

# Roma Street Cross River Rail PDA

## Submissions Report

*Date: July 2021*

*Author: Cross River Rail Delivery Authority*



# Table of Contents

<b>1. EXECUTIVE SUMMARY .....</b>	<b>3</b>
<b>2. INTRODUCTION .....</b>	<b>4</b>
<b>3. OVERVIEW OF THE PUBLIC NOTIFICATION PROCESS .....</b>	<b>5</b>
3.1 STATUTORY REQUIREMENTS FOR PUBLIC NOTIFICATION .....	5
3.2 ADDITIONAL ENGAGEMENT .....	5
3.3 SUBMISSION DELIVERY METHODS, REGISTRATION AND CONSIDERATION PROCESSES .....	9
<b>4. OVERVIEW OF SUBMISSIONS RECEIVED .....</b>	<b>11</b>
4.1 SUBMISSION BREAKDOWN .....	11
4.2 OVERARCHING AREAS OF SUPPORT AND CONCERN .....	12
<b>5. SUMMARY OF SUBMISSIONS AND AMENDMENTS.....</b>	<b>17</b>
5.1 DEVELOPMENT SCHEME.....	17
5.2 DEVELOPMENT CHARGES AND OFFSET PLAN .....	53
<b>6. LIST OF ALL AMENDMENTS .....</b>	<b>61</b>
6.1 DEVELOPMENT SCHEME .....	61
6.2 DEVELOPMENT CHARGES AND OFFSET PLAN .....	85
<b>APPENDIX 1 – COURIER MAIL NOTICE.....</b>	<b>90</b>
<b>APPENDIX 2 – COMMUNITY ENGAGEMENT MATERIALS .....</b>	<b>91</b>
<b>APPENDIX 3 – SUBMISSION FORM.....</b>	<b>93</b>
<b>APPENDIX 4 – SOCIAL MEDIA POSTS.....</b>	<b>94</b>
<b>APPENDIX 5 – DOGOODER.CO AUTOMATED PROFORMA EMAIL TEXT .....</b>	<b>95</b>
<b>APPENDIX 6 – CHANGE.ORG PETITION.....</b>	<b>97</b>

# 1. Executive summary

The Cross River Rail Delivery Authority (Delivery Authority) undertook public notification of the Proposed Development Scheme (PDS) and Draft Development Charges and Offset Plan (Draft DCOP) for the Roma Street Cross River Rail Priority Development Area (Roma Street CRR PDA) between 18 February 2021 and 1 April 2021 (submission period).

A total of 1,155 submissions were received, including 33 late submissions (i.e., received after the submission period closed). The submissions comprised both those received via the Dogooder.co online digital platform (proforma submissions) and other submissions received from individuals and entities (standard submissions). A breakdown of the submissions is as follows:

- 838 proforma submissions
- 317 standard submissions.

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

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

Key themes relating to the PDS and Draft DCOP and identified through the Delivery Authority's consideration of submissions are listed as follows:

- **Impacts to Roma Street Parkland** - perceived loss of parkland, loss of public carpark and Brisbane City Council (BCC) maintenance depot, loss of mature vegetation and wildlife habitat and overshadowing of vegetated areas
- **Traffic and parking** - perceived adverse impacts to Parkland Boulevard, Parkland Crescent and surrounding areas, and provision for carparking given the high level of public transport in the Roma Street CRR PDA
- **Active and public transport** - need for enhanced connectivity between existing and future public transport facilities
- **Built form** - concerns about building parameters, maintenance of views, sustainable design and configuration of public realm, excessive and unclear building heights and urban development in sub-areas 1 (Precinct 1 - Roma Street gateway precinct) and 3 (Precinct 3 – City centre transition precinct)
- **Land uses** - regulation of urban land uses, particularly within sub-areas 1 (Precinct 1 - Roma Street gateway precinct) and 3 (Precinct 3 – City centre transition precinct)
- **Heritage and culture** - perceived adverse impacts to Emma Miller Place and Memorial Corner, protection of heritage values, and the absence of Acknowledgement of Country
- **Amenity impacts** - perceived adverse amenity impacts to local residents (e.g. noise, traffic and overshadowing).

Overall, changes made to the PDS and Draft DCOP respond to submissions, providing a clearer expression of existing policy settings.

## 2. Introduction

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

The main purpose of the ED Act is to facilitate economic development and development for community purposes in the State of Queensland. The ED Act seeks to achieve this by establishing the MEDQ and providing a streamlined planning and development framework for particular parts of the State declared as Priority Development Areas (PDAs).

The Roma Street Cross River Rail Priority Development Area (Roma Street CRR PDA) was declared on 13 December 2019. On 18 December 2019 the MEDQ delegated functions and powers for plan-making and development assessment for the Roma Street CRR PDA to the Delivery Authority.

The Delivery Authority undertook public notification of the Proposed Development Scheme (PDS) and Draft Development Charges and Offset Plan (Draft DCOP) for the Roma Street CRR PDA between 18 February 2021 and 1 April 2021 (submission period), during which submissions were invited.

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

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

## 3. Overview of the public notification process

### 3.1 Statutory requirements for public notification

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

#### 59 Public notification

After preparing the proposed development scheme, MEDQ must—

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

To meet the statutory requirements for public notification, the Delivery Authority published:

- the PDS and Draft DCOP on both the Delivery Authority’s and Economic Development Queensland’s (EDQ) websites for the duration of the submission period
- a notice in the Courier Mail on 17 February 2021 (see **Appendix 1**) stating the PDS and Draft DCOP were published on the Delivery Authority’s and EDQ’s websites and invited persons to make submissions.

Paper copies of the PDS and Draft DCOP were also made available at the Cross River Rail Experience Centre for the duration of the submission period.

### 3.2 Additional engagement

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

#### 3.2.1 Engagement materials

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

- overview of the Roma Street CRR PDA factsheet (providing key details about the public notification process, the PDA and wider CRR project)
- submission process factsheet (providing information about the submission review process and how to make a submission)
- electronic Submission Form (to assist the community in preparing submissions)
- comprehensive website content, including frequently asked questions and background information.

As outlined in section 3.2.2 of this report, the engagement materials were distributed by a variety of means, including at in-person briefings, community information sessions, via emails, and by hand. Copies of the engagement materials are enclosed at **Appendix 2**.

### 3.2.2 Additional engagement activities

The Delivery Authority undertook a number of additional engagement activities with a range of stakeholders, including:

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

#### 3.2.2.1 Emails

A range of email distributions were made to stakeholders before and during the submission period, between 15 and 19 February 2021. These emails were designed to:

- advise stakeholders about the commencement of the submission period and availability of the PDS and Draft DCOP for review
- provide supporting engagement materials detailing additional information about the:
  - PDS and Draft DCOP
  - submission period
  - notification process
- provide Delivery Authority contact details for questions and queries.

Key email groups are outlined in Table 1 below.

Table 1 - Email groups

Group	Stakeholders reached
<b>Community information mailing list</b>	2000+ community stakeholders
<b>Stakeholders in and surrounding Roma Street CRR PDA</b>	Brisbane Grammar School Brisbane Girls Grammar School Law Courts Queensland Police Service Queensland Fire and Emergency Services Queensland Health (Biala campus) Stadiums Queensland Parkland Body Corporate Pullman and Mercure Hotels Brisbane Coach Terminal Bicycle User Groups City Parklands Services TransLink Department of Transport and Main Roads (TMR) Queensland Rail City Parklands CRR Accessibility Reference Group Northern Area Community Advisory Group

<b>Relevant industry peak bodies</b>	Urban Development Industry Association (UDIA) Planning Institute of Australia (PIA) Property Council of Australia (PCA)
--------------------------------------	---

Queensland Government departments and Brisbane City Council (BCC) were also advised of the public notification process and submission period by letter and email.

### 3.2.2.2 Letterbox drops and door knocks

Letterbox drops and door knocking were completed on 17 February 2021 to distribute supporting engagement materials to stakeholders in and around the PDA.

### 3.2.2.3 In-person briefings

As shown in Table 2 below, in-person briefings were undertaken with a range of stakeholders between 15 February and 3 March 2021.

