposed to measure and assess how cycling infrastructure is maintained and improved during and after construction including clear outcomes that reduce accident rates and maintain or reduce transit times.</p>	<p>The development scheme requires maintenance and improvements to the cycling infrastructure in the PDA. It also requires any redesign of the Bicentennial Bikeway to address potential interactions between cyclists and other users.</p> <p>It is not considered appropriate to include specific metrics to address transit times or a reduction in accidents as these are generally not considered matters that should be identified in a development scheme.</p> <p>However, a minor amendment has been made to the development scheme to clarify that adverse impact on accessibility and community safety including the functionality of the active transport network in the CBD during and after construction needs to be addressed.</p>	Y
4.	<p>Support for the provisions in the proposed development scheme that require:</p> <ul style="list-style-type: none"> <li>• upgrades to the Bicentennial Bikeway</li> <li>• upgrades to the existing cycleways and new connections within the PDA to enable integration with the Bicentennial Bikeway</li> <li>• provision of publicly accessible cycle facilities.</li> </ul>	Noted.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
5.	Concerns that statements in relation to the requirements for cycling infrastructure are too general and the development scheme should reference the applicable Queensland Government technical notes which outline minimum standards for cycling infrastructure and make them mandatory rather than a consideration for safety and consistency reasons.	<p>The development scheme is intended to provide an appropriate amount of flexibility for innovative options to be considered, including those over and above the minimum standards.</p> <p>However, a new footnote has been included to specifically address that development for cycle connections throughout the PDA demonstrates practical conformance with the applicable Queensland Government standards for cycling infrastructure.</p>	Y
6.	The land use plan should cater for at least a doubling of bicycle movements into and through the PDA.	The development scheme provides for improvements to the bicycle connectivity into and through the PDA. A minor amendment has been made to the development scheme to ensure consideration is given to current and future capacity of the cycling network in the PDA.	Y
7.	Suggest section 3.5.1 be strengthened to provide for improved pedestrian and cyclist permeability and legibility.	A minor amendment has been made to the development scheme to address this comment.	Y
8.	<p>Concern regarding the design and ongoing management of the Bicentennial Bikeway including:</p> <ul style="list-style-type: none"> <li>• pedestrian, cyclist and vehicle conflict in the public realm including when there are events hosted in the main public plaza</li> <li>• the requirement for the bikeway to be open 24/7</li> <li>• the possibility of a separated cyclist bypass around the main public plaza.</li> </ul>	<p>The development scheme provides that any potential interactions between cyclists and other users are managed through appropriate design. The detailed design for the bikeway will be determined prior to and during the development assessment phase taking into account this requirement.</p> <p>A minor amendment has been made to the development scheme to provide that the Bicentennial Bikeway is accessible at all times.</p>	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
		There will be exceptions for major events where the conflict may not be able to be managed through design alone. Any temporary closures of the Bicentennial Bikeway will be managed as needed including any necessary consultation with key stakeholders.	
9.	<p>The development scheme should be strengthened to provide for a number of matters including:</p> <ul style="list-style-type: none"> <li>• enhanced bicycle permeability and connectivity</li> <li>• end-of-trip facilities in the public space</li> <li>• prioritisation of bicycle and pedestrian movements over vehicle movements</li> <li>• improved levels of service for cyclists.</li> </ul>	The development scheme provides for all of these matters including permeability, connectivity, accessibility of end-of-trip facilities and managing potential modal conflict and priority. Some minor amendments have been made to emphasise or clarify this.	Y
10.	Support for the opportunities provided to improve pedestrian access to the Brisbane River including between George Street and the riverfront and heritage sites.	Noted.	N
11.	Pedestrian demand and flow to both South Brisbane and South Bank train stations needs to be considered further.	The development scheme provides for a cross-river connection to South Bank. Pedestrian movements, including capacity and demand will be considered during development assessment.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
12.	Suggest that the development scheme make walking and active travel easy and safe through connected infrastructure planning, for the thousands of residents, employees and tourists expected to use the precinct.	The importance of active transport is emphasised in the development scheme including prioritising the safety of pedestrians and cyclists.	N
<b>Public transport</b>			
13.	<p>Recommends amending bullet point 9 in section 3.5.3 (Street and movement network) to reflect the potential need for bus service relocations. The bullet point should read:</p> <p>Optimising the use of public transport infrastructure to <del>and through</del> the PDA by creating connections with existing and proposed transport infrastructure both on land and on water including ferry terminals and any public transport route where identified within or adjacent to the PDA <i>where known at the time of the lodgement of the primary application</i></p>	<p>This provision is primarily about providing connectivity for pedestrians to public transport infrastructure. Public transport services will still be required to service existing and new development in the PDA during and after construction and will likely need to traverse the PDA. In light of this, it is still considered appropriate to reflect that this is both to and through the PDA.</p> <p>It is not considered appropriate to make the amendment regarding the time of lodgement as this may change depending on the nature of the application, any consultation, subsequent information requests and negotiated outcomes.</p>	N
14.	<p>Regarding public transport services, suggest that:</p> <ul style="list-style-type: none"> <li>• public transport will need to be increased dramatically</li> <li>• an integrated metropolitan public transport solution needs to be identified</li> <li>• a bus loop service (similar to the Spring Hill loop) be instigated along Grey Street, over the Victoria Bridge and into the CBD.</li> </ul>	The development scheme provides for improvements to the public transport connectivity into and through the PDA. The scheme does not specifically provide for an increase in public transport services or identify specific new public transport services, such as a South Bank bus loop service, in the PDA as this is an operational matter and must be considered separately by the Queensland Government taking into account State-wide public transport priorities.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
15.	Suggest that the development scheme include criteria that provides for maintenance and provision of bus public transport services to the area and the CBD network, including appropriately located bus stops and bus stations.	<p>The development scheme provides for improvements to the public transport connectivity into and through the PDA as well as optimisation of the use of public transport.</p> <p>The scheme does not specify exactly what public transport services will be provided as this is an operational matter and must be considered separately by the Queensland Government taking into account State-wide public transport priorities.</p>	N
<b>Connectivity</b>			
16.	Support for the scheme's consideration of the broader context of the CBD and facilitation of greater connections within, across and through the site.	Noted.	N
17.	Suggest that the development scheme enhance quality connections to other major CBD sites such as the Victoria Bridge, Queen Street Mall, Queensland University of Technology and the Brisbane River.	Section 3.2 of the development scheme provides for connectivity to all these major CBD sites and these are also enshrined in the structural elements plan.	N
<b>Road network and traffic</b>			
18.	Suggest a traffic management plan must be instigated to complement the development scheme, include CBD-wide and South Brisbane traffic and take into account future public transport plans.	To meet the requirements of the land use plan, any future applicant for development in the QWB PDA will be required to undertake a range of traffic studies as part of the development application process. It is industry practice for traffic studies to include anticipated volumes of vehicular movements as well as public transport patronage. This will include analysis of traffic impacts to the CBD and beyond.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
19.	Suggest the development scheme include statements to promote the uptake of water sensitive urban design features in the road network, such as stormwater harvesting, raingardens and passively irrigated street trees.	A minor amendment has been made to the scheme to ensure water sensitive urban design is considered in the design of the public realm. This includes the road network.	Y
20.	Suggest that the development scheme include criteria that require transport modelling of the development area and the wider CBD to ensure the precincts' transport network is integrated into the local road network.	To meet the requirements of the land use plan, any future applicant for development in the QWB PDA will be required to undertake a range of transport modelling as part of the development application process. This will include analysis of traffic impacts to the CBD and beyond.	N
21.	Suggest that the development scheme include criteria that provide for improvements that reflect vehicle movements within and through the area, matched to the needs of the CBD road network and links to the Riverside Expressway and the local road network.	An amendment has been made to the structural elements text to emphasise the importance of the local road network for the PDA and the broader CBD including the connectivity it provides to the Riverside Expressway.	Y
22.	Concern that the scheme fails to explain how the City Centre will be affected in terms of traffic impacts.	To meet the requirements of the land use plan, any future applicant for development in the QWB PDA will be required to undertake a range of traffic studies as part of the development application process. This will include analysis of traffic impacts to the CBD and beyond.	N
<b>Car parking</b>			
23.	On-site car parking should be minimised to decrease car use and encourage walking.	The development scheme prescribes the same car parking rates as that of the Brisbane City Council City Plan 2014. These are maximum parking rates which balance the need to provide adequate car parking for all land uses but acknowledge the CBD location, high public transport	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
		servicing, general walkability and other active transport opportunities.	
24.	Suggest that the development scheme be amended to specifically require car parking to be located in basements.	A minor amendment has been made to the development scheme to this effect.	Y
25.	Suggest that Performance Outcome 17 and 18 from the draft City Centre Neighbourhood Plan be referenced in the PDA-wide criteria to promote ground-floor activation and provide that vehicular access, servicing and parking does not compromise the walkability or activation.	A review was undertaken of these criteria. Some of these elements are already addressed appropriately in other criteria. However, some minor amendments were made to specifically require car parking to be located in basements as well as maximise the opportunities for colocation of servicing and parking openings within single buildings and/or with adjoining developments.	Y
26.	Suggest that the development scheme provide appropriate car park access and development entry points.	<p>The development scheme is intended to provide an appropriate amount of flexibility for different access options to be considered.</p> <p>However, there are criteria included that ensure entry points do not negatively impact on the public realm, are safe, legible, logical and minimise modal conflict.</p>	N
27.	Concern about how parking will affect the use of the existing streets and traffic movements.	To meet the requirements of the land use plan, any future applicant for development in the QWB PDA will be required to undertake a range of traffic studies as part of the development application process. It is industry practice for traffic studies to include anticipated volumes of vehicular movements as well as parking requirements including the impact on the local road network and traffic flow.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
28.	<p>Requests bullet point 14 of section 3.5.3 (Street and movement network) and associated footnote be deleted as it is not clear whether the development scheme is implying that the Brisbane City Council policy should be adopted as the design standard or if it is seeking to specifically apply the constrained parking supply rates specified in the Brisbane City Council policy. Suggests amending the bullet point and associated footnote as follows:</p> <ul style="list-style-type: none"> <li>• <i>Provides an onsite car parking layout*, loading bays and service areas either integrated within or under buildings and sleeved by active frontages, or located away from the public realm behind buildings.</i></li> </ul> <p><i>*Development must provide a car park layout designed to the standards as prescribed in Brisbane City Council's Traffic, Access, Parking and Services Planning Scheme Policy, Brisbane City Plan 2014, as amended and replaced from time to time and/or AS2890.1:2004 Parking Facilities Part 1: Off-street car parking.</i></p>	<p>Some amendments have been made to the development scheme to reflect these comments.</p> <p>The development scheme prescribes the same car parking rates as that of the Brisbane City Council City Plan 2014. These are maximum parking rates which balance the need to provide adequate car parking for all land uses but acknowledge the CBD location, high public transport servicing, general walkability and other active transport opportunities.</p>	Y
<b>Connection to South Bank</b>			
29.	<p>Suggest the another bridge across the Brisbane River is not required in this specific location given:</p> <ul style="list-style-type: none"> <li>• there are other existing river crossings in the vicinity of the PDA which already provide this amenity but could be enhanced</li> </ul>	<p>The development scheme does not specifically prescribe a new bridge connection to South Bank Parklands only an improvement to pedestrian connectivity. The development scheme provides enough flexibility to deliver a range of options including a bridge or improvements to existing connections. There is also flexibility to change where this connection starts and ends.</p>	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
	<ul style="list-style-type: none"> <li>• it would impact the visual amenity of the river and the riverfront itself</li> <li>• the routes of the existing ferry network</li> <li>• the public benefit.</li> </ul>	<p>The nature and location of the connection will ultimately be determined by the Queensland Government and the successful proponent for the redevelopment of the precinct. However, an amendment have been made to the development scheme to ensure consideration is given to amenity issues, best practice urban design, interface with the street network and public realm, shading and sheltering for pedestrians and heritage places.</p>	
30.	<p>Concern regarding the bridge landing at South Bank including that:</p> <ul style="list-style-type: none"> <li>• it should be relocated to land in a more central location in South Bank Parklands (e.g. Riverside Restaurants)</li> <li>• there needs to be consideration of the extent of ramping required</li> <li>• reference should be made to the South Bank Adopted Development Plan (ADP)</li> <li>• it should align with good urban design principles, optimise equitable access for all citizens and provide public benefit</li> <li>• the impacts of the bridge on South Bank beyond the immediate landing area including commercial operations need to be outlined specifically in the development scheme.</li> </ul>	<p>The development scheme does not specifically prescribe a new bridge connection to South Bank Parklands only an improvement to pedestrian connectivity. The development scheme provides enough flexibility to deliver a range of options including a bridge or improvements to existing connections. There is also flexibility to change where this connection starts and ends. The nature and location of the connection will ultimately be determined by the Queensland Government and the successful proponent for the redevelopment of the precinct. However, amendments have been made to the development scheme to ensure consideration is given to amenity issues, best practice urban design, interface with the street network and public realm, shading and sheltering for pedestrians and heritage places.</p> <p>Legislation amendments are currently proposed to enable the MEDQ to assess the proposed bridge where it is proposed outside the PDA. The ADP is likely to be one of the matters to consider when making a decision on the proposed bridge.</p>	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
		Details regarding the commercial impact of the landing point of any cross-river connection is not the role of the development scheme.	
31.	The bridge should provide shade to be more suitable to Brisbane's climate.	The development scheme does not specifically prescribe a new bridge connection to South Bank Parklands only an improvement to pedestrian connectivity. The development scheme provides enough flexibility to deliver a range of options including a bridge or improvements to existing connections. There is also flexibility to change where this connection starts and ends. The nature and location of the connection will ultimately be determined by the Queensland Government and the successful proponent for the redevelopment of the precinct. However, a minor amendment has been made to ensure the cross-river connection provides adequate shading.	Y
32.	A rationale should be provided as to why the bridge is not open to cyclists.	The development scheme provides an indicative location for a connection to South Bank Parklands. Cyclist access to this connection is not precluded by the scheme but pedestrian access has clearly been prioritised. This decision was made based on the proximity of the nearby Goodwill and Victoria bridges (which provide for cyclist access) along with the topographical issues associated with cyclist access to a connection in the indicative location from both the Bicentennial Bikeway and George Street.	N
33.	There is no analysis or explanation for the proposed alignment of the bridge to South Bank.	The development scheme does not specifically prescribe a new bridge connection to South Bank Parklands only an improvement to pedestrian connectivity.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
		The development scheme provides enough flexibility to deliver a range of options including a bridge or improvements to existing connections. There is also flexibility to change where this connection starts and ends. The nature and location of the connection will ultimately be determined by the Queensland Government and the successful proponent for the redevelopment of the precinct.	
34.	The bridge should be completed in the early stage of the development life and be non-negotiable.	Staging is not a matter that is prescribed by the development scheme. The delivery of a cross-river connection will be subject to other Queensland Government processes.	N