Table 2 - In person briefings

Date	Group
15 February	City Parklands Services
16 February	Stadiums Queensland
17 February	ASM Global
24 February	Parklands Apartments Body Corporate
24 February	Queensland Police Service
26 February	Brisbane Grammar School
2 March	Brisbane Girls Grammar School
3 March	Bicycle Queensland and Bicycle User Groups (BUGS)

### 3.2.2.4 Meet the CRR team sessions

Three sessions were held to provide the community with opportunities to talk with the Delivery Authority's planning team. The sessions were purposefully held at convenient and accessible local venues and at differing times to maximise community reach and cater for people's varying work patterns, lifestyles and availability.

The Saturday session on 13 March 2021 was particularly well attended, with peak attendance between 10.30-11.45am.

Details of the sessions are provided in Table 3 below.

Table 3 - Meet the CRR team sessions

Date and time	Location	Number of attendees
Wednesday 10 March 4.00-6.00pm	Chez Nous Café 160 Roma Street, Brisbane	12
Saturday 13 March	Flaava Cafe	Approx. 130

10.30am-12.30pm	3 Parkland Boulevard, Brisbane	
Wednesday 17 March 11.30am-1.30pm	Cross River Rail Experience Centre Level 1, 151A Elizabeth Street, Brisbane	19

### 3.2.2.5 CRR website

For the duration of the submission period, a dedicated webpage on the Delivery Authority's website hosted the supporting engagement materials (see section 3.2.1 of this report) and the following:

- PDS
- Draft DCOP
- Infrastructure Plan Background Report.

Relevant download and viewing statistics for the duration of the submission period are shown in Table 4 below.

Table 4 - Website statistics

Item	Metric
<b>Document downloads</b>	
PDS	108 downloads
Draft DCOP	64 downloads
Infrastructure plan baseline report	56 downloads
Submission form (Word, PDF and online submission versions)	220 downloads
Submission process factsheet	33 downloads
Overview of the Roma Street CRR PDA	91 downloads
<b>Engagement</b>	
Dedicated Roma Street CRR PDA webpage	3,204 page views
Unique visitors to webpage	2,473 visitors
Average time spent on webpage	6 minutes

### 3.2.2.6 Social media

The Delivery Authority also utilised Facebook and Twitter to reach the community.

An initial Facebook post was made on 19 February 2021. It advised recipients of the public notification process and submission period. Relevant statistics in terms of reach and engagement are provided as follows:

- 2,892 people reached
- 438 engagements.

A further Facebook post was made on 9 March 2021 alerting recipients to the scheduled Meet the CRR team sessions (see section 2.2.2.4 of this report). A link to the Delivery Authority's webpage containing dates and further information was also provided.

A Twitter post was made on 9 March 2021. It advised recipients of the scheduled Meet the CRR team sessions (see section 3.2.2.4 of this report). Relevant engagement statistics are provided as follows:

- 1,078 impressions
- 6 link clicks
- 1 re-tweet.

Copies of the social media posts are enclosed at **Appendix 4** of this report.

### 3.3 Submission delivery methods, registration and consideration processes

Submission delivery methods and registration and consideration processes are explained in sections 3.3.1 and 3.3.2 below.

#### 3.3.1 Submission delivery methods (proforma and standard submissions)

Submissions were received through various delivery methods, including email, the electronic submissions form, post and hand delivery. Various correspondence about the Roma Street CRR PDA, PDS and/or Draft DCOP that were sent or directed to the Delivery Authority were also treated as submissions.

Additionally, 838 submissions were received via an online digital platform called “Dogooder.co” which provided pre-populated proforma wording about the Roma Street CRR PDA and the PDS. Two versions of the proforma wording were used during the submissions period. Both versions of the proforma wording are reproduced at **Appendix 5**. It is important to note that users of the Dogooder.co platform included the ability to provide additional wording (i.e. free text).

To distinguish between submissions received via the Dogooder.co platform and by other means, the following terminology is used:

- **Proforma submissions** – refers to submissions received via Dogooder.co
- **Standard submissions** – refers to submissions received via means other than Dogooder.co.

#### 3.3.2 Submission registration and consideration processes

The submission registration and consideration processes are summarised in Table 5 below.

Table 5 - Submission registration and consideration processes

Steps	Actions
Receipt of submission	Upon receipt, submissions were checked to ensure contact details were provided together with comments relating to either the PDS or Draft DCOP. Submissions were then acknowledged either by email or letter (where responding to correspondence).
Registration of submissions	Registration involved the allocation of a submitter number and recording of: <ul style="list-style-type: none"> <li>• submitter details</li> <li>• submission date</li> <li>• method of delivery (e.g., email, submission form)</li> <li>• whether a submitter made multiple submissions.</li> </ul>
Classification of submissions	Each submission was read and entered into a submissions database. Where possible, submissions were classified by topic and/or section relevant to the PDS and/or Draft DCOP.
Summarise submission issues	Once the submissions were classified and entered into the submissions database, each submission was reviewed, with key issue themes and sub-themes identified relative to each submission and submission section (where

	<p>applicable). Where a submission dealt with several topics, relevant text was separated into sections allowing for classification into multiple themes and sub-themes.</p> <p>Each proforma submission was also reviewed individually. Where non-standard text was found, themes and sub-themes were also identified.</p>
<b>Evaluation and response to issues</b>	<p>Once all the submissions were entered into the database and each section of each submission allocated a theme and sub-theme, the submissions were evaluated individually and collectively. Potential changes to the PDS and/or Draft DCOP (as relevant) were considered and identified.</p> <p>Potential changes to the PDS and/or Draft DCOP were informed by:</p> <ul style="list-style-type: none"> <li>• the frequency of which particular issues were raised</li> <li>• the merits of issues raised (e.g., evidence, research, facts)</li> <li>• an analysis of the PDS and Draft DCOP provisions</li> <li>• the extent to which the issue could be addressed through a change to the PDS and/or Draft DCOP.</li> </ul>
<b>Submissions report</b>	<p>This submissions report was prepared, providing a summary of the submissions received and issues raised, information about the merits of the submissions, and changes to the PDS and Draft DCOP.</p> <p>Comments raised through submissions have been summarised to simplify the presentation and review of comments.</p>
<b>MEDQ approval</b>	<p>The final submissions report and development scheme and DCOP amendments were submitted to the MEDQ for review and approval.</p>
<b>Publishing and notification of development scheme amendments</b>	<p>As soon as practicable after the MEDQ approved the Development Scheme – Roma Street Cross River Rail Priority Development Area (Development Scheme) and Development Charges and Offset Plan – Roma Street Cross River Rail Priority Development Area (DCOP):</p> <ul style="list-style-type: none"> <li>• the MEDQ published: <ul style="list-style-type: none"> <li>– a gazette notice which established the date the Development Scheme and DCOP came into effect</li> <li>– the Development Scheme, DCOP and this report on EDQ's website.</li> </ul> </li> <li>• the Delivery Authority published: <ul style="list-style-type: none"> <li>– the Development Scheme, DCOP and this report on the Delivery Authority's website</li> <li>– advice stating the Development Scheme and DCOP have been approved and are available on the Delivery Authority's and EDQ's websites, along with this report.</li> </ul> </li> </ul> <p>In addition, the Delivery Authority commenced a process of notifying relevant State agencies, BCC and submitters that the Development Scheme and DCOP are in effect.</p>

## 4. Overview of submissions received

### 4.1 Submission breakdown

A total of 1,155 submissions were received from 1,093 submitters. The submissions comprised both proforma submissions, received via the Dogooder.co digital platform, and standard submissions. A breakdown of the submissions is provided in Table 6 below.

Table 6 - Submissions breakdown

Method of delivery	Number of submissions*		Commentary
<b>Proforma submissions</b>			
<b>Dogooder.co</b>	838	*from 837 submitters	<p>Dogooder.co is an online platform designed to streamline community input into public consultation processes.</p> <p>Submissions received via this platform largely used proforma wording. Two versions of the proforma wording were used during the submissions period. Both versions of the proforma wording are reproduced at <b>Appendix 5</b>.</p> <p>Users of the Dogooder.co platform also had the ability to include additional wording (i.e. free text). Free text was added by 113 submitters and was also considered.</p> <p>20 submissions were received after the submission period closed, however, these were accepted and treated as submissions.</p>
<b>Standard submissions</b>			
<b>Email</b>	314	*from 256 submitters	<p>Standard submissions were received via email, the electronic submission form, post and hand delivery. Additionally, various pieces of correspondence about the Roma Street CRR PDA, PDS and/or Draft DCOP, that were sent or directed to the Delivery Authority were also treated as submissions. This approach ensured all community feedback was considered.</p> <p>One standard submission came from a primary school teacher that included individual student messages. These student messages were also considered.</p> <p>13 submissions were received after the submission period closed, however, these were accepted and treated as submissions.</p>
<b>Post</b>	2		The two submissions received via post comprised handwritten letters.
<b>Hand delivery</b>	1		One submission was hand delivered.
*Number of submitters identified to account for instances where submitters made multiple submissions.			

## 4.1.1 Submitters

Submissions were received from a variety of submitter types. A breakdown of these is provided in Table 7 below.

Table 7 - Breakdown of submitters

Submitter type*	Number
Dogooder.co (proforma submitters)	837
Brisbane resident	150
No address provided	69
Other interested parties**	24
Industry and advocacy group	8
Public sector entity	5
* Where known.	
**Other interested parties include residents from outside of Brisbane, elected representatives, and businesses and institutions with an interest in the PDA.	

## 4.2 Overarching areas of support and concern

### 4.2.1 PDS key themes – standard submissions and free text of proforma submissions

Ten key themes were identified through the submissions analysis relating to the PDS. These cover the key areas of concern and support raised by standard submissions and the free text of pro-forma submissions. The key themes are summarised in Table 8 below and are addressed in section 5.1 of this report.

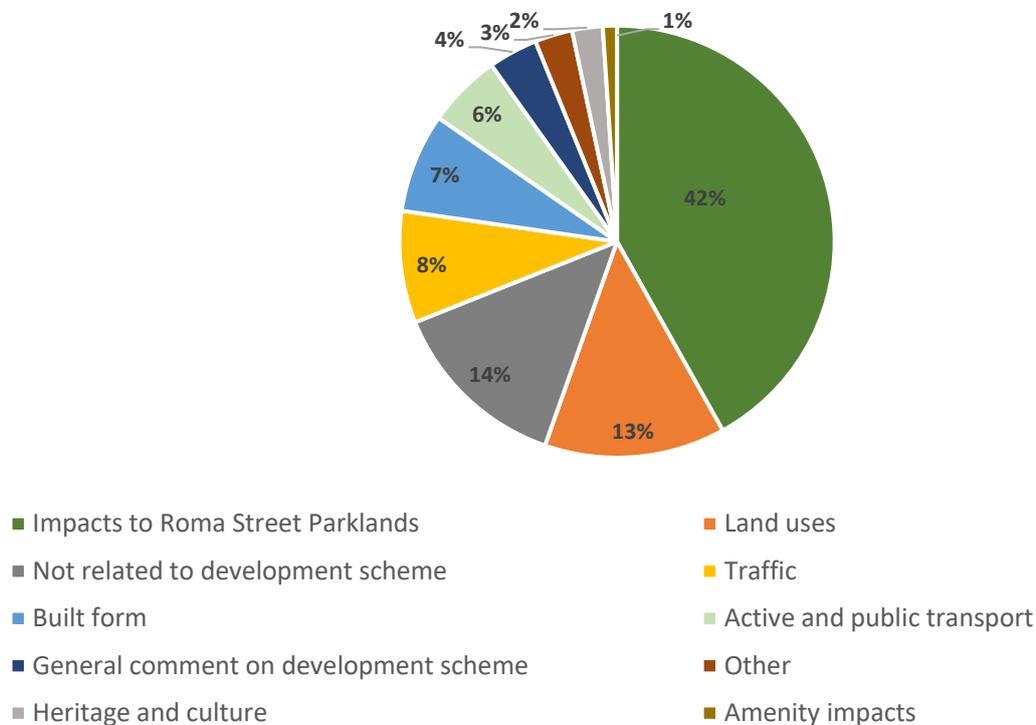
Table 8 - Key submission themes

Theme	Summary
<b>Impacts to Roma Street Parkland</b>	Concerns relating to a perceived loss of parkland, loss of public carpark and BCC maintenance depot, loss of mature vegetation and wildlife habitat, and overshadowing of vegetated areas.
<b>Traffic and parking</b>	Concerns relating to perceived adverse impacts to Parkland Boulevard, Parkland Crescent and surrounding areas, and provision for carparking given the high level of public transport in the PDA.
<b>Active and public transport</b>	Concerns relating to a need for enhanced connectivity between existing and future public transport facilities.
<b>Built form</b>	Concerns were raised about building parameters, maintenance of views, sustainable design and configuration of public realm, excessive and unclear building heights, and urban development in sub-areas 1 (Precinct 1 - Roma Street gateway precinct) and 3 (Precinct 3 – City centre transition precinct).

<b>Land uses</b>	Concerns related to the regulation of urban land uses, particularly within sub-areas 1 (Precinct 1 - Roma Street gateway precinct) and 3 (Precinct 3 – City centre transition precinct).
<b>Heritage and culture</b>	Concerns were raised about perceived adverse impacts to Emma Miller Place and Memorial Corner, protection of heritage values, and the absence of Acknowledgement of Country.
<b>Amenity impacts</b>	Concerns were raised about perceived adverse amenity impacts to local residents (e.g. noise, traffic and overshadowing).
<b>Other</b>	A variety of other concerns were raised less frequently, including the potential for development over the existing rail corridors, infrastructure capacity, social and affordable housing, provision of social services and universal access.
<b>General comment on the development scheme or DCOP</b>	Submissions indicating general support or objection to the PDS and/or Draft DCOP without specific feedback.
<b>Comment unrelated to the development scheme or DCOP</b>	A significant number of submissions provided comments unrelated to the provisions of the PDS and/or Draft DCOP, including relating to concerns around private developer interests, the planning and assessment framework under the ED Act (e.g., limited appeals rights) and declaration of the Roma Street CRR PDA.

Figure 1 below provides a basic visual representation of the frequency of which each of the key themes were raised by standard submissions and the free text of pro-forma submissions. Further information about the content and merits of matters raised by submitters are provided in sections 5.1 and 5.2 of this report.

Figure 1 - Key submission themes by frequency (standard submissions and the free text of proforma submissions)



The sections that follow summarise the top five most frequently raised themes and their sub-themes.

It should be noted that the third most frequently raised key theme were comments unrelated to the PDS or Draft DCOP (see Figure 1). Given these comments are unrelated to the PDS and Draft DCOP, they are not addressed in the following sections.

#### 4.2.1.1 Impacts to Roma Street Parkland

The most frequently raised key theme relates to concerns about impacts to the Roma Street Parkland. Within this key theme, five sub-themes were identified, as outlined in Table 9 below.

Table 9 - Impacts to Roma Street Parkland - sub-themes

Sub theme	Details
<b>Loss of parkland</b>	Including loss of greenspace, loss of space for recreation and inner-city community activities, and adverse visual amenity impacts.
<b>Loss of particular features of parkland</b>	Including loss of mature trees, habitat, ecosystems and wildlife.
<b>Overshadowing</b>	Including development potentially resulting in adverse shadow impacts to areas of the parkland compromising vegetation growth.
<b>Roma Street Parkland support facilities</b>	Including loss of public carpark, café, administration building and BCC maintenance depot / mulching facility.
<b>Public benefit of Roma Street Parkland</b>	Including emphasis on the status of the parkland as an internationally unique sub-tropical garden and the opportunities it presents for community enjoyment in proximity to the Brisbane City Centre.

#### 4.2.1.2 Land uses

The second most frequently raised key theme relates to land uses within the PDA, including the following sub-themes:

- confusion around centre activities use definition
- compatibility of preferred uses within sub-areas 1 (Precinct 1 - Roma Street gateway precinct) and 3 (Precinct 3 – City centre transition precinct)
- general support for the concept of a Brisbane Live Entertainment Arena.

#### 4.2.1.3 Traffic

The third most frequently raised key theme relates to traffic, including the following sub-themes:

- the ongoing safety and functionality of Parkland Boulevard
- increased traffic on Parkland Crescent (regarded predominantly as a service road)
- increased traffic in the surrounding areas resulting from development in the PDA
- short-term public car parking.