## 4.5 Public realm

Matter #	Summary of issue/comment	Response	Amendment Y/N
General			
1.	<p>Recommends bullet point 10 of section 3.5.4 (Public realm) be amended to read:</p> <ul style="list-style-type: none"> <li>Provides for <i>small to medium scale</i> built form interventions in Queens Park which respect its function...</li> </ul>	<p>Control over the nature and scale of built form in Queens Park is imperative to preserve its heritage place status. It is not considered appropriate to have larger scale built form in the park. A minor amendment has been made to require any building materials to be mostly transparent.</p>	Y
2.	<p>Recommends amending bullet point 14 of section 3.5.4 (Public realm) to allow for flexibility in the loss of mature trees required to implement the scheme. Bullet point should be amended to read:</p> <ul style="list-style-type: none"> <li><i>Maximise the opportunity where possible to provide for the preservation of existing mature trees and new deep planting where appropriate</i></li> </ul>	<p>The development scheme encourages preservation of existing mature trees to promote biodiversity. However, the existing provision also acknowledges that this can only be done in some circumstances. This amendment is not considered necessary.</p>	N
3.	<p>Recommends amending bullet point 15 of 3.5.4 (Public realm) to allow for a wider term of reference for public art to be adopted in the context of creating a world class integrated resort development. Bullet point should be amended to read:</p> <ul style="list-style-type: none"> <li>Integrated public art which is appropriate to the origins and history of the area and Brisbane <i>or wider terms of reference if appropriate.</i></li> </ul>	<p>The development scheme acknowledges the importance of the Queen's Wharf Brisbane precinct to the history of Brisbane. On this basis, it is considered appropriate to narrow the scope of integrated public art to focus on this rich history of the precinct rather than broaden this requirement.</p>	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
<b>Public open space</b>			
4.	Support for the scheme's focus on delivering publicly-accessible open spaces and improvements to the safety and accessibility of the precinct for all users.	Noted.	N
5.	Suggest that all areas in the public realm should not only be accessible but access should be transparent, legible and encouraged so that opportunities for engagement with the Brisbane River can help promote environmental stewardship.	The provision of expansive publicly accessible public realm and the legibility and integration of it into the CBD as well as providing connectivity between the CBD and the Brisbane River are key tenets of the development scheme.	N
6.	Suggest that section 3.5.4 (Public realm) of the development scheme be further strengthened to promote a high quality public realm along the river's edge and increase opportunities for use of the river by tourist, recreational and non-motorised vessels.	The relationship between the public realm and the Brisbane River is a significant aspect of development in the PDA. A new criterion has been added to emphasise the importance of the relationship between the public realm and the river frontage and increase opportunities for water-based vessels.	Y
7.	Suggest that the development scheme should ensure integration between the PDA and surrounding streets at every opportunity through architectural treatment, landscape architecture, street layouts and vegetation, furniture, pavements and all other aspects of urban design.	It is considered that the integration of the public realm with the broader CBD is an important aspect of development in the PDA. A new criterion has been added to specifically provide for this while acknowledging the unique nature of this development in the CBD.	Y
8.	Suggest that there is a cross-reference between public realm requirements and section 3.5.6 relating to flood resilience.	A minor amendment has been made to reference the consideration of durable and flood resilient surfaces in the public realm.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
9.	<p>Suggest that the public realm PDA-wide criteria:</p> <ul style="list-style-type: none"> <li>provide a requirement for a public realm master plan and design guideline document be produced as part of the Infrastructure Plan to explain and define the intended urban design and public realm outcomes</li> <li>specify that it is predominantly at grade and directly engages the street.</li> </ul>	<p>As public realm is a type of infrastructure, it is intended that further detail about public realm will be demonstrated through the Infrastructure Master Plan, which is required to be lodged with the first material change of use PDA development application for the QWB PDA. This would include some high level design principles and be considered part of the development assessment process. The implementation strategy also provides for new public realm planning and design guidelines for the QWB PDA.</p> <p>Where public realm is grade separated, the development scheme provides that they are accessible for all users including people with disabilities.</p>	Y
<b>Ownership</b>			
10.	<p>Suggest that the public realm PDA-wide criteria specify that:</p> <ul style="list-style-type: none"> <li>the public realm is predominantly held in public ownership as a public asset</li> <li>future ownership and associated maintenance costs be considered in the design process.</li> </ul>	<p>The tenure and future ownership of the land in the PDA is not a matter for the development scheme. This will be determined through other Queensland Government processes.</p>	N
11.	<p>Suggest that if there is a need for the term publicly accessible to be used, the intention needs to be clear - all of the open spaces should be publicly-owned, easily accessed and interpreted as welcoming and inclusive.</p>	<p>The development scheme requires that all public realm within the PDA among other things, must be easily accessed by the public as well as be inclusive and inviting.</p> <p>The tenure and future ownership of the land in the PDA is not a matter for the development scheme to determine. This will be determined subject to other Queensland Government processes.</p>	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
<b>Water management</b>			
12.	Suggest that sustainable urban water management must be required and implemented at all scales to contribute to creating high quality public realm that is cost-effective, adds amenity and provides other benefits, such as mitigation of urban heat island effect. This might include green roofs and walls, roof water and storm water harvesting, raingardens, wetlands and pervious pavements.	It is acknowledged that sustainable urban water cycle management is an important consideration in designing the public realm in the QWB PDA. A new criterion has been included to provide for this.	Y
13.	Public realm should showcase water sensitive urban design in the streetscape and open spaces throughout the QWB PDA by aligning with the principles of 'Living Waterways' and the 'Framework for Public Open Space'.	It is acknowledged that water sensitive urban design is an important consideration for future development in the QWB PDA. A new criterion has been included to provide for this.	Y

## 4.6 Environment and sustainability

Matter #	Summary of issue/comment	Response	Amendment Y/N
<b>General environmental matters</b>			
1.	Consider that erosion and sediment control must be conducted to (or above) current best practice standards.	Section 3.5.6 (Community safety and development constraints) of the development scheme addresses this matter. However, section 3.5.5 (Environment and sustainability) has also been amended to promote best practice water quality protection measures.	Y
2.	Concern that terms such as 'has regard to the environment', 'seeks to support', and 'maximise the opportunity to' must be replaced as they are not unequivocal.	The language in the relevant section of the development scheme has been amended to address these concerns.	Y
3.	In accordance with federal legislation, the mitigation hierarchy must be rigorously applied, where offsets should be a last resort after all avoidance and mitigation strategies have been exhausted. The QWB PDA scheme must spell out how it will first address and exceed legislative requirements before considering offsets.	The relevant provision of the development scheme that relates to environmental offsets has been amended to reflect this comment.	Y
4.	Suggest that the scheme be proactive in intent, language and tone to ensure that the environmental and cultural values of the Brisbane River are protected, since it is fundamentally important to the success of the project and the use and enjoyment of the infrastructure that will be developed.	Some language in the relevant sections of the development scheme has been amended to address these concerns.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
5.	<p>Suggest that:</p> <ul style="list-style-type: none"> <li>the protection of the natural and cultural values of the Brisbane River is marginal and may not be true</li> <li>the infilling of the river does not protect its natural value</li> <li>low-scale development on or directly adjacent to the Brisbane River contradicts protection of its natural values due to overshadowing and exposure to adverse climatic conditions.</li> </ul>	<p>The protection of the natural and cultural values of the Brisbane River including sensitive treatment of significant vegetation is outlined in the structural elements section of the development scheme.</p> <p>The element regarding low-scale development has been moved to the section 3.5.2 (Built form) and the reference to low-scale development on the river has been removed.</p> <p>However, the Queensland Government has decided that it may be appropriate to provide some public realm improvements in the Brisbane River. The development scheme is clear in intent that this type of development will need to sensitively address and treat the environmental value of the river.</p>	N
6.	<p>Recommends that bullet point 1 of section 3.5.5 (Environment and sustainability) be amended to read:</p> <ul style="list-style-type: none"> <li>utilise energy efficient, climatically responsive sub-tropical design including appropriate solar orientation, shading and shelter, cross ventilation, natural lighting and passive cooling techniques <i>where reasonably practicable</i>.</li> </ul>	<p>Sub-tropical design is an important consideration and an appropriate design response for development in Brisbane's climate. It is not considered appropriate to change this requirement.</p>	N
<b>Vegetation</b>			
7.	<p>Suggest that the environment and sustainability PDA-wide criteria remove the requirement for endemic landscaping with a focus on species that promote biodiversity.</p>	<p>A minor amendment has been made to the development scheme to reflect this comment.</p>	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
8.	Suggest that the environment and sustainability PDA-wide criteria strengthen the requirement to retain existing mature trees, remnant vegetation, marine plants and habitat for fauna where possible including how they will be retained.	<p>A minor amendment has been made to the development scheme to strengthen the requirement to retain existing mature trees, remnant vegetation, marine plants and habitat for fauna where possible.</p> <p>The development scheme does not prescribe how they are retained as it is intended to provide an appropriate amount of flexibility for different options to be considered.</p>	Y
9.	Existing mangroves must be protected, and new mangrove areas created to enhance habitat and biodiversity and provide natural flood protection and reduce heat impact in summer.	The mangroves in the south of the PDA are listed as a Matter of State Environmental Significance and are a State interest that have been accurately mapped in Map 2 and acknowledged elsewhere in the development scheme. Any impacts need to be mitigated or offsets provided for any significant residual impact. The development scheme does not preclude new mangrove areas being established but does not specifically provide for this outcome.	N
10.	Suggest section 3.5.5 of the development scheme stipulate that there is no loss of vegetation or significant street trees as a result of new development.	The development scheme provides that mature trees and other vegetation is to be retained where possible. This acknowledges the importance of maintaining and enhancing the vegetation on the site but takes into account the reality of significant redevelopment in the QWB PDA.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
11.	<p>Recommends amending bullet point 2 of section 3.5.5 (Environment and sustainability) to refer to appropriate mitigation measures where loss of significant vegetation is required. The bullet point should be amended to read:</p> <ul style="list-style-type: none"> <li>protect significant environmental and ecological values including significant <i>vegetation or provides appropriate mitigation measures</i>, having regard to the need...</li> </ul>	A minor amendment to the current provisions clarify that mitigation measures including environmental offsets for any significant residual impact on Matters of State Environmental Significance including significant vegetation is appropriate.	Y
12.	<p>Recommends amending bullet point 5 of section 3.5.5 (Environment and sustainability) to provide greater certainty. Bullet point should be amended to read:</p> <ul style="list-style-type: none"> <li><i>along the riverbank under the Riverside Expressway</i> incorporate landscaping with endemic species with a preference towards retaining existing vegetation where possible.</li> </ul>	It is considered that appropriate landscaping is important across the whole PDA not just along the riverbank and under the Riverside Expressway. No change was made to this provision.	N
<b>Sustainability and climate change</b>			
13.	Concern that there is potential for large buildings to create an urban heat island effect in this CBD location.	The development scheme requires provision of expansive public realm including extensive sub-tropical landscaping to mitigate any potential heat island effect in this CBD location. A new section in the implementation strategy for environment and sustainability includes an action that development addresses the urban heat island effect.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
14.	Concern that no attention is paid to climate change as a significant design factor in the development scheme including the likelihood of more frequent and severe rainfall events and associated riverine flooding.	The development scheme does not specifically reference climate change but some changes have been made to address planning considerations associated with climate change. For example, further emphasis has been given to sub-tropical design and water sensitive urban design and a new section of the implementation strategy has been included referencing climate change adaptation. The Brisbane River Catchment Flood Study that is currently being undertaken is a comprehensive study which accounts for the high degree of climate variability and complex behaviour of flood events in the large Brisbane River catchment. The study when completed will also examine the impact of climate change on the flood estimates by analysing their sensitivity to predicted changes in rainfall and sea level. The development scheme requires consideration of this study during the development assessment process.	Y
<b>Stormwater and water quality</b>			
15.	Stormwater must be managed to exceed the minimum requirements of the State Planning Policy – Water Quality and water recycling options should be integrated.	The development scheme provides for protection of water quality in line with the State Planning Policy including total water cycle management and water sensitive urban design principles. It is not considered appropriate to prescribe higher standards, however a minor amendment to the development scheme seeks to promote innovative use of energy and water including stormwater management and encourage best practice total water cycle management.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
16.	Support the development scheme protecting the natural and cultural values of the Brisbane River and promoting total water cycle management and water sensitive urban design.	Noted.	N
17.	Provide that the development of the QWB PDA is an exemplar to support improvements to stormwater run-off from development during and post-construction by implementing current best practice for stormwater integration with landscaping and implementation of recycling opportunities.	A minor amendment has been made to the development scheme to promote innovative use of energy and water including stormwater management and encourages best practice total water cycle management.	Y
18.	Suggest applying the Healthy Waterways' Living Waterways (2014) framework which sets out principles and objectives that are quantifiable and easily assessed against.	The Healthy Waterways framework is not government policy. The development scheme has used the State Planning Policy as a reference point for the relevant criteria.	N
19.	The development scheme should demonstrate how integrated strategies that reduce the water burden of the development and maximise water reuse options including some amendments to relevant footnotes to strengthen compliance with relevant standards.	A minor amendment has been made to the development scheme to promote innovative use of energy and water including stormwater management and encourages best practice total water cycle management.  Further, a footnote has been added to reference Water by Design's the Water Sensitive Urban Design Technical Design Guidelines for South East Queensland. This is the engineering standard applied by Brisbane City Council.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
20.	The development scheme should clearly demonstrate leadership in matters of the environment, climate change and high quality public realm experiences including exceeding minimum standards for stormwater management.	A minor amendment has been made to the development scheme to promote innovative use of energy and water including stormwater management and encourages best practice water management.  Further, a new section of the implementation strategy has been included which references climate change adaptation and other sustainability measures.	Y
21.	Recommends amending bullet point 9 of section 3.5.5 (Environment and sustainability) to provide greater certainty. Bullet point should be amended to read: <ul style="list-style-type: none"> <li>• <i>where feasible and practicable protect water quality through the use of total water cycle management and water sensitive urban design principles in at-grade landscape areas</i></li> </ul>	Protection of water quality is an important consideration for development across the whole site. It is not considered necessary to soften this outcome or isolate it to certain parts of the development.	N
22.	Recommends amending bullet point 10 of section 3.5.5 (Environment and sustainability) to clarify the water quality objectives as the development is beyond the Moreton Bay Marine Park. Bullet point should be amended to read: <ul style="list-style-type: none"> <li>• <i>ensure the development achieves the water quality objectives of the State Planning Policy for all water discharging from the development site.</i></li> </ul>	An amendment has been made to the footnote to reference the State Planning Policy provisions.	Y
<b>Water and energy efficiency</b>			

Matter #	Summary of issue/comment	Response	Amendment Y/N
23.	The development scheme should require new development to include novel and innovative ways to reduce energy and water consumption and impacts, and to use the creative design of buildings, open spaces and infrastructure to deliver a truly innovative and subtropical development.	The development scheme provides for innovative and efficient use of energy and water.  A new section of the implementation strategy has also been included which also encourages this and other sustainability measures.	Y

## 4.7 Community safety and development constraints

Matter #	Summary of issue/comment	Response	Amendment Y/N
General			
1.	Suggest that the community safety and development constraints PDA-wide criteria be revised to provide a number of ways for stormwater to be managed that provide environmental, health, recreational, educational and amenity benefits.	The development scheme is intended to provide an appropriate amount of flexibility for different options for stormwater management to be considered. However, a minor amendment has been made to section 3.5.5 (Environment and sustainability) to promote innovative use of energy and water including stormwater management and encourages best practice water management.	Y
2.	Recommend replacing footnote associated with bullet point 2 of section 3.5.6 (Environment and sustainability) as the <i>Environmental Protection Act 1994</i> should be applied in relation to noise emissions. Suggests footnote be replaced with: <ul style="list-style-type: none"> <li>• The <i>Environmental Protection Act 1994</i> should be applied when assessing noise emission standards.</li> </ul>	An amendment has been made to the development scheme to refer to the Environmental Protection (Noise) Policy 2008 made under the <i>Environmental Protection Act 1994</i> .	Y
3.	Recommend bullet points in 3.5.6 (Community safety and development constraints) should use common language of “ <i>avoiding, managing and minimising adverse impacts throughout as appropriate</i> ”.	Some amendments have been made to the development scheme to address this comment.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
4.	<p>Recommend an additional bullet point be included in 3.5.6 (Community safety and development constraints) to mitigate any risks of the proposed development on nearby assets as follows:</p> <ul style="list-style-type: none"> <li>• <i>Manage and mitigate risks created by the ground conditions on the site by undertaking detailed ground investigations, field and laboratory testing, geotechnical design and construction oversight, instrumentation and monitoring and construction management plan prior to construction.</i></li> </ul>	A minor amendment has been made to the development scheme to address this comment.	Y
<b>Air quality</b>			
5.	Concern regarding the health impacts of perceived poor air quality resulting from emissions from vehicles travelling on the Riverside Expressway.	<p>The development scheme acknowledges the importance of minimising adverse impacts on air quality during construction and operation.</p> <p>A minor amendment has been made to the community safety and development constraints section of the development scheme to ensure the location, siting, design, construction and operation of future development manages and minimises the impact from transport corridors on air quality.</p>	Y
<b>Noise and light pollution</b>			
6.	Concern regarding the effect of noise from the Riverside Expressway on the amenity of the public realm.	Section 3.5.6 (Community safety and development constraints) provides that development must have regard to managing and minimising the noise impacts of the Riverside Expressway including the public realm.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
7.	Suggest that the built form enclose the Riverside Expressway.	This is not considered an appropriate outcome for the QWB PDA. To enclose the Riverside Expressway would add significant cost to development and pose ongoing maintenance problems for this important trunk infrastructure.	N
8.	Concern that development will cause light pollution which might impact neighbouring uses.	An amendment has been made to the development scheme to ensure development addresses light pollution impacts.	Y
<b>Hydrology</b>			
9.	Concern regarding the hydrologic impact of reclaimed public realm land in the Brisbane River on other locations including the southern bank of the river.	Any development undertaken within the QWB PDA must have regard to any hydrologic risks and impacts identified through a natural hazard risk assessment and the need to avoid, manage or mitigate these risks appropriately. This will be assessed by Economic Development Queensland during development assessment.	N
10.	Suggest that a full hydrological analysis be undertaken to determine impacts of the development.	Any development undertaken within the QWB PDA must have regard to any hydrologic risks and impacts identified through a natural hazard risk assessment and the need to avoid, manage or mitigate these risks appropriately. This will be assessed by Economic Development Queensland during development assessment.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
11.	It is important that the document stipulate the climatic factors that need to be considered and demonstrate how any proponent will mitigate unfavourable outcomes, such as flooding and exacerbation of the CBD heat island effect and implement best practice stormwater harvesting, as well as managing its impact on river flow and upstream flooding risks.	The development scheme has been updated to include reference to climate change and climate responsive design.  In regard to flooding risks, Any development undertaken within the QWB PDA must have regard to any hydrologic risks and impacts identified through a natural hazard risk assessment and the need to avoid, manage or mitigate these risks appropriately. This will be assessed by Economic Development Queensland during development assessment.	Y
12.	The development scheme should include confirmation of the requirement that there is to be no increase, whatsoever, in the relevant upstream flood levels as a result of the proposed development.	Any development undertaken within the QWB PDA must have regard to any hydrologic risks and impacts identified through a natural hazard risk assessment and the need to avoid, manage or mitigate these risks appropriately. This will be assessed by Economic Development Queensland during development assessment.	N
13.	Suggest that the PDA-wide criteria relating to managing risk and impacts from stormwater and flooding flood risk management approach including reference to Brisbane City Plan 2014 requirements and demonstrating no net worsening criteria with specific consideration to: <ul style="list-style-type: none"> <li>• the latest available information from the Brisbane River Catchment Flood Study</li> <li>• the impact of any riverfront facility on adjacent reaches of the river</li> </ul>	Any development undertaken within the QWB PDA must have regard to any hydrologic risks and impacts identified through a natural hazard risk assessment and the need to avoid, manage or mitigate these risks appropriately. This will be assessed by Economic Development Queensland during development assessment. The development scheme includes reference to the Brisbane River Catchment Flood Study and Brisbane City Plan 2014 requirements	N
<b>Construction impacts</b>			

Matter #	Summary of issue/comment	Response	Amendment Y/N
14.	Suggest the development scheme give consideration to the impacts Brisbane City Council's transport networks during construction (i.e. road, bus, ferry and bikeway).	A minor amendment to the development scheme has clarified that regard must be given to the impacts on the CBD traffic, public and active transport networks during construction, not just the traffic network.	Y

## 4.8 Infrastructure, implementation and funding

Matter #	Summary of issue/comment	Response	Amendment Y/N
<b>Development and infrastructure funding and delivery</b>			
1.	Suggest that section 3.5.7 (Service infrastructure) of the development scheme include consideration of potential impacts on the wider CBD network including transport changes required outside the precinct to support development within the precinct and associated costs.	A minor amendment has been made to the development scheme to address this comment.	Y
2.	Recommends bullet point 4 in section 3.5.7 (Service infrastructure) be amended to read: <ul style="list-style-type: none"> <li>• Providing infrastructure and services in a timely, orderly, integrated and coordinated manner to support urban uses and works <i>relative to the proposed development</i></li> </ul>	It is not considered necessary to make this amendment as it is clear in the leading sentence of this section that the provisions apply to the development being assessed.	N
3.	Recommends bullet point 3 in section 3.5.7 (Service infrastructure) be amended to read: <ul style="list-style-type: none"> <li>• Ensuring infrastructure and services are available or capable of being made available (including key infrastructure such as roads, public and active transport, water supply, sewerage, drainage, park network, community facilities, energy and telecommunications) <i>at the time the application is lodged with EDQ.</i></li> </ul>	It is not considered appropriate to make this amendment as the relevant infrastructure requirements may change depending on the nature of the application, subsequent information requests and negotiated outcomes.	N
<b>Tourism infrastructure</b>			

Matter #	Summary of issue/comment	Response	Amendment Y/N
4.	A high altitude observation deck with 360 degree views should be included in the top floors of one building as a vantage point and tourist attraction.	<p>The development scheme acknowledges the tourism potential of the PDA and does not preclude this type of development from occurring however it is not considered appropriate to specifically prescribe this element in the development scheme.</p> <p>This component could be considered by a future developer in the PDA.</p>	N
<b>Infrastructure plan</b>			
5.	<p>Request that the infrastructure plan consider:</p> <ul style="list-style-type: none"> <li>• identification of anticipated development yields in order to allow for broader infrastructure planning</li> <li>• protection of Brisbane City Council's assets, including the road network</li> <li>• consistency of transport changes with the needs of the wider CBD network</li> <li>• the cost implications of major changes to the road and public transport networks</li> <li>• ultimate responsibility for the ongoing maintenance of infrastructure.</li> </ul>	<p>These matters are considered extrinsic, operational, budgetary or have been addressed in the land use plan and do not need to be included in the infrastructure plan.</p> <p>Other matters will be addressed through other Queensland Government processes.</p>	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
6.	Request that any assets that are transferred to the local government for ongoing maintenance are constructed to Brisbane City Council's acceptable standards.	It is acknowledged that any assets (e.g. roads) that are transferred to the local government should be constructed to Brisbane City Council's acceptable standards. However, this matter will be addressed in an Infrastructure Charges Offset Plan or an infrastructure agreement.	N
7.	Request that records of constructed works are made available to the local government.	This is an operational matter and is not a matter for inclusion in the development scheme.	N
8.	The infrastructure plan is consistent with the perceived network capacity and upgrades required to support the development of the QWB PDA.	Noted.	N
9.	Suggest an amendment to the infrastructure plan to 'Provide all stormwater infrastructure necessary to achieve compliance with requirements and standards, and adopt approaches consistent with guidance identified in the PDA Guideline No. 13 Engineering Standards – Stormwater Quantity and Quality'.	An amendment has been made to the infrastructure plan to address this matter.	Y
10.	Suggest the infrastructure plan should outline that all new parks and open spaces within the PDA should be publicly accessible and be specified in the infrastructure plan.	Access to the public realm is not considered a matter for inclusion in the infrastructure plan as it is addressed in the land use plan.	N
11.	Suggest that infrastructure charges collected be remitted to Brisbane City Council to spend on trunk infrastructure.	Under the <i>Economic Development Act 2012</i> , infrastructure charges are to be collected by the MEDQ. It is not considered appropriate for the development scheme to outline financial arrangements. These will be subject to future negotiations between the State (including the MEDQ) and Brisbane City Council.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
12.	Suggest that the majority of infrastructure proposed is directly related to the impacts created by the IRD and the majority of cost should be borne by the developer and not subject to an offset regime.	There is no commitment in the infrastructure plan to provide offsets against the infrastructure charges. This will be subject to a future Infrastructure Charging Offsets Plan or infrastructure agreement.	N
13.	<p>Request that the following matters relating to infrastructure offsets be clarified and resolved in the infrastructure plan:</p> <ul style="list-style-type: none"> <li>• the provisions for offsets against the infrastructure plan</li> <li>• the scope of works in Tables 3 and 4 to provide certainty about what components or types of infrastructure will be eligible for an offset</li> <li>• the extent and type of infrastructure included in Tables 3 and 4, some of which would not qualify for an offset anywhere else in Brisbane</li> <li>• the infrastructure in Tables 3 and 4 that is likely to be used or required mainly as a result of PDA development</li> <li>• it should be considered whether highly valuable infrastructure, such as the pedestrian bridge, should be eligible for an offset.</li> </ul>	There is no commitment in the infrastructure plan to provide offsets against the infrastructure charges. This will be subject to a future Infrastructure Charging Offsets Plan or infrastructure agreement.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
14.	Request that any references to Brisbane City Plan 2014 Priority Infrastructure Plan be amended to the Local Government Infrastructure Plan and Queensland Urban Utilities Infrastructure Charges Framework be referenced in the document, in case the Brisbane Adopted Infrastructure Charges Resolution ceases to include the QUU component of the charge in the future.	An amendment has been made to the development scheme to address this comment.	Y
15.	Concern that Table 3 of the infrastructure plan does not provide new or adequate information.	It is considered that Table 3 of the infrastructure plan outlines the primary pieces of infrastructure that are required for redevelopment of the QWB PDA but also provides flexibility to consider other infrastructure over and above that outlined in the table.	N
16.	Suggest the infrastructure plan requires comprehensive traffic studies to analyse and understand the effects of the proposed development on traffic congestion in the CBD and wider city.	A minor amendment has been made to Table 3 to address this comment.	Y
17.	Suggest the infrastructure plan be strengthened to provide for new connections to nearby CBD destinations and upgrades to Queen's Wharf Road to make it cycle and pedestrian friendly and provide safer connections to North Quay, Victoria Bridge and Margaret Street.	A minor amendment has been made to Table 3 to address this comment.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
18.	<p>Suggest that the infrastructure plan include the requirement to:</p> <ul style="list-style-type: none"> <li>• provide on-street bicycle infrastructure</li> <li>• upgrade at-grade pedestrian links and crossovers impacted by the development with no overpasses or underpasses permissible as exclusive use spaces</li> <li>• retain and embellish the existing parks in the PDA to improve useability, with no loss of area</li> <li>• provide a public realm master plan and design guide.</li> </ul>	<p>A minor amendment has been made to the infrastructure plan regarding specific on-street bicycle infrastructure.</p> <p>On-street at-grade pedestrian links will be considered as part of intersection upgrades.</p> <p>Preservation of existing parks and overpasses are dealt with through the land use plan.</p> <p>As public realm is a type of infrastructure, it is intended that further detail about public realm will be demonstrated through the Infrastructure Master Plan (IMP), which is required to be lodged with the first material change of use PDA development application for the QWB PDA. The IMP process and requirements are prescribed in the Infrastructure Plan.</p>	Y
19.	<p>Recommends additional wording in the infrastructure plan to reflect that project agreements prevail on infrastructure matters.</p>	<p>Assessment of development applications, including infrastructure requirements are not subject to project agreements made between parties outside the development application process. The MEDQ will provide an independent review of infrastructure requirements for development in the PDA through the development application process. This may result in an infrastructure agreement which is specific to the future development of the site and the relevant infrastructure requirements.</p>	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
20.	Recommend amending Tables 3 and 4 to reflect the infrastructure envisaged for the proposed development of the QWB PDA.	<p>Table 3 anticipates the key infrastructure required for development in the PDA, not specifically development proposed by any party.</p> <p>The MEDQ will provide an independent review of infrastructure requirements for development in the PDA through the development application process. This may result in an infrastructure agreement which is specific to the future development of the site and the relevant infrastructure requirements.</p>	N
21.	Submitter is unsure why there has been a departure from EDQ charging rates. Recommend amending paragraph 2, 5 and 6 of section 4.3 to reference EDQ's charging rate as opposed to BCC's infrastructure charging rate.	<p>The approach to infrastructure charging varies dependent on the circumstances of the PDA including ownership profile. For example, in Northshore Hamilton and Bowen Hills PDAs EDQ's Infrastructure framework applies but for Woolloongabba PDA, Brisbane City Council's rate applies. EDQ has not established a specific charging regime for the QWB PDA.</p>	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
22.	<p>Recommend updating Table 3 – Transport – Road and intersections as follows:</p> <ul style="list-style-type: none"> <li>• Sub-bullet point 2 to be deleted and replaced with <i>“An additional southbound lane along William Street, south of Margaret Street to provide additional capacity for turn movements into Alice Street”</i></li> <li>• Delete sub-bullet point 5 as it is likely to have a significant impact on the Margaret Street off-ramps.</li> <li>• Sub-bullet point 6 to be deleted and replaced with <i>“Upgrade to existing footpaths within the QWB PDA except for around 1 William Street, outside Parliament House and east of the centre line of George Street.”</i></li> </ul>	<p>Some minor amendments have been made to the infrastructure plan to address these comments.</p> <p>In regard to upgrades to existing footpaths, it is not considered appropriate to exclude certain footpaths as the PDA boundary includes part or all of these properties and all future development must comply with the requirements of the infrastructure plan.</p>	Y
23.	<p>Recommends updating Table 3 – Transport – Cycling Infrastructure as follows:</p> <p>Bullet point 1 to be deleted and replaced with:</p> <ul style="list-style-type: none"> <li>• <i>Within the PDA public realm integrate the Bicentennial Bikeway</i></li> </ul> <p>Bullet point 2 to be deleted and replaced with:</p> <ul style="list-style-type: none"> <li>• <i>Provide new cycleway connections within the PDA to enable integration with the Bicentennial Bikeway, principally outbound Alice Street and inbound Margaret Street.</i></li> </ul>	<p>Integration of the Bicentennial Bikeway with the CBD is an important element of the development scheme. No change has been made to this provision. A minor amendment has been made to address cycling connections on Alice and Margaret Street.</p>	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
24.	Recommends updating Table 3 – Public Realm – Other Public Realm to delete Sub-bullet point 7 ‘upgrades to existing marine infrastructure’.	It is considered important to maintain the requirement to upgrade existing marine infrastructure in the QWB PDA to provide scope for improvements and enhancements to this infrastructure to better activate the river front. To provide clarity, a minor amendment has been made to refer to the ‘landing’ land use rather than marine infrastructure which is not defined.	N
25.	Recommends updating Table 3 – Stormwater to read: Provide all stormwater infrastructure necessary to provide stormwater treatment and management of stormwater flows <i>falling on the QWB PDA. All upstream stormwater flows from the QWB PDA should be captured and diverted around the site.</i>	Accepting natural overland flow from adjoining properties or public land is a standard practice and is necessary to ensure the most efficient management of stormwater. Diversion of upstream stormwater is not supported.	N
26.	Recommends updating Table 4: Infrastructure plan (water, waste water) heading to add a footnote to read: <i>*Negotiations, modelling and consented agreements of the required infrastructure should be completed with Queensland Urban Utilities.</i>	This is an operational matter and is not a matter for inclusion in the development scheme.	N
<b>Implementation strategy</b>			
27.	Broad support for the implementation plan’s strategic intent.	Noted.	N
28.	Recommend that the implementation strategy be updated to ensure consistency with other parts of the document that are amended when the development scheme is finalised.	Noted and minor amendments made where necessary.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
29.	Suggest adding a new focus area of the strategy: 'protect and enhance the environmental and cultural values of the Brisbane River'.	The protection of the environmental and cultural values of the Brisbane River is enshrined in the land use plan including appropriate water quality measures, promotion of deep planting, mangrove treatment and other requirements. To demonstrate the importance of protecting environmental values through construction and implementation, a new section of the implementation strategy has been added to address this.	Y
30.	Recommend that consideration be given to referencing infrastructure provision within this section, including the responsibilities for future ownership and maintenance.	Infrastructure provision is outlined in the infrastructure plan and land use plan. Further, future ownership and maintenance is not considered a development scheme matter.	N
31.	Support for highlighting the heritage value of the precinct through a walking trail but suggested that any future walking trails be integrated with Brisbane City Council's existing City centre Heritage Trail.	A minor amendment has been made to the development scheme to address this comment.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
32.	<p>Recommend that the implementation strategy should:</p> <ul style="list-style-type: none"> <li>not reference a casino or world-class integrated resort development as it is an inappropriate use</li> <li>provide for an independent body to be established to oversee implementation of the strategy.</li> <li>provide actions with relation to the provision of residential development.</li> </ul>	<p>The Queensland Government has decided to proceed with an integrated resort development including a casino in this location. The development scheme, including the implementation strategy, is intended to facilitate this use.</p> <p>General outcomes specific to residential development have been included in the land use plan rather than the implementation strategy.</p> <p>EDQ and other State agencies will be responsible for implementation with the oversight of the implementation strategy undertaken by EDQ through development assessment. It is not considered necessary to establish another independent body to undertake this task.</p>	N
33.	<p>Suggest that the list of deliverable functional elements in the implementation strategy is solely directed to the tourism market and does not have broad appeal and value for the community as a whole.</p>	<p>It is considered that many actions in all three key focus areas provide public benefit including public plazas, streetscape upgrades, event areas and improvements to the cycling facilities. Importantly, the strategy also provides for the conservation and adaptive re-use of heritage places that opens up opportunities to enliven these buildings.</p>	N
34.	<p>Suggest that the implementation strategy for public realm include:</p> <ul style="list-style-type: none"> <li>delivering a resilient and sustainable public realm to encourage the investigation and application of sustainable design including urban agriculture, green roofs, and other energy and water efficiency measures</li> </ul>	<p>Some amendments have been made to the development scheme to address all of these suggestions.</p>	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
	<ul style="list-style-type: none"> <li>• delivering and managing the public realm to ensure no overall loss of public access to existing public realm, and free public access 24 hours a day, 365 days a year</li> <li>• delivering public recreation facilities for the use and enjoyment of residents and visitors. These facilities may include, but are not limited to, public swimming pool, gymnasium, facilities for running / jogging, fitness and children's play, with associated rest rooms</li> <li>• reinforce the importance of the indigenous and cultural heritage by including acknowledging and celebrating the indigenous and colonial heritage of the precinct, including the Brisbane River, through sensitive and well-considered design in consultation with key stakeholders, an indigenous reference group, and the community.</li> </ul>		
35.	Suggest that the implementation strategy for heritage be amended to 'Provide for conservation and adaptive re-use of existing heritage places within the QWB PDA including activation with a range of uses including boutique retail, food and beverage outlets, offices or hotels where deemed appropriate through consultation with expert heritage consultants and relevant statutory bodies.'	The development scheme clearly acknowledges the importance of conservation and adaptive re-use of the heritage places within the QWB PDA. Economic Development Queensland are committed to continue to work with the Department of Environment and Heritage Protection, the Queensland Heritage Council and specialist heritage consultants throughout the development assessment phase to provide a rigorous assessment of heritage matters in this important precinct.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
36.	Requests further clarification around the extent of streetscape upgrades and recommends amending bullet point 5 in section 5.3, to read 'upgrade to existing footpaths and laneways within the QWB PDA except for around 1 William Street, outside Parliament House and east of the centre line of George Street.'	It is not considered appropriate to exclude certain footpaths as the PDA boundary includes part or all of these properties and all future development must comply with the requirements of the infrastructure plan.	N
37.	Recommend amending bullet point 7 of Section 5.4 to reference the adaptive re-use for historic elements mentioned. Bullet point should be amended to read 'protect <i>or provide for the adaptive re-use of</i> the important landmarks along Queens Wharf Road...'	A minor amendment has been made to the development scheme to address this comment.	Y