#### 4.2.1.4 Built form

The fourth most frequently raised key theme relates to built form, including the following sub-themes:

- building heights, particularly in sub-areas 1 (Precinct 1 - Roma Street gateway precinct) and 3 (Precinct 3 – City centre transition precinct)
- building parameters including tower site cover, communal open space requirements and building setbacks
- view corridor clarity

- sustainability outcomes.

#### 4.2.1.5 Active and public transport

The fifth most frequently raised key theme relates to active and public transport, including:

- general support for improved active transport opportunities, especially to Suncorp Stadium, surrounding areas and existing public transport infrastructure
- desire for better connections to existing and future public transport opportunities.

#### 4.2.2 Draft DCOP key themes – standard submissions and free text of proforma submissions

Seven key themes, covering the key areas of concern for submitters regarding the Draft DCOP, were identified through the submissions analysis. These are outlined in Table 10 below and are addressed in section 5.2 of this report.

Table 10 - Key submission themes – Draft DCOP

Theme	Summary
<b>Infrastructure charges</b>	General support for the adopted infrastructure charge rates with some suggestions to increase the rates.
<b>Funding methodology</b>	General support for an ongoing consultative approach to the funding of infrastructure servicing future PDA development and users outside the PDA. Some concern around the under-recovery of infrastructure costs for contributions to trunk infrastructure external to the PDA.
<b>Infrastructure costs</b>	It was raised that not all trunk establishment costs have been displayed in the Draft DCOP.
<b>Brisbane Arena</b>	Queries were raised around how the Draft DCOP will accommodate a facility such as the potential Brisbane Live Entertainment Arena.
<b>Trunk infrastructure classification</b>	Concerns were raised around the trunk classification of infrastructure items that may not typically be classified as trunk under the local government framework or the <i>Planning Act 2016</i> .
<b>Impacts to Roma Street Parkland</b>	Concerns relating to impacts to the Roma Street Parkland including a loss or reduction in the amount of parkland.
<b>General</b>	A variety of other concerns were raised in a small number of submissions relating to the cover image and document formatting and editing.

#### 4.2.3 Proforma submissions

As outlined in sections 3.3.1 and 4.1 of this report, 838 submissions were received via the Dogooder.co online digital platform which provided pre-populated proforma wording about the Roma Street CRR PDA and the PDS.

Two versions of the proforma wording were used during the submissions period. Both versions of the proforma wording refer to an online petition available at the Change.org website and under the headline “Save Roma St Parklands”. The Change.org petition is further discussed at section 4.2.4 of this report. Both versions of the proforma wording are reproduced at **Appendix 5**.

In summary, both versions of the proforma wording:

- highlight the importance of Roma Street Parkland and the need to protect it.
- sought the following changes to the PDS:

1. limit preferred land uses in sub-area 3 (Precinct 3 – City centre transition precinct) to only park and community use purposes (e.g. nature-based tourism)
2. existing park areas located within Sub-area 1, Precinct 1 - Roma Street gateway precinct and Precinct 2 – Community and entertainment precinct, including the Garden Café, Spring Hill Corner and links to Wickham Terrace, are enhanced for parkland and visitor amenity. Preferred land uses are limited to park (including ancillary uses associated with Roma Street Parkland).

The suggested changes listed above have been considered as part of the submissions analysis.

#### 4.2.4 Online petition - Change.org

It is relevant to note that an online petition regarding the Roma Street CRR PDA, PDS and Draft DCOP was established during the submission period. The petition was created via the Change.org website under the headline “Save the Roma St Parklands” (see extract at **Appendix 6**).

The petition:

- claims the development intent expressed in the PDS will result in up to one third of the Roma Street Parkland being lost for redevelopment purposes
- states that brochures describe Roma Street Parkland as comprising an area of 16 hectares
- claims the Delivery Authority’s development strategy is not focussed on protecting or enhancing Roma Street Parkland.

The petition has attracted significant community interest. As at 9am on Tuesday, 6 April 2021, the petition had 32,009 signatures. The petition remains live, and at the time of writing, had upwards of 33,730 signatures.

Whilst not a submission, the petition has been considered by the Delivery Authority. Specifically, the petition has highlighted the need to express the development intent more clearly for the Roma St PDA and, in particular, Roma Street Parkland, being to:

- ensure the ongoing operation, function and premier status of Roma Street Parkland is maintained
- deliver a net increase in publicly accessible open space.

#### 4.2.5 Roma Street Parkland size

A key aspect of the Change.org petition, the proforma submissions and many of the standard submissions is the perceived loss of parklands based on public documentation, including the official Roma Street Parkland website, stating that the Roma Street Parkland cover 16 hectares. Unfortunately, this historical figure relates to all of the land north of the railway line up to College Road, Wickham Terrace and Albert Street prior to the redevelopment of the area and the formal creation of the Roma Street Parkland in 2000.

The 16 hectare figure therefore includes land which has since been developed, including Parkland Crescent, Parkland Boulevard and the Parkland Apartments (buildings 3, 4, 5, 6, 7 and future building 8), as well as the site of the temporary coach terminal. As such, suggestions that the Roma Street Parkland comprises an area of 16 hectares are considered inaccurate despite official websites still referring to this historic figure. The public Roma Street Parkland gardens, bound by Parkland Boulevard, College Road, Wickham Terrace and Albert Street, covers an area of just under 11 hectares.

## 5. Summary of submissions and amendments

### 5.1 Development Scheme

Table 11 on the following page:

- summarises concerns raised via the submissions
- details how concerns have been considered and whether amendments are required.

Table 11 - Summary of submissions and amendments - Development Scheme

Item number	Summary	Response	Amendment required?
<b>Impacts to Roma Street Parkland</b>			
1.	<p>Loss of parkland</p> <ul style="list-style-type: none"> <li>• Concerns were raised by the majority of submitters regarding the loss of Roma Street Parkland itself, including:               <ul style="list-style-type: none"> <li>— loss of greenspace</li> <li>— loss of space for recreation and inner-city community activities</li> <li>— adverse visual amenity impacts.</li> </ul> </li> </ul>	<p>The PDS includes provisions which seek to:</p> <ul style="list-style-type: none"> <li>• protect and enhance Roma Street Parkland</li> <li>• ensure that the PDA delivers a net increase in publicly accessible open space.</li> </ul> <p>These provisions are detailed as follows:</p> <ul style="list-style-type: none"> <li>• Section 2.3: Vision, being the highest order statutory element of the Land use plan, which establishes the overall outcomes to be achieved in the PDA, requires development to ensure that the ongoing operation, function and premier status of Roma Street Parkland is maintained.</li> <li>• PDA-wide criteria section 2.5.2: Streetscape and public realm provisions require development to ensure that public spaces and parkland are highly interconnected, creating a parkland network that provides a net gain in publicly accessible open space in the PDA. As these provisions constitute PDA-wide criteria, they apply to all development in the PDA (i.e., all development applications).</li> <li>• PDA-wide criteria section 2.5.7: Impacts and amenity provisions require development to ensure the continued successful operation of Roma Street Parkland as a premier parkland of state significance, having regard to:               <ul style="list-style-type: none"> <li>— access, movement and parking</li> <li>— operation and efficiency of administration, maintenance and other supporting facilities</li> <li>— potential impacts to water management and water quality, gardens, event spaces, Memorial Corner and horticultural activities</li> <li>— stormwater drainage into the Roma Street Parkland lake, and</li> <li>— minimum 4 hours of solar access (in winter), providing for plant and turf growth.</li> </ul> </li> </ul> <p>These provisions also constitute PDA-wide criteria, applying to all development in the PDA (i.e. all development applications).</p>	Yes