## 4.9 Other matters

Matter #	Summary of issue/comment	Response	Amendment Y/N
<b>Development assessment</b>			
1.	Support for the development assessment process proposed for the PDA which will help bring forward the delivery of development on the site.	Noted.	N
2.	Concern that the public notification requirements do not provide sufficient transparency for such a significant development.	<p>The statutory consultation period for the proposed development scheme provides stakeholders the opportunity to lodge a submission. These are then considered prior to the MEDQ approving and the Governor in Council adopting the development scheme by regulation.</p> <p>Going forward, PDA assessable development, that is all development that is not identified as exempt development in Schedule 1 of the development scheme, must demonstrate how it is consistent with the land use plan, especially the vision for the QWB PDA. If a development application lodged by the preferred proponent for the Queen's Wharf Brisbane project compromises the implementation of the scheme it will require public notification. Stakeholders can then have an opportunity to comment on the relevant development application.</p>	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
		Under the <i>Economic Development Act 2012</i> , the MEDQ can also, within 20 business days after an application is made, give the applicant notice that they must publicly notify the application.	
3.	Suggest that Area B in Schedule 4 be either removed from the PDA or the scheme amended to provide that the area be subject to the provisions of the development scheme rather than the Brisbane City Plan 2014.	The two lots at 41 and 63 George Street (Area B) were included to facilitate the former government's Bus and Train (BaT) Project. The Queensland Government no longer supports the BaT project in its current form. On this basis, Area B was excluded from assessment against the development scheme and requires assessment against the Brisbane City Plan 2014. Prior to public consultation, the relevant land owners were consulted in regard to this proposal.	N
4.	Suggested that the development scheme provide that every development application is required to undertake public notification.	<p>The statutory consultation period for the proposed development scheme provides stakeholders the opportunity to lodge a submission. These are then considered prior to the MEDQ approving and the Governor in Council adopting the development scheme by regulation.</p> <p>Going forward, PDA assessable development, that is all development that is not identified as exempt development in Schedule 1 of the development scheme, must demonstrate how it is consistent with the land use plan, especially the vision for the QWB PDA.</p>	

Matter #	Summary of issue/comment	Response	Amendment Y/N
		<p>If a development application lodged by the preferred proponent for the Queen's Wharf Brisbane project compromises the implementation of the scheme it will require public notification. Stakeholders can then have an opportunity to comment on the relevant development application.</p> <p>Under the <i>Economic Development Act 2012</i>, the MEDQ can also, within 20 business days after an application is made, give the applicant notice that they must publicly notify the application.</p>	
5.	<p>Suggest that additional text be added to the notification requirements section to provide that:</p> <ul style="list-style-type: none"> <li>public notification is required if an application is for development which in the opinion of the MEDQ, may have adverse impacts on the amenity or development potential of adjoining land under separate ownership</li> <li>the MEDQ may require public notification in other circumstances if the development application is for a use or of a size or nature which, in the opinion of the MEDQ, warrants public notification.</li> </ul>	<p>The statutory consultation period for the proposed development scheme provides stakeholders the opportunity to lodge a submission. These are then considered prior to the MEDQ approving and the Governor in Council adopting the development scheme by regulation.</p> <p>Going forward, PDA assessable development, that is all development that is not identified as exempt development in Schedule 1 of the development scheme, must demonstrate how it is consistent with the land use plan, especially the vision for the QWB PDA. If a development application lodged by the preferred proponent for the Queen's Wharf Brisbane project compromises the implementation of the scheme it will require public notification.</p>	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
		<p>Stakeholders can then have an opportunity to comment on the relevant development application.</p> <p>Under the <i>Economic Development Act 2012</i>, the MEDQ can also, within 20 business days after an application is made, give the applicant notice that they must publicly notify the application.</p>	
6.	Suggest that the consultation occur and development be independently scrutinised by a diverse range of professions and stakeholders in Brisbane and the results made public.	<p>The statutory consultation period for the proposed development scheme provides stakeholders the opportunity to lodge a submission. These are then considered prior to the MEDQ approving and the Governor in Council adopting the development scheme. The applicant may seek to consult with key stakeholders but this is not prescribed in the development scheme. Economic Development Queensland may also seek independent design review during the development assessment process.</p> <p>PDA assessable development, that is all development that is not identified as exempt development in Schedule 1 of the development scheme, must demonstrate how it is consistent with the land use plan, especially the vision for the QWB PDA. If a development application lodged by the preferred proponent for the Queen's Wharf Brisbane project compromises the implementation of the scheme it will require public notification.</p>	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
		<p>Stakeholders can then have an opportunity to comment on the relevant development application.</p> <p>Under the <i>Economic Development Act 2012</i>, the MEDQ can also, within 20 business days after an application is made, give the applicant notice that they must publicly notify the application.</p>	
7.	Support for the requirement for applicants to identify impacts and connections to areas adjoining the subject land in a separate plan to the Plan of Development.	Noted.	N
8.	Suggest that Brisbane City Council has the ability to comment on and assess aspects of the development within the precinct that impact on the surrounding area.	Economic Development Queensland has engaged with Brisbane City Council throughout the strategic planning of Queens Wharf Brisbane. It is intended that this will continue through the development assessment process.	N
9.	Recommend amending section 3.4.8 (Notification requirements) to read: 'A PDA development application will require public notification if the application includes a proposal that compromises the implementation of the <i>PDA vision and Structural Elements</i> .'	<p>It is not considered appropriate to specifically reference the PDA vision and structural elements. If the MEDQ considers that any PDA development application compromises the implementation of the scheme, the MEDQ has the ability to require public notification.</p> <p>Under the <i>Economic Development Act 2012</i>, the MEDQ can also, within 20 business days after an application is made, give the applicant notice that they must publicly notify the application.</p>	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
10.	Recommends the <i>Environmental Protection Act 1994</i> is applied in relation to noise emissions. Suggests this Act is referenced in this section.	Section 3.4.10 provides that development may require assessment against other legislation and includes some relevant legislation. It is not considered necessary to include all relevant legislative requirements.	N
<b>Schedules</b>			
11.	Suggests that consideration be given to the use of the definition of 'significant vegetation' from the Vegetation planning scheme policy in Brisbane City Plan 2014.	The criteria used to identify 'significant vegetation' in the Vegetation planning scheme policy is not considered a definition in the City Plan. The definition used in the development scheme is considered appropriate for the QWB context.	N
12.	<p>Recommend the following amendments to Schedule 1: PDA Exempt Development – Building work to allow for essential early works and exempt and self-assessable development:</p> <p>Amend 'minor building work where not on a heritage place' to <i>Minor building work and all demolition where not on a heritage place</i>; and</p> <p>Carrying out building work associated with <i>a material change of use that is PDA exempt or self-assessable development</i>.</p>	<p>Minor building work includes any minor demolition work. An amendment to Schedule 1 to make all demolition work exempt development is not supported.</p> <p>Regarding the proposed second amendment, there is no self-assessable development in the Queen's Wharf Brisbane PDA. Further, the only material change of use that is PDA exempt is centre activities in an existing premise that does not involve building work.</p> <p>All other building work will be PDA assessable development.</p>	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
13.	Suggests that filling and excavation work (Operational work (a)) will almost always involve more than 50m <sup>3</sup> of earthworks, thus triggering a DA. Recommends increasing the volume from 50m <sup>3</sup> to 100m <sup>3</sup> .	Given the heritage value as well as topographical and other physical constraints, it is not considered appropriate to increase the volume requirements for exempt operational work that is for filling and excavation.	N
14.	Recommend amending wording for clearing of vegetation to allow the exception of clearance of vegetation on a heritage place if the clearing is consistent with an approved Plan of Development.	A minor amendment has been made to address this comment.	Y
15.	Recommend amending the Significant vegetation definition in Schedule 3 in accordance with updates to Map 2: Structural elements plan to remove:  'including vegetation mapped as existing marine habitat in Map 2: Structural elements plan.'	The criteria used to identify 'significant vegetation' in the Vegetation planning scheme policy is not considered a definition in the City Plan. The definition used in the development scheme is considered appropriate for the QWB context.	Y
16.	Requests that Schedule 3: Heritage Places of the Development Scheme be amended to include:  <i>City Electric &amp; Light (CEL) Company junction box, George Street, Brisbane City (outside 33 Queen Street).</i>	Noted. Schedule 3 of the development scheme has been amended to include this heritage place.	Y
<b>Document structure and language</b>			

Matter #	Summary of issue/comment	Response	Amendment Y/N
17.	Suggest that some wording and statements made in the development scheme are unquantifiable and should be clarified (e.g. iconic contribution, have regard to, seek to support, activated, iconic core, local identity and distinctiveness, small-scale built form).	A review of the language used in the development scheme was undertaken and some minor amendments have been made to provide clarity of intent.	Y
<b>General comments on development scheme</b>			
18.	Suggest that State interests considered should be specified in section 1.5 of the development scheme.	All State interests, as identified in the SPP and the State Assessment and Referral Agency online mapping system have been considered in preparing the scheme. Relevant state agencies have also been consulted throughout the process.	N
19.	Suggests that acknowledgements in section 1.6 of the development scheme should be expanded as an appendix listing all stakeholders consulted.	This is not a matter for consideration in the development scheme.	N
20.	Recommend the Queensland Government review wayfinding across the city and in particular within the cultural precinct.	Outside the PDA, this is not a matter for the State Government and not a consideration in the development scheme.	N
21.	Recommend that Map 1 include the Victoria Bridge and the Riverside Expressway.	An amendment has been made to Map 1 to address this comment.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
22.	Recommend that the PDA boundary should be amended to include the full extent of the Brisbane River and area of land in which the proposed pedestrian bridge is to land on Southbank.	Under the <i>Economic Development Act 2012</i> there is no ability to extend the boundary of the PDA.	N
23.	Suggest that the development scheme should provide for the establishment of an independent and impartial design review panel that reports to the MEDQ.	The implementation strategy provides for an independent, suitably qualified person or persons to undertake a design review of significant development applications across the whole PDA during the development assessment process.	Y
24.	Suggest that the PDA-wide criteria are normative and well-meaning in their compass but are difficult to reconcile with what is known about the preferred proponent's proposal.	PDA assessable development, that is all development that is not identified as exempt development in Schedule 1 of the development scheme, must demonstrate how it is consistent with the land use plan, especially the vision for the QWB PDA. If a development application lodged by the preferred proponent for the Queen's Wharf Brisbane project compromises the implementation of the scheme it will require public notification.	N
25.	The development scheme should be accompanied by a compendium that sets out the background including the justification of the Queen's Wharf Brisbane project and the PDA.	The Queensland Government has decided to proceed with an integrated resort development including a casino in the Queen's Wharf Brisbane PDA. Detail on the site selection process is not a matter for inclusion in the development scheme.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
		The Background section of the development scheme highlights that the PDA was declared to establish the necessary policy environment to support an integrated resort development on the site.	
26.	Strongly suggests that further detail regarding design and planning outcomes are not expressed in the final Development Scheme as this is counter to the philosophy of PDA planning frameworks and does not recognise that further, more detailed planning and development requirements will be included within future Plan of Development applications.	It is not considered appropriate for the development scheme to remove detail regarding appropriate design and planning outcomes. However, it is recognised that future Plan of Development applications will provide a response to the provisions and further detail will be refined through this process.	N
27.	Suggest the background of the development scheme should outline the background investigations and consultation that has occurred in regard to the appropriateness of an integrated resort development outcome for the site. This could include market research, feasibility studies, site analysis and cost-benefit analysis including social and health impacts.	The Queensland Government has decided to proceed with an integrated resort development including a casino in the Queen's Wharf Brisbane PDA. Detail on the site selection process is not a matter for inclusion in the development scheme.	N
28.	The development scheme needs to further reinforce the integration of land use with transport and infrastructure matters outside the PDA.	Amendments have been made to the development scheme to reinforce the importance of integration of land use and transport planning outside the PDA.	Y