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>• Section 2.6.3 Precinct 3: City centre transition precinct requires development within the precinct to ensure that all publicly accessible green space is retained for the enjoyment of the community.</li> <li>• Section 4.2.4 Roma Street Parkland contained within the Implementation strategy includes an objective to ensure development within sub-areas 1 and 3 provides for the ongoing operation and function of the existing maintenance, administrative and other supporting uses associated with Roma Street Parkland including: <ul style="list-style-type: none"> <li>— parkland office and administration</li> <li>— amenities, parkland café, security facilities</li> <li>— maintenance and storage depot, an</li> <li>— public car park; coach parking facilities and stormwater infrastructure.</li> </ul> This objective is supported by two actions which seek to ensure that new permanent locations for the maintenance, administrative, and other supporting Roma Street Parkland uses are identified and appropriately catered for in terms of tenure, design, and ongoing management. </li> <li>• A provision also exists for an “expanded / plaza opportunity area” (Map 3: Roma Street CRR PDA Structural elements plan, section 2.3, section 2.6.2, Table 9 - infrastructure catalogue of the PDS Infrastructure plan, section 4.2.1, section 4.2.7), which effectively provides for increased public open space, further supplementing the additional space in page 13 of the Community Infrastructure Technical Memo - Appendix E to the Infrastructure plan background report (IPBR).</li> </ul> <p>In summary, the above provisions of the PDS work together to ensure that the:</p> <ul style="list-style-type: none"> <li>• existing Roma Street Parkland is protected</li> <li>• extent of publicly accessible open space in the PDA is expanded</li> <li>• Roma Street Parkland continues to function as a premier parkland of state significance, including its maintenance, amenities, office and administrative and other supporting uses, parkland cafe, security facilities, and other facilities including access, movement, parking, and stormwater infrastructure.</li> </ul> <p>Notwithstanding the above listed provisions, the Development Scheme has been amended in response to submissions by:</p>	

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>• strengthening wording around parkland preservation and expansion throughout the scheme</li> <li>• uplifting the net increase in publicly accessible open space outcome to the Vision, being the highest order element of the Land use plan</li> <li>• updating Map 2: Roma Street CRR PDA Context map to more accurately reflect the existing land uses and functions, for example, the café and building on the northern side of Parkland Boulevard</li> <li>• updating Map 3: Structural elements plan to spatially identify areas where new publicly accessible open space will be provided</li> <li>• dividing sub-area 3 into sub-areas 3A and 3B with accompanying provisions to improve clarity around the development intent, being: <ul style="list-style-type: none"> <li>— Sub-area 3A – new publicly accessible open space with potential co-located community use</li> <li>— Sub-area 3B – development area including open space.</li> </ul> </li> <li>• updating Table 9: Infrastructure catalogue of the Infrastructure plan to include “new College Road Park (name to be confirmed) located in sub-area 3A”</li> <li>• Dividing sub-area 1 into sub-areas 1A, 1B and 1C with accompanying provisions to improve clarity around the development intent and preservation of existing public park, being: <ul style="list-style-type: none"> <li>— Sub-area 1A – ensure retention of existing public park, which forms part of an important gateway to Roma Street Parkland</li> <li>— Sub-area 1B – recognise the importance of this sub-area as a component of the gateway to Roma Street Parkland, with new development subject to urban design review panel scrutiny, reduced maximum building heights (down from 15 to 8 storeys) and clarified preferred uses</li> <li>— Sub-area 1C - recognise the importance of this sub-area as a component of the gateway to Roma Street Parkland, with new development subject to urban design review panel scrutiny, refined maximum building height (from maximum average of 30 storeys to a maximum of 30 storeys) and clarified preferred uses.</li> </ul> </li> </ul>	
2.	Loss of mature trees, habitat, ecosystems and wildlife	The PDS includes provisions under PDA-wide criteria section 2.5.7: Impacts and amenity, which seek to ensure development follow an avoid, minimise and replace/offset approach	Yes

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Concerns were raised about the loss of mature trees and habitat for local wildlife in the parkland.</li> </ul>	<p>to protecting significant vegetation. These PDA-wide criteria provisions apply to all development in the PDA (i.e., all development applications), requiring development to:</p> <ul style="list-style-type: none"> <li>avoid impacts to significant vegetation, or</li> <li>minimise and mitigate impacts (after demonstrating avoidance is not reasonably possible), and</li> <li>replace or offset significant vegetation that requires removal.</li> </ul> <p>It is noted that the definition of significant vegetation under Schedule 3: Definitions captures existing mature vegetation, thereby applying effective and strong provisions that seek to prevent, minimise and offset the loss of mature trees.</p> <p>Notwithstanding the provisions identified above, the Development Scheme has been amended in response to submissions by:</p> <ul style="list-style-type: none"> <li>identifying the relocation of significant vegetation as a possible mitigation measure. Accordingly, section 2.5.7 of the Development Scheme has been updated to include this new provision</li> <li>including provision for a net increase of tree planting of 3:1 because of any unavoidable tree removal (section 2.5.7.12.b)</li> <li>for sub-areas 3A and 3B including requirements for development to be sited and configured to maximise mature tree retention and minimise disturbance to existing vegetation.</li> </ul>	
3.	<p>Overshadowing</p> <ul style="list-style-type: none"> <li>Concerns were raised about development potentially resulting in shadow impacts to areas of the parkland, compromising vegetation growth.</li> </ul>	<p>The PDS includes provisions which seek to ensure shadow impacts to Roma Street Parkland are minimised, providing at least 4 hours of solar access to grassed areas in winter. These provisions are embedded in the following sections of the PDS:</p> <ul style="list-style-type: none"> <li>PDA-wide criteria - section 2.5.7: Impacts and amenity</li> <li>Precinct provisions – section 2.6.3 Precinct 3: City centre transition precinct (Development in sub-area 3).</li> </ul> <p>Whilst the provisions under section 2.5.7 apply to all development due to their inclusion as PDA-wide criteria, they only require development to "have regard to". In response to the concerns raised, the Development Scheme has been amended to strengthen these</p>	Yes

Item number	Summary	Response	Amendment required?
		<p>requirements. Specifically, the provisions under section 2.5.7 have been modified to “require” development meets the prescribed standard.</p> <p>Schedule 6: Guideline for preparing an urban context report has been updated to include requirements for the submission of shadow diagrams in support of development applications.</p>	
4.	<p>Roma Street Parkland supporting facilities (public carpark, mulching and maintenance facilities)</p> <ul style="list-style-type: none"> <li>• Concerns were raised about the loss of facilities that support the parkland, including: <ul style="list-style-type: none"> <li>— affordable and accessible public parking</li> <li>— Council’s maintenance and storage depot.</li> </ul> </li> </ul>	<p>The PDS includes provisions which seek to ensure the continued successful operation of the Roma Street Parkland, including public car parking facilities and maintenance/storage depot.</p> <p>These provisions are detailed as follows:</p> <ul style="list-style-type: none"> <li>• PDA-wide criteria section 2.5.7: Impacts and amenity requires development to ensure the continued successful operation of Roma Street Parkland as a parkland of state significance, having regard to parking, maintenance and other supporting facilities. These provisions constitute PDA-wide criteria, applying to all development in the PDA (i.e., all development applications).</li> <li>• Implementation strategy section 4.2.4 Roma Street Parkland includes an objective to ensure development within sub-areas 1 and 3 provides for the ongoing operation and function of the existing maintenance, administrative and other supporting uses associated with Roma Street Parkland including: maintenance and storage depot and public car park. This objective is supported by two actions which seek to ensure that new permanent locations for the aforementioned facilities are identified and appropriately catered for in terms of tenure, design and ongoing management.</li> </ul> <p>Whilst the intent of the above provisions is to ensure the ongoing provision of public car parking facilities and resolution of new permanent locations for Council’s maintenance and storage depot, it is acknowledged that the intent relating to public car parking could be more explicit. Accordingly, the Development Scheme includes more specific provisions under sub-area 3B, requiring new development to provide replacement car parking equivalent to any loss within the College Close public parking area to maintain the current standards of service.</p>	Yes

Item number	Summary	Response	Amendment required?
5.	<p>Parkland – public benefit</p> <ul style="list-style-type: none"> <li>• Submissions raised the general benefits of the Roma Street Parkland, including its: <ul style="list-style-type: none"> <li>— internationally unique status as a subtropical garden</li> <li>— opportunities for relaxation, and</li> <li>— proximity to the CBD.</li> </ul> </li> </ul>	<p>The benefits and values of Roma Street Parkland are well understood. In response, the PDS includes provisions which seek to:</p> <ul style="list-style-type: none"> <li>• protect and enhance Roma Street Parkland</li> <li>• ensure that the PDA delivers a net increase in publicly accessible open space.</li> </ul> <p>To reinforce the above listed intent, the Development Scheme has been amended by:</p> <ul style="list-style-type: none"> <li>• strengthening wording around parkland preservation and expansion throughout</li> <li>• elevating the net increase in publicly accessible open space outcome to the Vision, as it is the highest order element of the Land use plan</li> <li>• updating Map 2: Context map to more accurately reflect the existing land uses and functions, for example, the café and building on the northern side of Parkland Boulevard</li> <li>• updating Map 3: Structural elements plan to spatially identify areas where new publicly accessible open space will be provided</li> <li>• dividing sub-area 3 into sub-areas 3A and 3B with accompanying provisions to improve clarity around the development intent, being: <ul style="list-style-type: none"> <li>— Sub-area 3A – new publicly accessible open space with potential co-located community use</li> <li>— Sub-area 3B – Development area including open space.</li> </ul> </li> </ul>	Yes
<b>Built form</b>			
6.	<p>Building heights</p> <ul style="list-style-type: none"> <li>• Concerns about building heights, particularly in sub-area 1 and sub-area 3 and building transitions.</li> <li>• Unlimited building heights were generally supported in the areas where they are proposed.</li> </ul>	<p>The PDS prescribes a maximum average building height of 30 storeys in sub-area 1 (except to the north of Parkland Boulevard where the maximum building height is 15 storeys) and a maximum average building height of 12 storeys in sub-area 3.</p> <p>Future development will be required to provide a building height transition between the potential major sport, recreation and entertainment facility and the Parkland residence buildings to complement the existing open space and built form character in these adjoining sites, and to respect the visual setting of the Roma Street Railway Station heritage place, as contained within the Precinct provisions in section 2.6.1.</p>	Yes

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Uncertainty around the term 'maximum average building height.'</li> </ul>	<p>Submitters suggested that building heights to the south of Parkland Boulevard should be 13 storeys, to be consistent with the neighbouring buildings on Parkland Boulevard.</p> <p>Notwithstanding the provisions in 2.6.1, and in response to the submissions, the Development Scheme has been amended as follows:</p> <ul style="list-style-type: none"> <li>Sub-area 1B provisions recognise the importance of this sub-area as a component of the gateway to Roma Street Parkland by facilitating an extension of the gateway, with new development subject to urban design review panel assessment and reduced maximum building heights (to 8 storeys down from 15 storeys)</li> <li>Sub-area 1C provisions recognise the importance of this sub-area by facilitating an extension to the gateway to Roma Street Parkland, with new development subject to urban design review panel assessment and refined maximum building height (from maximum average of 30 storeys to a maximum of 30 storeys)</li> <li>Sub-area 3A provisions prescribe a maximum building height of 3 storeys for a potential community use</li> <li>Sub-area 3B provisions include refined building height limits from a maximum average of 12 storeys to a maximum 12 storeys with transition down to 8 storeys at the College Road frontage</li> <li>Substitution of "maximum average building height" with "maximum building height."</li> <li>Introduction of a maximum building height (one storey) for sub-area 1A to support potential development in this location, noting that only park and community use constitute preferred uses.</li> </ul>	
7.	<p>Building parameters</p> <ul style="list-style-type: none"> <li>Tower floor plates – submitters suggested that specific requirements should be included.</li> </ul>	<p>The PDS does not prescribe a maximum tower floor plate area for non-residential buildings in Precinct 1. In response, the Development Scheme has been amended to include tower floor plate/tower site cover: "where for a non-residential tower, a maximum tower site cover of 65% or a maximum allowable floor plate of 1,500m<sup>2</sup>, whichever is the lesser".</p> <p>Further clarification can be provided for residential buildings, being "where for a residential tower, a maximum tower site cover of 50% or a maximum allowable floor plate of 1,200m<sup>2</sup>, whichever is the lesser."</p>	Yes

Item number	Summary	Response	Amendment required?
		Additionally, development applications proposing buildings exceeding tower site cover or tower floor plate limits will be considered a “significant development application” triggering assessment by the urban design review panel. The Development Scheme has been updated to include footnotes to this effect in Tables 3 and 6 (formerly Tables 4 and 7 in the PDS).	
8.	<p>Building parameters</p> <ul style="list-style-type: none"> <li>Communal open space – submitters queried whether this was needed for non-residential tower floor plates whereas other submitters suggested that specific requirements should be included. Submitters also sought clarification on whether the communal open space could be provided within the footprint of a building.</li> </ul>	<p>Communal open space may be provided within the footprint of a building (podium level, roof top etc.). For guidance, a footnote to this effect has been included in the building parameter tables for Precincts 1 and 3. While it is acknowledged that future development will be in proximity to the Roma Street Parkland, this asset may not always meet the needs of occupants. The provision of communal open space will benefit building occupants by providing spaces for exclusive use.</p> <p>Table 3 of the Development Scheme has been updated, and new provisions for non-residential communal open space have been included in Table 6 for developments in Precinct 3.</p>	Yes
9.	<p>Building parameters</p> <ul style="list-style-type: none"> <li>Submitters queried whether a 3m setback on the northern side of Roma Street was necessary and whether this, in addition to further widening of the verge, may impact development footprints.</li> </ul>	<p>The 3m setback along the northern side of Roma Street will enable a 6m wide footbath. This will better accommodate pedestrians, cyclists, and users of other personal mobility devices moving to and from major community destinations (e.g., Suncorp Stadium and a major sport, recreation and entertainment facility).</p> <p>It is acknowledged that the primary street frontage setback in Table 4 of the PDS could be clarified in respect of development potential/footprints. In response, the Development Scheme has been updated to state “3m at ground storey where fronting the northern side of Roma Street.” A new footnote has been included to provide further guidance.</p>	Yes
10.	<p>Building parameters</p> <p>Submitters suggested restricting residential gross floor area (GFA) to 50% in sub-area 3, with</p>	<p>A restriction on residential GFA has not been included in order to retain flexibility for future land uses.</p>	No

Item number	Summary	Response	Amendment required?
	no restrictions on non-residential.		
11.	<p>Building parameters</p> <ul style="list-style-type: none"> <li>Submitters sought clarification as to whether there is an ability to develop the airspace over the CRR station and plaza.</li> </ul>	An amendment to the Development Scheme is not required. While a development of this type is not precluded in the scheme, all other provisions apply, including view-lines, setbacks and relevant precinct provisions. It is noted that relevant property owner consent to support such an application is required under the ED Act.	No
12.	<p>Building parameters</p> <ul style="list-style-type: none"> <li>Submitters raised concerns that having a site cover requirement in sub-area 3 may restrict development in this area.</li> </ul>	Precinct 3 is intended to facilitate a lower scale and intensity of development. As a result of the changes made to create sub-areas 3A and 3B, the site cover provisions of 55% now apply to sub-area 3B only. This, together with relevant building separation and tree retention provisions, have been retained to facilitate the desired planning intent. It should be noted that planning intent for sub-area 3A is park and community use.	Yes
13.	<p>Building parameters</p> <ul style="list-style-type: none"> <li>Submitters suggested that development within sub-area 1 should have a defined setback, similar to those of the Parkland residences.</li> </ul>	There are existing minimum setbacks for tower developments. It is not considered necessary to amend these for development within sub-area 1 as new provisions have been included that require developments within sub-areas 1B and 1C be subject to a further assessment by the urban design review panel, adding rigour and ensuring that future development responds appropriately to this significant location. Where development is within sub-area 3B and fronting College Road or Parkland Boulevard, a 6m setback applies.	No
14.	<p>Amenity</p> <ul style="list-style-type: none"> <li>Submitters raised concerns about impacts to the amenity of existing residents.</li> </ul>	<p>Provisions embedded within the PDS require any development in sub-area 1 to be designed to transition down and respect interfaces to the Roma Street Parkland and Parkland residences (section 2.6.1 of the PDS). Additionally, buildings heights in sub-area 3 are required to taper down to the Parkland residences, as well as adjoining neighbourhoods and the Roma Street Parkland.</p> <p>Notwithstanding the above-described provisions, the Development Scheme has been amended to more strongly respect the gateway entrance to Roma Street Parkland by ensuring all development within sub-areas 1B and 1C will be subject to assessment by the urban design review panel (refer to section 4.2.2 of the Development Scheme). Further, all</p>	Yes