Matter #	Summary of issue/comment	Response	Amendment Y/N
29.	The development scheme provides inadequate protection and limited guarantees that the Queensland Government Precinct will be delivered in a proper form.	The vision for the QWB PDA clearly identifies the transformational and redevelopment capacity of the precinct and the provision of expansive public realm. The remainder of the land use plan articulates a range of improvements to the urban fabric including among other things improved connectivity and permeability for pedestrians and cyclists, significant activation of the precinct including the river front and importantly the conservation and adaptive re-use of heritage places to celebrate Brisbane's history.	N
30.	Concern that any new uses on the site might impact other similar nearby precincts including the Queen Street Mall, Eagle Street Pier, South Bank, and other retailing and entertainment precincts and facilities in the City.	The specific retail and entertainment mix in the PDA is not something that is prescribed by the development scheme to allow for flexibility over time. This will be a market-led process.	N
31.	Support for interim uses but recommended that the development scheme be amended to ensure that they contribute to the activity, vibrancy and safety of streets and public spaces.	Interim uses in the PDA, unless exempt development under Schedule 1, will be PDA assessable development and will need to comply with the land use plan including the PDA-wide criteria. The PDA-wide criteria include requirements to promote activity, vibrancy and safety of streets and public spaces.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
32.	Suggest the development scheme does not provide a rational business case for the development.	The Queensland Government has decided to proceed with an integrated resort development including a casino in the Queen's Wharf Brisbane PDA. Detail on the business case for the Queen's Wharf Brisbane project is not a matter for inclusion in the development scheme.	N
33.	Suggest the scheme does not justify the selection of the site for development.	The Queensland Government has decided to proceed with an integrated resort development including a casino in the Queen's Wharf Brisbane PDA. Detail on the site selection process is not a matter for inclusion in the development scheme.	N
34.	Some submitters suggested that the development scheme should include a dictionary or glossary (and development standards) that explain the meaning of unquantified measures and urban planning and design jargon. This could include a list of comparative, exemplar developments for reference purposes.	A review of the language used in the development scheme was undertaken in the context of other similar planning instruments and some minor amendments have been made to provide clarity of intent. There are a number of PDA development guidelines which are applicable to the QWB PDA.	Y
35.	The development scheme should be accompanied by a detailed report which sets out how a casino-led project was devised and assessed, and how the governance of the projects delivery will be secured in the public interest	The Queensland Government has decided to proceed with an integrated resort development including a casino in the Queen's Wharf Brisbane PDA. Detail on the site selection process, procurement processes and project governance is not a matter for inclusion in the development scheme and is subject to other Queensland Government processes.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
36.	Suggest that the development scheme fails to demonstrate how the development will enhance the urban quality of the government precinct.	The vision for the QWB PDA clearly identifies the transformational and redevelopment capacity of the precinct and the provision of expansive public realm. The remainder of the land use plan articulates a range of improvements to the urban fabric including among other things improved connectivity and permeability for pedestrians and cyclists, significant activation of the precinct including the river front and importantly the conservation and adaptive re-use of heritage places to celebrate Brisbane's history.	N
37.	Suggest that the scheme fails to explain how the project will be delivered and what guarantees of performance there are to the people of Queensland who are surrendering an important precinct to a private developer.	The Queensland Government has decided to proceed with an integrated resort development including a casino in the Queen's Wharf Brisbane PDA. Details on the State's contractual arrangements are not a matter for the development scheme.	N
38.	Suggest that there be a specific new section of the development scheme that covers absence of integration with land use / transport integration planning references including: <ul style="list-style-type: none"> <li>• public transport integration into the overall accessibility planning, covering bus, rail &amp; taxi transport and particularly node locations and site interdependency impacts</li> </ul>	Some of these aspects will be addressed during the detailed design, pre-lodgement and development assessment phases of development within the PDA including local bikeway network integration, pedestrian circulation and parking locations.  Other matters including regional public, active and vehicular transport network integration are much broader Queensland Government policy considerations and are not matters for resolution in the development scheme.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
	<ul style="list-style-type: none"> <li>• parking locations and capacities consistent with strategic CBD planning objectives</li> <li>• bikeway network integration</li> <li>• regional transport network implications, given the scale and significance of this PDA</li> <li>• pedestrianisation circulation planning, including minimisation (rather than total exclusion) of grade-separation with associated design for DDA/ user-friendliness.</li> </ul>	However, these have been noted by EDQ and may be further investigated via other government departments or through specific projects.	
39.	Suggest that the development scheme include health and wellbeing as key considerations across all elements of the scheme.	Health and wellbeing is an important planning consideration. The development scheme includes a number of provisions that promote walkability and improved amenity for pedestrian and cyclists through the QWB PDA to encourage use of active and public transport and reduce the reliance on vehicular transport.	N
40.	Suggest that the development scheme include consideration of food access in urban areas.	This has been noted by EDQ and may be further investigated via other government departments or through specific projects. This is not a matter for consideration in the development scheme.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
41.	<p>Suggest that the following planning triggers and considerations are integrated into the development scheme:</p> <ul style="list-style-type: none"> <li>• local access to increase co-location of uses</li> <li>• traffic management to provide for active and public transport</li> <li>• a welcoming, accessible, street environment for pedestrians</li> <li>• a connected street network to allow for direct pedestrian and cyclist routes</li> <li>• functional and accessible open spaces to cater for all ages and abilities</li> <li>• community safety to discourage criminal activity</li> <li>• food access to encourage healthy eating</li> <li>• building and design location to provide opportunities for physical activity including assessable staircases and innovative, integrated design.</li> </ul>	<p>The development scheme includes a number of provisions that promote walkability and improved amenity for pedestrian and cyclists through the QWB PDA to encourage use of active and public transport, reduce the reliance on vehicular transport, address safety, promote permeability and connectivity and manage traffic impacts.</p> <p>It is considered that these matters have been addressed adequately in the development scheme where appropriate.</p>	N
<b>Other matters relating to Queen's Wharf Brisbane</b>			
42.	<p>A number of other questions and comments were received in relation to areas which were outside the scope of the PDA proposed development scheme.</p>	<p>These matters have been noted by EDQ and may be further investigated via other government departments or through other specific projects.</p>	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
	<p>Matters raised included:</p> <ul style="list-style-type: none"> <li>• the long term negative effects of gaming on society</li> <li>• the casino development on the Gold Coast Spit</li> <li>• the timing of the Cross River Rail project</li> <li>• removal of the Riverside Expressway</li> <li>• future leasing arrangements for existing on-site tenants</li> <li>• the tenure of the Bicentennial Bikeway to provide for 24/7 access</li> <li>• removal of private vehicles from the Victoria Bridge</li> <li>• the number of poker machines in the development</li> <li>• there are more compelling reasons for a bridge in other CBD locations including from the CBD to Kangaroo Point</li> <li>• there is no evidence of other sites considered for a casino</li> <li>• the revenue attained from the redevelopment of the site</li> <li>• a theatre at South Bank.</li> </ul>	<p>They are not matters for consideration in the development scheme.</p>	

Matter #	Summary of issue/comment	Response	Amendment Y/N
43.	Concern regarding the future competitiveness of regional recreational centres with existing or proposed casinos if a casino proceeds on this site.	This has been noted by EDQ and may be further investigated via other government departments or through other specific projects. This is not a matter for consideration in the development scheme.	N
44.	Question where future government buildings will be constructed and the cost if the government precinct is redeveloped.	This has been noted by EDQ and may be further investigated via other government departments or through other specific projects. This is not a matter for consideration in the development scheme.	N
45.	Concern about the guarantees provided if the development of the site is unsuccessful or the future developer faces financial difficulties.	This is not a matter for consideration in the development scheme.	N
46.	Concern that all current planning and building regulations will be set aside to accommodate the proposed development on the site.	<p>The development scheme for the QWB PDA is made under the <i>Economic Development Act 2012</i>. To this end, development in the PDA is not subject to the same planning controls that apply outside the PDA. However, the development scheme provides comprehensive, relevant and appropriate controls over all planning matters in the PDA including both State and local interests.</p> <p>Queensland's building regulations including the <i>Building Act 1975</i> still apply within the PDA.</p>	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
47.	Concern that the brief to proponents was not underpinned by traffic and planning studies and was more of an ideas competition.	This has been noted by EDQ and may be further investigated via other government departments or through other specific projects. This is not a matter for consideration in the development scheme.	N
48.	Request for detail on the future governance arrangements including advisory roles.	This has been noted by EDQ and may be further investigated via other government departments or through other specific projects. This is not a matter for consideration in the development scheme.	N
49.	Suggest the community have not been adequately consulted with on the process of redeveloping the precinct.	In mid-2013 the former government conducted a consultation program to seek feedback from the community and key stakeholders about Queen's Wharf Brisbane and its draft vision and objectives. This has informed the Queen's Wharf Brisbane project as well as the drafting of the development scheme. During the statutory consultation period for the proposed development scheme, community information sessions were held and a newsletter distributed to the local area. The merits of submissions received during the statutory consultation period and MEDQ's response is outlined in this submissions report.	N
50.	Concern about what occurs if the current project proponent fails to complete their scope of works and how the Government protects itself from such an eventuality.	The commercial arrangements in place between the Queensland Government and third parties are not a matter for consideration in the development scheme.	N

Matter #	Summary of issue/comment	Response	Amendment Y/N
51.	Concern about what happens when the project proponent is unable to comply with the development scheme.	PDA assessable development, that is all development that is not identified as exempt development in Schedule 1 of the development scheme, must demonstrate how it is consistent with the land use plan, especially the vision for the QWB PDA. If a development application compromises the implementation of the scheme it will require public notification.	N

## 5 List of all amendments to the development scheme

Amendment #	Section details	Nature of/reason for amendment
1.	Throughout the document	To reflect finalisation and adoption of the scheme amend the terminology through the document from ' <i>proposed development scheme</i> ' to now read ' <i>development scheme</i> '.
2.	Throughout the document	For accuracy, amend minor typographical errors or word omissions.
3.	Front cover	To reflect the month the scheme was adopted amend the date of the cover from ' <i>August 2015</i> ' to ' <i>December 2015.</i> '
4.	Back cover	To reflect the month the scheme was adopted amend the date of the back cover from ' <i>August 2015</i> ' to ' <i>December 2015.</i> '
5.	Section 1.3	For accuracy, amend paragraph one to add reference to Map 1 when referring to the boundary of the PDA.
6.	Throughout the document	To provide for a consistent approach to referencing guidelines, standards and other requirements throughout the development scheme and improve readability, all relevant footnotes have been updated to require development to demonstrate practical conformance.
7.	Section 3.1	<p>To reaffirm intent and provide for an additional appropriate land use, amend paragraph 2 from:</p> <p><i>The redevelopment of this important part of the city will provide the opportunity for a new integrated resort development with a range of related uses including a casino, function and entertainment facilities, hotels, retail, tourist attractions, cultural, convention, residential and recreation uses as well as expansive public realm.</i></p> <p>to now read:</p>

Amendment #	Section details	Nature of/reason for amendment
		<i>The redevelopment of this important part of the city will provide the opportunity for a new integrated resort development with a range of related uses including a casino, function and entertainment facilities, hotels, retail, tourist attractions, cultural, convention, residential, landings and recreation uses as well as expansive, publicly accessible public realm.</i>
8.	Section 3.1	<p>To reaffirm the importance of heritage value, amend bullet point 2 from:</p> <p><i>support the conservation and adaptive reuse of heritage places to enhance and celebrate the rich cultural heritage aspects in and around the PDA.</i></p> <p>to now read:</p> <p><i>provide for the conservation of all heritage places and their adaptive reuse to celebrate Brisbane's origins and enhance the rich cultural heritage aspects in and around the PDA.</i></p>
9.	Section 3.1	<p>To reaffirm the importance of connectivity and integration, amend bullet point 3 from:</p> <p><i>enhance connections between the city and the river front, providing new and reinvigorated areas of public open space which support recreation opportunities, access and enjoyment of the Brisbane River.</i></p> <p>to now read:</p> <p><i>enhance connectivity and integration between the city and the river front, providing new and reinvigorated areas of public open space which support recreation opportunities, access and enjoyment of the Brisbane River.</i></p>
10.	Section 3.1	<p>To reaffirm the importance of connectivity and integration, amend bullet point 4 from:</p> <p><i>support connections and integrate with key locations in the surrounding area including those on the southern bank of the Brisbane River.</i></p>

Amendment #	Section details	Nature of/reason for amendment
		<p>to now read:</p> <p><i>support existing and new connections through the PDA and integrate with the surrounding area including key locations in the rest of the Brisbane CBD and on the southern bank of the Brisbane River.</i></p>
11.	Section 3.2.1	To provide greater scope in this section to apply outside the core development, amend title of 3.2.1 from “ <i>A vibrant core development</i> ” to “ <i>A vibrant precinct</i> ”.
12.	Section 3.2.1	<p>To clarify the intent, amend bullet point 1 from:</p> <p><i>Delivers an activated, iconic core development with a range of uses which respond to the local context but also contribute to QWB PDA as a globally competitive tourist precinct.</i></p> <p>to now read:</p> <p><i>Delivers an activated precinct anchored by an iconic core development which includes a range of uses which respond to the local context but also contribute to QWB PDA as a significant tourism precinct for Brisbane.</i></p>
13.	Section 3.2.1	To reflect the practicality of this provision, delete the word ‘unimpeded’ from bullet point 2.
14.	Section 3.2.1	<p>To reflect the importance of other significant views in the PDA, add the following new bullet point:</p> <p><i>Acknowledges other significant views throughout the QWB PDA</i></p>
15.	Section 3.2.2	<p>To provide for cyclists and align with Brisbane City Council’s City Plan 2014 terminology, amend bullet point 1 from:</p> <p><i>Enhances pedestrian permeability within the PDA with a number of important mid-block connections and a shared zone environment along Queen’s Wharf Road.</i></p>

Amendment #	Section details	Nature of/reason for amendment
		<p>to now read:</p> <p><i>Enhances pedestrian and cyclist safety, accessibility and permeability within the PDA with a number of important cross block links and a shared zone environment along the majority of Queen's Wharf Road.</i></p>
16.	Section 3.2.2	<p>To further clarify the intent of the statement, amend bullet point 2 from:</p> <p><i>Provides improved pedestrian connections to public transport including ferry terminals.</i></p> <p>to now read:</p> <p><i>Improves public transport legibility and connectivity to nearby bus stops, train stations and ferry terminals including future public transport stops where confirmed.</i></p>
17.	Section 3.2.2	<p>To clarify the intent of the statement, amend bullet point 3 from:</p> <p><i>Provides improved pedestrian connections to the Brisbane CBD, Queen Street Mall, Queensland University of Technology campus, Queensland Parliament, the City Botanic Gardens, Victoria Bridge and Goodwill Bridge at a number of key access points.</i></p> <p>to now read:</p> <p><i>Provides improved pedestrian connectivity to the surrounding area including the Queen Street Mall, Queensland University of Technology campus, Queensland Parliament, the City Botanic Gardens, Victoria Bridge and Goodwill Bridge via a number of key pedestrian access points.</i></p>
18.	Section 3.2.2	<p>To clarify the intent, add the words "<i>and links to the rest of the CBD</i>" to the end of bullet point 4.</p>

Amendment #	Section details	Nature of/reason for amendment
19.	Section 3.2.2	To demonstrate the importance of the functionality of the local road network, add the following new bullet point: <i>Maintains the functionality of the local road network including vehicle and bus access, and connectivity to the Riverside Expressway.</i>
20.	Section 3.2.2	To clarify the intent, amend bullet point 7 from: <i>Improves significant intersections and other intersections where required to provide for increased vehicle movements as well as enhance the pedestrian experience in the PDA.</i> to now read: <i>Enhances significant intersections and other intersections where required to improve the pedestrian experience and public realm quality while adequately providing for vehicle movements including cyclists.</i>
21.	Section 3.2.2	For accuracy, amend reference to 'marine infrastructure' to now read 'landing'
22.	Section 3.2.3	To reaffirm the importance of heritage, amend bullet point 1 from: <i>Promotes conservation and adaptive re-use of heritage places including State and local heritage structures for community, retail or commercial uses that contribute to and complement the activity within the PDA.</i> to now read: <i>Provides for the conservation and adaptive re-use of heritage places including State and local heritage structures for community, retail or commercial uses that contribute to and complement activity within the PDA.</i>
23.	Section 3.2.4	To further protect the significance of existing parks in the PDA, amend bullet point 1 from: <i>Maintains and enhances existing parks to provide connectivity to the core of the precinct and contribute to activity within the PDA.</i>

Amendment #	Section details	Nature of/reason for amendment
		<p>to now read:</p> <p><i>Preserves the location and size of Miller and Queen's Parks while enhancing them to provide connectivity to the surrounding area and the core of the precinct as well as contribute to activity within the PDA.</i></p>
24.	Section 3.2.4	<p>To clarify the public access parameters and types of open space, amend bullet point 2 from:</p> <p><i>Establishes new, improved and different types of public realm spaces across the PDA which are publicly accessible and provide for a range of cultural events as well as recreational, tourism, entertainment and other activities.</i></p> <p>to now read:</p> <p><i>Establishes new, improved and different types of public realm spaces across the PDA, including plazas and parkland adjacent to the Riverside Expressway, that are publicly accessible at all times and provide for a range of cultural events as well as recreational, tourism, entertainment and other activities.</i></p>
25.	Section 3.2.4	<p>To reaffirm the importance of connectivity and integration, insert the following new bullet point:</p> <p><i>Provides for improved integration and connectivity between the rest of the Brisbane CBD, public realm and the Brisbane River.</i></p>
26.	Section 3.2.5	<p>To reflect the broader scope of this section ,amend title of 3.2.5 from '<i>Environmental value</i>' to '<i>Environment and sustainability</i>'</p>
27.	Section 3.2.5	<p>To acknowledge the opportunity to mitigate any impacts on significant vegetation, amend bullet point 1 from:</p> <p><i>Protects the natural and cultural values of the Brisbane River including sensitive treatment of significant vegetation having regard to the need to undertake tidal works and public realm improvements along and within the Brisbane River.</i></p>

Amendment #	Section details	Nature of/reason for amendment
		<p>to now read:</p> <p><i>Protects the natural and cultural values of the Brisbane River including sensitive treatment of significant vegetation or appropriate mitigation measures, having regard to the need to undertake tidal works and public realm improvements along and within the Brisbane River.</i></p>
28.	Section 3.2.5	<p>To acknowledge the importance of promoting sub-tropical design outcomes, insert the following new bullet point:</p> <p><i>Promotes sub-tropical design outcomes in the core development and other development across the PDA.</i></p>
29.	Map 2	<p>To align with amendments to other parts of the development scheme, improve legibility, intent or readability the following changes have been made to Map 2:</p> <ul style="list-style-type: none"> <li>• The word indicative has been added to a number of elements to provide the same level of flexibility inherent in the rest of the scheme.</li> <li>• Additional 'significant viewsheds' have been added where relevant and renamed 'significant views' for simplicity.</li> <li>• An additional 'significant intersection' has been added.</li> <li>• 'Mid-block connections' are now 'called cross block links' to align with Brisbane City Council City Plan 2014 terminology.</li> <li>• 'Key access points' have been changed to 'key pedestrian access points'.</li> <li>• 'Existing parks' are now renamed 'existing heritage parks'.</li> <li>• Enhanced marine infrastructure is now renamed 'landing enhancement opportunities'.</li> <li>• The colour of the Bicentennial Bikeway has been changed to provide better legibility of the map.</li> </ul>

Amendment #	Section details	Nature of/reason for amendment
		<ul style="list-style-type: none"> <li>• The scale of 'potential new public realm spaces' has been expanded and renamed 'other public realm improvements'.</li> <li>• Two additional cross block links have been added in proximity of Queens Park and the Treasury Building</li> <li>• The plaza icon has been moved further south-east to represent a better plaza location.</li> </ul>
30.	Section 3.3.3	<p>To reflect the intent of this statement and the nature of the development assessment process, amend the last sentence in paragraph 1 from:</p> <p><i>The location of the structural elements are shown on Map 2: Structural elements.</i></p> <p>to now read:</p> <p><i>The indicative location of the structural elements are shown on Map 2: Structural elements.</i></p>
31.	Section 3.3.5	<p>To provide better readability, amend paragraph 4 from:</p> <p><i>Schedule 4 identifies the relevant development requirements that apply to parts of the QWB PDA.</i></p> <p>to now read:</p> <p><i>Schedule 4 identifies applicable development requirement areas (see section 3.4.9).</i></p>
32.	Figure 1	<p>For accuracy, amend last item in figure from:</p> <p><i>Other relevant State development guidelines</i></p> <p>to now read:</p> <p><i>Other relevant Queensland Government development guidelines</i></p>

Amendment #	Section details	Nature of/reason for amendment
33.	Section 3.4.1	<p>For accuracy, amend bullet point 2 from:</p> <p><i>Schedule 2 to this development scheme provides the definitions required to interpret and apply the scheme with reference to the Act and the Brisbane City Plan.</i></p> <p>to now read:</p> <p><i>Schedule 2 to this development scheme which provides the definitions required to interpret and apply the scheme with reference to the Act and the Brisbane City Plan.</i></p>
34.	Section 3.4.6	<p>For accuracy, amend (iii) to refer to '<i>densities</i>' rather than '<i>density</i>'</p>
35.	Section 3.4.6	<p>For accuracy, amend last paragraph from:</p> <p><i>Under Schedule 1, development approved in accordance with a PoD is exempt development and requires no further development approval under the scheme.</i></p> <p>to now read:</p> <p><i>Under Schedule 1, development consistent with an approved PoD is exempt development and requires no further development approval under the scheme.</i></p>
36.	Section 3.5.1	<p>To reaffirm the importance of Crime Prevention through Environmental Design guidelines, Footnote 15 has been amended from '<i>Development should consider</i>' to '<i>Development demonstrates practical conformance with</i>'</p>
37.	Section 3.5.1	<p>To clarify the intent and use Brisbane City Council City Plan 2014 terminology, amend bullet point 4 from:</p> <p><i>activate pedestrian focussed areas with fine-grain uses</i></p> <p>to now read:</p> <p><i>activate pedestrian focussed areas including cross block links with fine-grain uses where appropriate</i></p>

Amendment #	Section details	Nature of/reason for amendment
38.	Section 3.5.1	<p>To provide for cyclists and also use Brisbane City Council City Plan 2014 terminology, amend bullet point 6 from:</p> <p><i>establish a pedestrian-friendly, permeable and legible environment which supports the creation of open spaces and mid-block connections, offering a choice of routes into, within and through the PDA .</i></p> <p>to now read:</p> <p><i>establish a permeable and legible environment which supports the creation of open spaces and cross block links, offering a choice of routes into, within and through the PDA for pedestrians and cyclists.</i></p>
39.	Section 3.5.1	<p>To clarify the importance of public transport connectivity, insert the following new bullet point:</p> <p><i>support improved connectivity to the surrounding area including public transport services</i></p>
40.	Section 3.5.1	<p>To provide more appropriate terminology, amend bullet point 7 from:</p> <p><i>support the preservation and creation of key views to, through and from the PDA, having regard to views of heritage places and the Brisbane River</i></p> <p>to now read:</p> <p><i>support the preservation and creation of significant views to, through and from the PDA, having regard to views of heritage places<sup>17</sup> and the Brisbane River</i></p>
41.	Section 3.5.1	<p>To reflect the importance of the Brisbane River, amend bullet point 8 from:</p> <p><i>are sensitive to the interface and relationship with existing and future development including heritage places and the Riverside Expressway.</i></p>

Amendment #	Section details	Nature of/reason for amendment
		to now read: <i>are sensitive to the interface and relationship with existing and future development including the Brisbane River, heritage places and the Riverside Expressway.</i>
42.	Section 3.5.1	To provide for water sensitive urban design, insert the following new bullet point: <i>Support best practice water sensitive urban design.</i>
43.	Section 3.5.2	To provide for conservation of interiors of significance, amend bullet point 1 from: <i>provides for conservation and adaptive re-use of heritage places in a way which enhances the vibrancy of the PDA</i> to now read: <i>provide for conservation (including interiors of significance) and adaptive re-use of heritage places in a way which enhances the vibrancy of the PDA</i>
44.	Section 3.5.2	To reinforce the importance of pedestrian amenity in the precinct, insert the following new bullet point: <i>reinforce the pedestrian amenity of the street network and public realm</i>
45.	Section 3.5.2	To reinforce the importance of sub-tropical design, insert the following new bullet point: <i>respond to the sub-tropical environment by demonstrating best practice sub-tropical design</i>
46.	Section 3.5.2	To provide for setbacks to heritage places where appropriate, amend bullet point 2 from: <i>is sensitive to the interface and relationship with heritage places including building separation where appropriate</i>

Amendment #	Section details	Nature of/reason for amendment
		<p>to now read:</p> <p><i>are sensitive to the interface and relationship with heritage places including building separation and setbacks where appropriate</i></p>
47.	Section 3.5.2	<p>To clearly articulate the importance of protecting the airport airspace, amend bullet point 3 from:</p> <p><i>are of a height and scale that makes efficient use of land, is consistent with planned infrastructure and commensurate with the site area</i></p> <p>to now read:</p> <p><i>are of a height and scale that makes efficient use of land, is consistent with planned infrastructure, commensurate with the site area and protects the safety and functioning of the operational airspace of the Brisbane and Archerfield airports</i></p>
48.	Section 3.5.2	<p>To provide for the integration with the streetscape character of the broader CBD, amend bullet point 4 from:</p> <p><i>provide active frontages which relate to the street, reinforcing the prevailing streetscape character and contributing to creating an appropriate human scaled interface between buildings and the public realm including shade and shelter for pedestrians</i></p> <p>to now read:</p> <p><i>provide active frontages which relate to the street, reflect the streetscape character of the broader CBD and contribute to creating an appropriate human scaled interface between buildings and the public realm including shade and shelter for pedestrians</i></p>

Amendment #	Section details	Nature of/reason for amendment
49.	Section 3.5.2	<p>To provide for building materials that minimise nuisance reflection, amend bullet point 5 from:</p> <p><i>use high quality, durable building materials that create visually interesting facades and are sensitive and responsive to heritage places and the historic character of the area</i></p> <p>to now read:</p> <p><i>use high quality, durable building materials that:</i></p> <ul style="list-style-type: none"> <li><i>• are sensitive and responsive to heritage places and the historic character of the area</i></li> <li><i>• minimise specular rays that could create undue nuisance, discomfort or hazard to the surrounding area.</i></li> </ul>
50.	Section 3.5.2	<p>To provide for integrated residential development, insert the following new bullet point:</p> <p><i>provide for integrated residential development that includes a range of dwelling sizes and responds to the local context</i></p>
51.	Section 3.5.2	<p>To provide that all building entrances are covered by this provision, amend bullet point 10 from:</p> <p><i>provide entrances to major buildings that are clearly defined, welcoming for all users including people with disabilities and sensitive to adjacent heritage places</i></p> <p>to now read:</p> <p><i>provide entrances to buildings that are clearly defined, welcoming for all users including people with disabilities and sensitive to adjacent heritage places</i></p>

Amendment #	Section details	Nature of/reason for amendment
52.	Section 3.5.2	<p>To provide for the riverfront being activated with low scale built form where appropriate, insert the following new bullet point:</p> <p><i>activate the river front by providing environmentally-sensitive low scale tourism, retail and community related development directly adjacent to the Brisbane River, where this will complement the PDA as a tourism destination</i></p>
53.	Section 3.5.2	<p>To align with Brisbane City Council City Plan 2014 terminology, amend bullet point 13 from:</p> <p><i>minimise the number of driveways and seek to locate vehicular access, including service entries away from main pedestrian and cycle routes including the Bicentennial Bikeway, shared zone and mid-block pedestrian connections</i></p> <p>to now read:</p> <p><i>minimise the number of driveways and seek to locate vehicular access, including service entries away from main pedestrian and cycle routes including the Bicentennial Bikeway, shared zone and cross block links</i></p>
54.	Section 3.5.2	<p>To promote diversity in the built form, insert the following new bullet point:</p> <p><i>promote diversity of the built form</i></p>
55.	Section 3.5.2	<p>To ensure consideration of building adaptability over time, insert the following new bullet point:</p> <p><i>consider the adaptability of buildings in building design to support use and activity changes over time</i></p>
56.	Section 3.5.2	<p>To clarify the intent, amend bullet point 17 from:</p> <p><i>create an appropriate built form interface with existing and future public transport where identified</i></p> <p>to now read:</p> <p><i>create an appropriate built form interface with existing and future public transport where confirmed</i></p>