Item number	Summary	Response	Amendment required?
		<p>development within the PDA will be required to prepare a shadow impact analysis as part of the Urban Context Report at the time of making a development application.</p> <p>Amendments have also been made to Schedule 6: Guideline for preparing an Urban Context Report to provide greater clarity. These amendments direct that the shadow impact analysis focus on impacts on surrounding properties, which includes the Parkland residences, as well as the Roma Street Parkland.</p> <p>Additionally, the minimum building setback (all levels) within sub-area 3B has been increased from 10m to 18m to provide greater building separation, supporting views, natural ventilation, and natural light access.</p> <p>Regarding construction impacts, it is standard practice for construction management and traffic management to be conditioned as part of PDA development approvals. This approach is intended to ensure that construction impacts on amenity are effectively minimised and mitigated.</p>	
15.	<p>Views</p> <ul style="list-style-type: none"> <li>Submitters suggested that having minimum widths for the view corridors is too prescriptive.</li> </ul>	<p>View corridor widths are provided as guidance and are informed by site investigations and modelling. Additional wording has been included to state “Refer to Map 4 for guidance.” Clarification that views are “two-way” has also been included.</p>	Yes
16.	<p>Views</p> <ul style="list-style-type: none"> <li>Submitters queried the use of the photo (Figure 4) taken from the middle of the road and that an alternative photo could be used that shows the view up to the parkland to reinforce the importance of this view corridor.</li> </ul>	<p>A new image reflecting this important view corridor has been selected to replace the previous image in Figure 4.</p>	Yes
17.	Views	<p>View corridors can be created, maintained and enhanced through appropriate landscaping. Albert Street in this location is identified as an extension of the Albert Street Green Spine so future trees are anticipated in this area. No change required.</p>	No

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Concerns that an increase in tree canopy may impact views within the view corridors.</li> </ul>		
18.	<p>Views</p> <ul style="list-style-type: none"> <li>Submissions suggested adding new view corridors.</li> </ul>	A new two-way key view corridor in the northern area of the PDA (View corridor 6 Map 4: Key view corridors and view opportunity areas) has been provided. Other proposed view corridors put forward were located outside the boundaries of the PDA.	Yes
19.	<p>Sustainability</p> <ul style="list-style-type: none"> <li>Submissions suggested that in order to achieve exemplary sustainable building design outcomes, mechanisms other than 5 star Green Star and 6 leaf EnviroDevelopment should be included.</li> </ul>	<p>Section 2.5.1: Urban design and built form is a PDA-wide criteria that is applicable to all development in the PDA. Specifically, item 5 states that “development achieves exemplary sustainable building design outcomes” and refers to 5 star Green Star or 6 leaf EnviroDevelopment in the corresponding footnote.</p> <p>Item 5 in the Development Scheme has been amended to include reference to other mechanisms and elevate reference to 5 star Green Star and 6 leaf EnviroDevelopment into the item as opposed to a footnote. A replacement footnote has been inserted to include a requirement for applicants at the development assessment stage to identify which sustainability tool is informing building design.</p> <p>“achieves exemplary sustainable building design outcomes that deliver either:</p> <ol style="list-style-type: none"> <li>a minimum 6 leaf EnviroDevelopment certification</li> <li>a minimum 5 star Green Star: Design and as built certification, or</li> <li>a rating under an alternative sustainability rating tool that delivers outcomes commensurate with the above standards.”</li> </ol>	Yes
20.	<p>Public realm</p> <ul style="list-style-type: none"> <li>Concerns were raised and amendments suggested regarding the amount, design, configuration and functionality of publicly accessible open space.</li> <li>Concerns with Precinct 2 needing more green space, less concrete and providing shade.</li> </ul>	<p>Sections 2.5.1 and 2.5.2 of the PDS outline provisions relating to urban design and built form, and streetscape and public realm. These provisions apply to all developments in the PDA. These provisions will ensure, amongst other things, that buildings and their surrounds exhibit outstanding building architecture, achieve sustainable building outcomes, present a highly landscaped environment, provides publicly accessible open space, interconnected public spaces and parkland network, and facilities safe, attractive and convenient pedestrian and cycle connections.</p> <p>In addition to the PDA-wide criteria, each precinct has precinct-specific provisions to achieve a safe, attractive, landscaped environment.</p>	Yes

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Development should be mixed use, with activity at street level, landscaping, and pedestrian activity.</li> </ul>	<p>There are provisions for a plaza opportunity area, should the existing Inner Northern Busway be reconfigured or modified. Further details of this are included at section 4.2.7. The provision of publicly accessible open space has been addressed earlier in this table.</p> <p>Section 4.2.1 of the PDS requires the preparation of a public realm guideline for delivery of public realm works within the PDA to create a network of quality streets and public places consistent with the PDA's function as a significant arrival point to the city centre.</p> <p>Notwithstanding the provisions outlined above, the Development Scheme has been amended to include specific references to the provision of shade trees within sections 2.5.1 and 2.5.2, which as PDA-wide criteria, apply to all development applications.</p>	
<b>Land uses</b>			
21.	<p>Preferred uses</p> <ul style="list-style-type: none"> <li>Centre activities (activity group). Concerns were raised that some land uses were excluded from the preferred uses tables in Precincts 1 and 3.</li> </ul>	<p>Centre activities (activity group) is listed as a preferred use in Precinct 1, sub-area 2, and Precinct 3, and has been adopted from the BCC's City Plan 2014. Centre activities (activity group) specifies a variety of uses and activities under this activity group.</p> <p>Submitters suggested that new uses such as supermarkets, museums, education (including schools and universities), rooming accommodation (including student accommodation) community use, and parks, should be listed as preferred uses. However, these uses fall within the definition of Centre activities, so they are already a preferred use.</p> <p>Schedule 3 of the PDS contains definitions and states that unless defined in the table or in the ED Act, the definitions in Schedule 1 of City Plan 2014 apply to all development.</p> <p>Accordingly, an amendment to the PDS to include these uses is not required, however new footnotes have been included in the Development Scheme where Centre activities are listed in the preferred uses tables to provide greater clarity.</p>	Yes
22.	<p>Preferred uses</p> <ul style="list-style-type: none"> <li>Suggested to include a hospital as preferred use.</li> </ul>	<p>A hospital is not considered to be a preferred use in the PDA. However, it is noted that a range of health-related activities, including overnight stays, are included in the definitions for 'health care service' and 'residential care facility' that are captured under Centre activities.</p>	No

Item number	Summary	Response	Amendment required?
23.	<p>Preferred uses</p> <ul style="list-style-type: none"> <li>Concerns relating to the compatibility of some uses within the precincts.</li> </ul>	<p>Concerns were raised about the compatibility and co-location of uses in the PDA, particularly around telecommunication facility and utility installation. These uses have been removed from the preferred use tables in all precincts of the Development Scheme. While they are not listed as a preferred use, there is the ability for these activities to occur within the PDA as there are no prohibited uses within the Roma PDA.</p>	Yes
24.	<p>Preferred uses - parking station</p> <ul style="list-style-type: none"> <li>Submitters queried whether a parking station needed to be listed in Precinct 2 as a preferred use if it will be ancillary to the potential major sport, recreation and entertainment facility.</li> </ul>	<p>The parking station that is preferred to be integrated with a potential major sport recreation and entertainment facility will be for parking vehicles and will not be ancillary to the facility. As such, it is required to be listed as a parking station in the Preferred uses table for Precinct 2. No change necessary.</p>	No
25.	<p>Preferred uses – parking station</p> <ul style="list-style-type: none"> <li>Submitters queried why a parking station was not listed as a preferred use in Precinct 1.</li> </ul>	<p>The PDS expresses a preference for the parking station to be integrated within a potential major sport, recreation, and entertainment facility. There are no prohibited uses within the PDA. If an application is received for a parking station within Precinct 1 it will be assessed on its merits against the Development Scheme.</p>	No
26.	<p>Preferred uses – parking station</p> <ul style="list-style-type: none"> <li>Submitters suggested inclusion of 'parking station' in sub-area 3 (now sub-area 3B)</li> </ul>	<p>The PDS does not identify parking station as a preferred use in Precinct 3.</p> <p>The Development Scheme has been amended to include parking station as a preferred use in sub-area 3B in Precinct 3 to facilitate replacement public car parking. This carpark, while potentially integrated into built form of new development, will be exclusively for the purpose of replacement public parking to ensure the maintenance of existing levels of service. Section 4.2.11 of the Development Scheme has been amended to reflect this intent.</p>	Yes
27.	<p>Preferred uses – sub-area 3</p> <ul style="list-style-type: none"> <li>Submitters suggested including nature-based tourism, parkland</li> </ul>	<p>Preferred uses in sub-area 3 have been updated to reflect the intent and changes made to this sub-area. In particular, the preferred uses for sub-area 3A are park (including ancillary maintenance, administrative and other supporting uses for Roma Street Parkland) and community use. Nature-based tourism has not been specifically listed as a preferred use.</p>	No