Amendment #	Section details	Nature of/reason for amendment
57.	Section 3.5.2	To clarify that building over streets is only permitted in one location, insert the following new bullet point: <i>provide that streets are not built over with the exception of the core development over William Street in the location identified in Map 2</i>
58.	Section 3.5.2	To strengthen the requirements when building over William Street, amend bullet point 18 from: <i>where building over William Street: promote visual and natural light permeability</i> <ul style="list-style-type: none"> <li>• <i>maximise clearance from the ground plane</i></li> <li>• <i>minimise the footprint and visual impact</i></li> <li>• <i>provide an activated and public streetscape at the ground level and podia</i></li> <li>• <i>respect the relationship and interface with any adjoining heritage places and seek to minimise adverse impacts on the cultural heritage significance of the area.</i></li> </ul> to now read: <i>where building over William Street in the location identified in Map 2:</i> <ul style="list-style-type: none"> <li>• <i>optimise visual and natural light permeability and ventilation</i></li> <li>• <i>preserve vehicle and pedestrian connectivity along William Street</i></li> <li>• <i>provide for public accessibility at all times</i></li> <li>• <i>provide a minimum 12 metre clearance from street level to maintain view corridors</i></li> <li>• <i>minimise the footprint and visual impact</i></li> <li>• <i>provide an highly activated, inclusive and welcoming public streetscape at the ground level and podia</i></li> <li>• <i>respect the relationship and interface with any adjoining heritage places<sup>29</sup> and seek to minimise adverse</i></li> </ul>

Amendment #	Section details	Nature of/reason for amendment
		<i>impacts on the cultural heritage significance of the area.</i>
59.	Section 3.5.3	To provide a relevant reference to EDQ guidelines insert the following new footnote associated with introductory paragraph: <i>Development demonstrates practical conformance with the requirements, standards and guidance identified in the applicable EDQ guidelines for the Queen's Wharf Brisbane PDA.</i>
60.	Section 3.5.3	To provide for cyclists as well as pedestrians, amend bullet point 2 from: <i>creates safe, pleasant and character-rich routes which prioritise the safety and experience of pedestrians and minimise the need for signage as a means of wayfinding or navigation</i> to now read: <i>creates safe, pleasant and character-rich routes which prioritise the safety and experience of pedestrians and cyclists and minimises the need for signage as a means of wayfinding or navigation</i>
61.	Section 3.5.3	To provide for more appropriate terminology, amend bullet point 4 from: <i>provides for equal access for all members of the public</i> to now read: <i>provides for equitable access for all members of the public</i>
62.	Section 3.5.3	To improve readability, move bullet points 6-9 (excluding sub-bullet points) to immediately after bullet point 4.
63.	Section 3.5.3	To acknowledge that the precinct is part of the CBD, amend sub-bullet point 1 to bullet point 5 from: <i>improving connections between the river and the CBD, including the Queen Street Mall</i>

Amendment #	Section details	Nature of/reason for amendment
		to now read: <i>improving connections between the river and the rest of the CBD, including the Queen Street Mall</i>
64.	Section 3.5.3	To align with Brisbane City Council City Plan 2014 terminology, amend sub-bullet point 3 to bullet point 5 from: <i>creating a network of mid-block connections</i> to now read: <i>creating a network of cross block links</i>
65.	Section 3.5.3	To provide for better readability and acknowledge this matter is dealt with elsewhere in the development scheme, amend sub-bullet point 5 to bullet point 5 from: <i>improving connections between the City Botanic Gardens and 1 William Street and activating the open space between Alice Street and 40 George Street (The Mansions)</i> to now read: <i>improving connections between the City Botanic Gardens and 1 William Street</i>
66.	Section 3.5.3	To provide for a number of important matters relating to the cross-river connection, amend sub-bullet point 6 to bullet point 5 from: <i>supporting a navigable, inclusive and legible cross river connection to South Bank that considers any interfacing issues with the existing street network</i>

Amendment #	Section details	Nature of/reason for amendment
		<p>to now read:</p> <p><i>supporting a navigable, equitable and legible cross river connection to South Bank that supports best practice urban design and considers any interfacing issues with the existing street network and public realm, visual amenity, shading and sheltering for pedestrians and heritage places</i></p>
67.	Section 3.5.3	<p>To clarify the intent, amend sub-bullet point 8 to bullet point 5 from:</p> <p><i>optimising the use of public transport infrastructure to and through the PDA by creating connections with existing and proposed transport infrastructure both on land and on water, including ferry terminals and any future public transport route where identified within or adjacent to the PDA</i></p> <p>to now read:</p> <p><i>optimising the use of public transport infrastructure to and through the PDA by creating connections with existing and proposed transport infrastructure both on land and on water, including ferry terminals and any future public transport route where confirmed within or adjacent to the PDA</i></p>
68.	Section 3.5.3	<p>To provide for both cyclist and pedestrians, amend sub-bullet point 9 to bullet point 5 from:</p> <p><i>improving pedestrian amenity along Queen's Wharf Road including provision of a shared zone where shown in Map 2: Structural elements plan</i></p> <p>to now read:</p> <p><i>improving pedestrian and cyclist amenity along Queens Wharf Road including provision of a shared zone where shown in Map 2: Structural elements plan</i></p>

Amendment #	Section details	Nature of/reason for amendment
69.	Section 3.5.3	<p>To improve readability this has been split into two statements including an amendment to sub-bullet point 10 to bullet point 5 from:</p> <p><i>providing opportunities for cycle connections close to the river front and managing potential interactions between cyclists and other users through appropriate design</i></p> <p>to now read:</p> <p><i>providing opportunities for cycle connections close to the river front and throughout the PDA that are accessible at all times</i></p>
70.	Section 3.5.3	<p>To improve readability sub-bullet point 10 to bullet point 5 was split and the following new bullet point inserted:</p> <p><i>Manages potential interactions between cyclists and other users through appropriate design</i></p>
71.	Section 3.5.3	<p>To acknowledge capacity constraints, insert the following new bullet point:</p> <p><i>Considers current and future network capacity</i></p>
72.	Section 3.5.3	<p>For accuracy, amend bullet point 6 from:</p> <p><i>provides for integration and redevelopment of marine infrastructure to support river tourism operations for example berthing facilities for a range of tourist vessels, boat tours and water taxis, and short term moorings for recreational vessels</i></p> <p>to now read:</p> <p><i>provides integration and redevelopment of landings to support river tourism operations for example berthing facilities for a range of tourist vessels, boat tours and water taxis, and short term moorings for recreational vessels</i></p>

Amendment #	Section details	Nature of/reason for amendment
73.	Section 3.5.3	<p>To clarify that cycle facilities are provided both in the public realm and in buildings, amend bullet point 7 from:  <i>provides for publicly accessible cycle facilities within the development</i>  to now read:  <i>provides publicly accessible cycle facilities within buildings where required and the public realm</i></p>
74.	Section 3.5.3	<p>To clarify that on-site car parking is only provided below ground level only, amend bullet point 9 from:  <i>provides for on-site car parking areas, loading bays and service areas either integrated within or under buildings and sleeved by active frontages, or located away from the public realm behind buildings.</i>  to now read:  <i>provides on-site car parking areas below ground level only and loading bays and service areas either integrated within or under buildings and sleeved by active frontages, or located away from the public realm behind buildings.</i></p>
75.	Section 3.5.3	<p>To maximise the opportunity for co-location of servicing and parking openings, insert the following new bullet point:  <i>maximises the opportunities for co-location of servicing and parking openings within single buildings and/ or with adjoining developments.</i></p>
76.	Section 3.5.3	<p>To clarify that development of cycling infrastructure should demonstrate consideration of Department of Transport and Main Roads standards, a new footnote has been inserted.</p>
77.	Section 3.5.3	<p>To clarify the application of the Queensland Development Code to end-of-trip facilities, a new footnote has been inserted.</p>

Amendment #	Section details	Nature of/reason for amendment
78.	Section 3.5.3	To ensure car parking layouts are in accordance with the Brisbane City Council standards in Brisbane City Plan 2014, a new footnote has been inserted.
79.	Section 3.5.4	To provide a relevant reference to EDQ guidelines insert the following new footnote associated with introductory paragraph:  <i>Development demonstrates practical conformance with the requirements, standards and guidance identified in the applicable EDQ guidelines for the Queen's Wharf Brisbane PDA.</i>
80.	Section 3.5.4	To acknowledge the importance of CBD integration, amend bullet point 1 from:  <i>contributes to creating a local identity and distinctiveness for the PDA</i>  to now read:  <i>contributes to creating a local identity and distinctiveness for the PDA while acknowledging the importance of CBD-integration</i>
81.	Section 3.5.4	To reaffirm the importance of Crime Prevention through Environmental Design guidelines, Footnote 15 has been amended from 'Development <i>should consider</i> ' to 'Development <i>demonstrates practical conformance with</i> '
82.	Section 3.5.4	To clarify that public realm is accessible at all time, amend bullet point 2 from:  <i>is accessible to the public free of charge</i>  to now read:  <i>is accessible to the public free of charge at all times</i>

Amendment #	Section details	Nature of/reason for amendment
83.	Section 3.5.4	<p>To clarify the intent, amend bullet point 7 from:</p> <p><i>creates parks and open spaces within the PDA including adjacent to and within the Brisbane River that provide for a variety of experiences and are accessible for all users including people with disabilities</i></p> <p>to now read:</p> <p><i>provides parks, plazas and open spaces within the PDA including adjacent to and within the Brisbane River where appropriate, that provide for a variety of experiences and are accessible for all users including people with disabilities</i></p>
84.	Section 3.5.4	<p>To reinforce the importance of the Brisbane River frontage, insert the following new bullet point:</p> <p><i>emphasises the importance of the Brisbane River frontage and increases opportunities for use of the river by visitors as well as tourist, recreational and non-motorised vessels</i></p>
85.	Section 3.5.4	<p>To reinforce the heritage importance of Queen's Park, amend bullet point 9 from:</p> <p><i>provides for small-scale built form interventions in Queens Park which respect its function as an existing park and heritage place including the relationship with existing heritage structures within the park</i></p> <p>to now read:</p> <p><i>provides for small-scale built form in Queens Park only if it:</i></p> <ul style="list-style-type: none"> <li>• <i>respects its function as an existing park and heritage place including the relationship with existing heritage structures within the park</i></li> <li>• <i>is mostly constructed from transparent materials.</i></li> </ul>

Amendment #	Section details	Nature of/reason for amendment
86.	Section 3.5.4	<p>To provide for water sensitive urban design, amend bullet point 12 from:</p> <p><i>establishes a high quality hard and soft streetscape, utilising sub-tropical design principles, including building design and structures which provide shade and shelter for pedestrians and public spaces</i></p> <p>to now read:</p> <p><i>establishes a high quality hard and soft streetscape, utilising sub-tropical design and water sensitive urban design principles, including building design and structures which provide shade and shelter for pedestrians and public spaces</i></p>
87.	Section 3.5.4	<p>To cross-reference flood resilience with section 3.5.6, insert the following bullet point:</p> <p><i>provides public realm surfaces which are durable and flood resilient, where subject to flood risk</i></p>
88.	Section 3.5.4	<p>To consolidate this provision into section 3.5.5, delete bullet point 14:</p> <p><i>provides for preservation of any existing mature trees and new deep planting where appropriate</i></p>
89.	Section 3.5.5	<p>To reaffirm the importance of the environment, amend introductory paragraph from:</p> <p><i>The design, siting and layout of development has regard to the environment and seeks to support sustainable outcomes which:</i></p> <p>to now read:</p> <p><i>The design, siting and layout of development respects the environment and supports sustainable outcomes which:</i></p>
90.	Section 3.5.5	<p>To clarify the intent, amend bullet point 3 from:</p> <p><i>ensure impacts on matters of state environmental significance (MSES) be mitigated and for offsets<sup>35</sup> to be provided for any significant residual impact on a prescribed environmental matter</i></p>

Amendment #	Section details	Nature of/reason for amendment
		<p>to now read:</p> <p><i>ensure impacts on significant vegetation outlined in Map 2 and other matters of state environmental significance (MSES) are avoided, managed or mitigated and offsets<sup>40</sup> provided for any significant residual impact on a prescribed environmental matter</i></p>
91.	Section 3.5.5	<p>To promote biodiversity and consolidate some provisions, amend bullet point 4 from:</p> <p><i>maximise the opportunity to retain existing mature trees, remnant vegetation, marine plants and habitat for fauna where possible</i></p> <p>to now read:</p> <p><i>promote biodiversity by retaining existing mature trees, remnant vegetation, marine plants and habitat for fauna where possible and incorporating landscaping including deep planting</i></p>
92.	Section 3.5.5	<p>To consolidate this provision into the previous one, delete bullet point 5:</p> <p><i>incorporate landscaping with endemic species with a preference towards retaining existing vegetation where possible</i></p>
93.	Section 3.5.5	<p>To provide some examples of innovative water efficiency measures, amend bullet point 6 from:</p> <p><i>promote innovative and efficient use of energy and water</i></p> <p>to now read:</p> <p><i>promote innovative and efficient use of energy and water including water recycling and stormwater management</i></p>
94.	Section 3.5.5	<p>To promote best practice, amend bullet point 9 from:</p> <p><i>protect water quality through the use of total water cycle management and water sensitive urban design principles</i></p>

Amendment #	Section details	Nature of/reason for amendment
		<p>to now read:</p> <p><i>protect water quality through the use of best practice total water cycle management and water sensitive urban design principles</i></p>
95.	Section 3.5.6	<p>To apply the avoiding, managing or mitigating framework used in other planning instruments and provide for both uses and infrastructure, amend bullet point 2 from:</p> <p><i>managing and minimising impacts from noise generating uses in proximity to the development including transport corridors and entertainment venues</i></p> <p>to now read:</p> <p><i>avoiding, managing or mitigating adverse impacts from noise generating uses and infrastructure in proximity to the development including transport corridors and entertainment venues</i></p>
96.	Section 3.5.6	<p>To provide for impacts on air quality, insert the following new bullet point:</p> <p><i>avoiding, managing or mitigating adverse impacts on air quality from transport corridors including the Riverside Expressway</i></p>
97.	Section 3.5.6	<p>To acknowledge the risks of existing ground conditions, insert the following new bullet point:</p> <p><i>avoiding, managing or mitigating risks resulting from existing ground conditions</i></p>
98.	Section 3.5.6	<p>To acknowledge the risk of light nuisance, insert the following new bullet point:</p> <p><i>avoiding, managing or mitigating light nuisance</i></p>

Amendment #	Section details	Nature of/reason for amendment
99.	Section 3.5.6	<p>To broaden the scope of this provision to apply to after construction, apply to public and active transport networks as well as traffic networks across the CBD, amend bullet point 3 from:</p> <p><i>minimising adverse impacts on amenity during construction, including functionality of the traffic and pedestrian network in the CBD, noise and air quality</i></p> <p>to now read:</p> <p><i>avoiding, managing or mitigating adverse impacts on amenity and accessibility during and after construction, including noise and air quality as well as the functionality of the traffic, public and active transport networks in the surrounding area including the rest of the CBD</i></p>
100.	Section 3.5.6	<p>To provide for the protection of the building fabric of heritage places during construction, insert the following new bullet point:</p> <p><i>providing for the protection of the building fabric of heritage places including heritage structures (as identified in Map 2) during construction</i></p>
101.	Section 3.5.6	<p>To apply the avoiding, managing or mitigating framework used in other planning instruments, amend bullet point 4 from:</p> <p><i>avoiding soil erosion and siltation during construction and operation</i></p> <p>to now read:</p> <p><i>avoiding, managing or mitigating adverse impacts from soil erosion and siltation during construction and operation</i></p>
102.	Section 3.5.6	<p>To apply the avoiding, managing or mitigating framework used in other planning instruments and improve readability, amend bullet point 5 from:</p> <p><i>managing risk and impacts from stormwater and flooding through consideration of:</i></p>

Amendment #	Section details	Nature of/reason for amendment
		to now read: <i>avoiding, managing or mitigating risk and adverse impacts from stormwater and flooding by:</i>
103.	Section 3.5.6	To improve readability, amend sub-bullet point 4 to bullet point 9 from: <i>managing the potential impacts of development on the river's hydrological and hydraulic performance</i> to now read: <i>Considering the potential impacts of development on the river's hydrological and hydraulic performance including upstream and downstream from the QWB PDA</i>
104.	Section 3.5.6	To improve readability, amend sub-bullet point 9 to bullet point 9 from: <i>the potential impacts from overland flows</i> to now read: <i>considering the potential impacts from overland flows</i>
105.	Section 3.5.6	To provide for relevant standards for water sensitive urban design, a new footnote has been inserted.
106.	Section 3.5.6	To provide a relevant reference to the State Planning Policy, footnote 36 has been amended.
107.	Section 3.5.6	To provide for relevant standards for noise including reference to the Environmental Protection (Noise) Policy 2008, an amendment has been made to footnote 38.
108.	Section 3.5.6	To provide for relevant standards for air quality, a new footnote has been inserted.
109.	Section 3.5.6	To provide for relevant standards for light nuisance, a new footnote has been inserted.

Amendment #	Section details	Nature of/reason for amendment
110.	Section 3.5.6	To provide appropriate reference to heritage places in Schedule 3, a new footnote has been inserted.
111.	Section 3.5.6	For accuracy, an amendment was made to footnote 39 to refer to the Queensland Government's Brisbane River Catchment Flood Study
112.	Section 3.5.7	<p>To ensure network consideration for the broader CBD are taken into account, amend bullet point 1 from:</p> <p><i>having regard to impacts on the safety and efficiency of the broader transport and traffic network for the CBD including the significant intersections shown in Map 2: Structural elements plan and the Riverside Expressway, and seeking to ensure these are minimised</i></p> <p>to now read:</p> <p><i>having regard to impacts on the safety and efficiency of the broader transport and traffic network for the CBD and surrounding area including the significant intersections shown in Map 2: Structural elements plan and the Riverside Expressway, and seeking to ensure these are minimised</i></p>
113.	Section 4.2	For accuracy, amend paragraph 2 to reference the Brisbane City Plan " <i>Local Government Infrastructure Plan</i> " rather than the " <i>Priority Infrastructure Plan</i> "
114.	Section 4.3	For accuracy, amend paragraph 3 to refer to the Queensland Urban Utilities " <i>Infrastructure Charges Framework</i> " rather than the " <i>Netserv Plan</i> "
115.	Section 4.4	<p>For accuracy, amend the introductory sentence from:</p> <p><i>The applicant will be required to lodge an Infrastructure Master Plan (IMP) with the first material change of use (plan of development) PDA development application in the QWB PDA.</i></p>

Amendment #	Section details	Nature of/reason for amendment
		<p>to now read:</p> <p><i>The applicant will be required to lodge an Infrastructure Master Plan (IMP) with the first material change of use or reconfiguration of a lot PDA development application in the QWB PDA.</i></p>
116.	Section 4.4	<p>To ensure consideration of the relevant EDQ guidelines for the infrastructure master plan insert the following new bullet point:</p> <p><i>demonstrate consideration of the requirements, standards and guidance identified in the applicable EDQ guidelines for the PDA.</i></p>
117.	Table 3	<p>To provide a more accurate representation of infrastructure requirements, amend text in details section of 'Roads and Infrastructure' item from:</p> <p><i>Provide road and intersection upgrades as required by traffic studies undertaken by the applicant and approved by the MEDQ. This may include:</i></p> <ul style="list-style-type: none"> <li>• <i>Upgrade to existing roads in the QWB PDA including Queens Wharf Road, William Street, George Street, Elizabeth Street, Alice Street and Margaret Street (including Riverside Expressway off-ramps).</i></li> <li>• <i>An additional southbound lane along William Street to allow for car park egress and turning movements onto Margaret Street and/or Alice Street.</i></li> <li>• <i>Upgrade to significant intersections (as prescribed in Map 2: Structural elements plan)</i></li> <li>• <i>Upgrade to other impacted intersections in or for the PDA including the Queen/William Streets and North Quay intersection.</i></li> <li>• <i>A pedestrian scramble crossing at the William and Margaret Street significant intersection</i></li> <li>• <i>Upgrade to existing footpaths within the QWB PDA.</i></li> </ul>

Amendment #	Section details	Nature of/reason for amendment
		<p>to now read:</p> <p><i>Provide road and intersection upgrades as required by comprehensive traffic and transport studies for the PDA (undertaken by the applicant and approved by the MEDQ) to manage and mitigate impacts on the local road network and State-controlled roads including pedestrian and cyclist movements. This may include:</i></p> <ul style="list-style-type: none"> <li>• <i>Upgrade to existing roads in the QWB PDA including Queens Wharf Road, William Street, George Street, Elizabeth Street, Alice Street and Margaret Street (including Riverside Expressway off-ramps).</i></li> <li>• <i>An additional southbound lane along William Street, south of Margaret Street to provide additional capacity for turn movements into Alice Street.</i></li> <li>• <i>Create a shared zone along Queens Wharf Road as prescribed in Map 2. including connections to North Quay, Victoria Bridge and Margaret Street.</i></li> <li>• <i>Upgrade to significant intersections (as prescribed in Map 2: Structural elements plan).</i></li> <li>• <i>Upgrade to other impacted intersections in or for the PDA including the Queen/William Streets and North Quay intersection.</i></li> <li>• <i>Upgrade to existing footpaths within the QWB PDA.</i></li> </ul>
118.	Table 3	<p>To provide a more accurate representation of infrastructure requirements, add the following text to the end of bullet point 2 in details section of 'Cycling infrastructure' from:</p> <p><i>...principally outbound on Alice Street and inbound on Margaret Street.</i></p>
119.	Table 3	<p>For accuracy, amend sub-bullet point 7 in details section of 'Other public realm' from:</p> <p><i>Upgrades to existing marine infrastructure</i></p>

Amendment #	Section details	Nature of/reason for amendment
		to now read: <i>Upgrades to existing landings</i>
120.	Table 4	To provide a more accurate representation of infrastructure requirements, amend text in details section of 'Stormwater' item from: <i>Provide all stormwater infrastructure necessary to provide stormwater treatment and management of stormwater flows including flows through the QWB PDA.</i> to now read: <i>Provide all stormwater infrastructure necessary to achieve compliance with requirements and standards, and adopt approaches consistent with guidance identified in relevant PDA guidelines including stormwater treatment and management of stormwater flows (including flows through the QWB PDA).</i>
121.	Table 4	For accuracy, amend the title of Table 4 from ' <i>Infrastructure plan (water and waste water)</i> ' to ' <i>Infrastructure plan (water waste water)</i> '
122.	Section 5.1	To demonstrate the importance of the environment, insert new ' <i>Environment and sustainability</i> ' 'key focus area'
123.	Section 5.2	For accuracy, amend bullet point 2 from: <i>Deliver a range of key tourism related uses all within a walkable precinct including redevelopment of existing marine infrastructure and berthing facilities to support river tourism operations.</i> to now read: <i>Deliver a range of key tourism related uses all within a walkable precinct including redevelopment of existing landings and berthing facilities to support river tourism operations.</i>

Amendment #	Section details	Nature of/reason for amendment
124.	Section 5.2	To provide for independent review of development applications, insert new bullet point: <i>Provide for an independent, suitably qualified person or persons to undertake a design review of significant development applications across the whole PDA.</i>
125.	Section 5.3	To provide for accessibility to the public realm at all times, insert the following new bullet point: <i>Deliver a resilient and sustainable public realm that is accessible at all times</i>
126.	Section 5.3	To provide for public recreation facilities, insert the following new bullet point: <i>Deliver public recreation facilities for the use and enjoyment of residents and visitors.</i>
127.	Section 5.3	To acknowledge the improvements to links to the CBD as well as the Bicentennial Bikeway, amend bullet point 2 from: <i>Deliver enhancements to the cycle and pedestrian network within the PDA including upgrades to the Bicentennial Bikeway.</i> to now read: <i>Deliver enhancements to the cycle and pedestrian network within the PDA including upgrades to the Bicentennial Bikeway and links to the rest of the CBD.</i>
128.	Section 5.3	To ensure signage is clear, concise and consistent, amend bullet point 9 from: <i>Deliver interpretive signage through the QWB PDA that assists wayfinding and highlights the indigenous and colonial heritage of the precinct including the Brisbane River.</i>

Amendment #	Section details	Nature of/reason for amendment
		<p>to now read:</p> <p><i>Deliver clear, concise and consistent signage through the QWB PDA that assists wayfinding and highlights the indigenous and colonial heritage of the precinct including the Brisbane River.</i></p>
129.	Section 5.3	<p>To provide for new public realm and street and movement network guidelines to be drafted, insert the following new bullet point:</p> <p><i>MEDQ prepare both a Queen's Wharf Brisbane PDA public realm planning and design guideline and street and movement network planning and design guideline to support the development scheme and guide future development in the PDA.</i></p>
130.	Section 5.4	<p>To improve readability, amend paragraph 1 from:</p> <p><i>Use the adaptive re-use of the heritage buildings and places within the QWB PDA as a catalyst for revitalising riverside public spaces and creating a distinctive character and identity for QWB.</i></p> <p>to now read:</p> <p><i>The adaptive re-use of the heritage buildings and places within the QWB PDA acts as a catalyst for revitalising riverside public spaces and creating a distinctive character and identity for QWB.</i></p>
131.	Section 5.4	<p>To provide for engagement with key stakeholders where appropriate and find integration opportunities with the existing City Centre Heritage Trail, amend bullet point 3 from:</p> <p><i>Deliver a heritage walking trail through the development that highlights the colonial heritage of the QWB PDA.</i></p> <p>to now read:</p> <p><i>Engage with indigenous communities and other key heritage stakeholders where appropriate to deliver a colonial and indigenous heritage walking trail with interpretive signage that highlights the heritage of the QWB PDA, noting integration opportunities with the existing City Centre Heritage Trail.</i></p>

Amendment #	Section details	Nature of/reason for amendment
132.	Section 5.4	<p>To provide for community use opportunities, amend bullet point 4 from:</p> <p><i>Provide for conservation and adaptive re-use of existing heritage places within the QWB PDA including activation with a range of uses including boutique retail, food and beverage outlets, offices or hotels.</i></p> <p>to now read:</p> <p><i>Provide for conservation and adaptive re-use of existing heritage places within the QWB PDA including activation with a range of uses including boutique retail, food and beverage outlets, offices, community or hotels.</i></p>
133.	Section 5.4	<p>To provide for adaptive re-use of the World War II bunker, amend bullet point 7 from:</p> <p><i>Protect the important landmarks along Queens Wharf Road such as retaining walls and World War II bunker and incorporate into the public realm landscape.</i></p> <p>to now read:</p> <p><i>Conserve or provide for the adaptive re-use of important landmarks along Queens Wharf Road such as retaining walls and World War II bunker and incorporate into the public realm landscape.</i></p>
134.	Section 5.4	<p>To provide for recognition of other important historical places, insert the following new bullet point:</p> <p><i>Provide for the recognition and appropriate interpretation of other important historical places within the QWB PDA that are not heritage places including the sites of the Commandant's Cottage and Bellevue Hotel.</i></p>
135.	Section 5.4	<p>To provide for consultation with the Department of Environment and Heritage Protection and the Queensland Heritage Council, insert the following new bullet point:</p> <p><i>Consult with the Department of Environment and Heritage Protection and the Queensland Heritage Council to obtain advice regarding all significant heritage matters.</i></p>

Amendment #	Section details	Nature of/reason for amendment
136.	New section	<p>To demonstrate the importance of the environment, insert the following new '<i>Section 5.5 Environment and sustainability</i>':</p> <p><i>Objective</i></p> <p><i>To provide that development protects the environment and encourages ecologically sustainable development in the QWB PDA.</i></p> <p><i>Actions</i></p> <ul style="list-style-type: none"> <li>• <i>Protect and enhance the environmental and cultural values of the Brisbane River.</i></li> <li>• <i>Protect other environmental and ecological values including significant vegetation or mitigates any impacts.</i></li> <li>• <i>Promote innovation in energy and water efficiency including stormwater management and water recycling</i></li> <li>• <i>Promote reducing, recycling and reusing demolition, construction and household waste where possible.</i></li> <li>• <i>Promote water sensitive urban design to protect water quality.</i></li> <li>• <i>Identify areas of deep planting in the QWB PDA to promote biodiversity including retention of existing vegetation where possible.</i></li> <li>• <i>Incorporate generous sub-tropical landscaping in the public realm.</i></li> <li>• <i>Provide development that is climatically responsive including best practice sub-tropical design.</i></li> <li>• <i>Identify opportunities for renewable energy generation to help address peak demand.</i></li> <li>• <i>Consider urban heat island effect and climate change adaptation to ensure urban amenity and lower energy use in dwellings and buildings.</i></li> <li>• <i>Provide and promote active transport and access to public transport services.</i></li> </ul>

Amendment #	Section details	Nature of/reason for amendment
137.	New section	To provide a reference to the Subtropical Design in South East Queensland handbook, a new footnote has been inserted.
138.	Schedule 1	To improve readability, in the first cell under the heading 'Material change of use of premises', remove the words ' <i>defined in the Brisbane City Plan</i> '.
139.	Schedule 1	To ensure specified types of development are not exempt if on or, in some cases, adjacent to a heritage place, amend the schedule in various places to clarify and reinforce this intent.
140.	Schedule 1	<p>To improve readability, amend the fifth cell under the heading 'Operational work' amend the text from:</p> <p><i>Carrying out operational work that is clearing of vegetation other than:</i></p> <p><i>a. vegetation on a heritage place</i></p> <p><i>b. Significant vegetation except where</i></p> <ul style="list-style-type: none"> <li>• <i>the clearing is consistent with an approved Plan of Development</i></li> <li>• <i>carried out by or on behalf of Brisbane City Council or a public sector entity, where the works being undertaken are authorised under a state law</i></li> <li>• <i>in accordance with the conditions of a PDA development approval for a material change of use or reconfiguring a lot.</i></li> </ul> <p>to now read:</p> <p><i>Carrying out operational work that is clearing of vegetation, other than vegetation on a heritage place or Significant vegetation, except where:</i></p> <ul style="list-style-type: none"> <li>• <i>the clearing is consistent with an approved Plan of Development</i></li> </ul>

Amendment #	Section details	Nature of/reason for amendment
		<ul style="list-style-type: none"> <li>• <i>carried out by or on behalf of Brisbane City Council or a public sector entity, where the works being undertaken are authorised under a state law</i></li> <li>• <i>in accordance with the conditions of a PDA development approval for a material change of use or reconfiguring a lot.</i></li> </ul>
141.	Schedule 1	<p>To clarify the application of the local law, in the sixth cell under the heading 'Operational work' add the following footnote:</p> <p><i>*the Advertisements Local Law 2013 and Advertisements Subordinate Local Law 2005 apply in the PDA.</i></p>
142.	Schedule 3	<p>For accuracy, add the following additional 'local heritage place':</p> <p><i>Outside 33 Queen Street – City Electric and Light (CEL) Company junction box (circa 1913)</i></p>