Item number	Summary	Response	Amendment required?
	and community uses as preferred uses in sub-area 3.	<p>This use is, however, not prohibited, and if a nature-based tourism activity is proposed, it would be assessed on its merits and against the provisions of the Development Scheme.</p> <p>In addition, a potential community facility location has been added on Map 3: Structural elements plan within sub-area 3A, with another potential location being within the Roma Street station heritage place, with a single community facility anticipated to be provided in one of these locations. These desired parkland and community facility objectives are also identified in section 4.2.8 of the Development Scheme.</p> <p>The preferred uses for sub-area 3B provide for a range of urban uses, including park. Whilst urban development is envisaged in sub-area 3B, it should be recognised that the Development Scheme seeks to accommodate less intensive development. Provisions dealing with site cover, maximum building height, building separation and mature tree retention ensure the intended development intent will be achieved.</p>	
28.	<p>Brisbane Live</p> <ul style="list-style-type: none"> <li>The submissions relating to the potential Brisbane Live Entertainment Arena / potential major, sport, recreation and entertainment facility were generally supportive.</li> </ul>	The Development Scheme includes enabling provisions for this to occur. The Development Scheme does not in and of itself approve the facility. No change necessary.	No
<b>Traffic and parking</b>			
29.	<p>Parkland Crescent and Parkland Boulevard</p> <ul style="list-style-type: none"> <li>It was suggested by submitters that the role of Parkland Boulevard in providing access to the PDA from Roma Street be acknowledged.</li> </ul>	<p>Section 2.3 - Vision, being the highest order statutory element of the Land use plan, identifies that pedestrian and cyclist connections, and public passenger transport infrastructure, will be prioritised over private vehicle usage.</p> <p>Future development within the PDA will be subject to detailed traffic and transport analysis to be submitted with development applications or undertaken prior to any project delivery. Site access is intended to be maintained via Parkland Boulevard and Parkland Crescent.</p>	No

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Concerns were raised regarding protecting and enhancing the active transport facilities on Parkland Boulevard.</li> <li>Concerns were raised about increasing congestion and ensuring the ongoing safety of Parkland Boulevard, including through the separation of road and active transport modes. Submitters also expressed a desire to maintain access via Parkland Boulevard for existing and future residences, and to the parkland for visitors.</li> <li>Concerns were raised about increasing traffic on Parkland Crescent, which is regarded as predominantly a service road.</li> </ul>	<p>As supporting material to the PDS, the draft Infrastructure plan background report - Appendix E - Transport report (Section 3.2.2) outlines that Parkland Boulevard is the primary route used by cyclists travelling through the Roma Street gateway precinct. Section 4.3 discusses potential upgrades to Parkland Boulevard to meet current design standards for a Principal Cycle Route (a possible cycle street) which may result in the closure or cul-de-sac-ing of Parkland Boulevard with the potential for vehicular through traffic being diverted to Parkland Crescent. This is a possible option and, as stated above, would be subject to further detailed analysis.</p> <p>This alignment would allow vehicle access but eliminate though vehicle movements providing improved amenity and safety for pedestrians and cyclists along the section of Parkland Boulevard between College Close carpark and the roundabout in front of the existing Parkland administration building, particularly during events.</p> <p>Section 4.2.9 of the Development Scheme outlines that the Delivery Authority will continue to collaborate with BCC and other state agencies to deliver a Cycle Street treatment to Parkland Boulevard to better facilitate a mixed traffic environment that encourages use by cyclists and to resolve the design, management and tenure arrangements of Parkland Boulevard and Parkland Crescent.</p> <p>No changes are required as ongoing discussions and collaboration with relevant agencies will determine the future outcomes for Parkland Boulevard and Parkland Crescent.</p>	
30.	<p>Access and mobility</p> <ul style="list-style-type: none"> <li>Concerns were raised about access to the Parkland and the Roma Street CRR PDA from the surrounding areas.</li> </ul>	<p>Section 2.5.2: Streetscape and public realm of the PDS identifies that development in the PDA will enhance key gateway intersections and ensure public spaces and parkland are linked and highly interconnected.</p> <p>Table 9 – Infrastructure catalogue of the PDS Infrastructure plan, supported by the Infrastructure plan background report - Appendix E - Transport report, proposes upgrades to and new active transport and road infrastructure which will ensure that access to the Roma Street Parkland and the surrounding PDA is enhanced for all visitors.</p> <p>Section 4.2.9 of the PDS also highlights that the Delivery Authority will continue to collaborate with BCC and TMR to develop accessibility, wayfinding, and design treatment</p>	No

Item number	Summary	Response	Amendment required?
		strategies for each major active transport connection to deliver visually appealing and integrated connections within the overall PDA.	
31.	<p>Traffic - general</p> <ul style="list-style-type: none"> <li>• Submitters expressed concerns about an increased level of traffic resulting from development in the Roma Street CRR PDA, including: <ul style="list-style-type: none"> <li>— impacts on surrounding intersections, and</li> <li>— safety on the localised road network.</li> </ul> </li> <li>• Car parking station. Submitters suggested centrally locating the parking station between Suncorp Stadium or within Precinct 1 and 3, that short term parking provisions should be provided to serve the PDA (other than the parking station associated with a potential major sport, recreation and entertainment area), preferred uses not reflecting parking stations or should be removed for Precinct 2.</li> </ul>	<p>Table 9 - Infrastructure catalogue of the PDS Infrastructure plan, supported by the draft Infrastructure plan background report - Appendix E - Transport report outlines upgrades to, or additions to all transport modes within and surrounding the Roma Street CRR PDA which will not impact on the efficiency or safety of surrounding transport networks and will prioritise cycling and walking over vehicle transport.</p> <p>Future development within the Roma Street CRR PDA will be located within a public transport hub, including the existing Roma Street Rail Station and Busway Station, the future underground Cross River Rail Station and the future Brisbane Metro Station. It is anticipated that the increased availability of public and active transport provision within the PDA will mitigate potential increased demand on the road networks.</p> <p>The preferred location for a parking station is associated with a future major sport, recreation and entertainment arena, to cater for events as well as meeting the needs of the community to access city centre services as identified in Table - infrastructure catalogue of the PDS Infrastructure plan and section 4.2.11 of the PDS.</p> <p>To improve clarity, the Development Scheme has been amended to include two footnotes at section 2.5.5 item 4 and in the preferred use table for Precinct 2 (parking station). The footnotes refer to section 4.2.11 of the Implementation strategy and Schedule 2: Car parking rates.</p>	Yes
32.	<p>Car parking</p> <ul style="list-style-type: none"> <li>• There was a lack of support for the number of car parks provided for, and suggestions that this number should be lower given</li> </ul>	<p>Car parking rates are detailed in Schedule 2. Prescribing maximum rates, as opposed to minimum rates, is an approach adopted by BCC in the city centre and the Development Scheme is consistent with this approach. In addition, the rationale is reinforced by the significant state investment in Cross River Rail and the new station and the services it will provide.</p>	No

Item number	Summary	Response	Amendment required?
	<p>the public transport connections in the PDA.</p> <ul style="list-style-type: none"> <li>Submitters suggested that minimum car parking rates should be prescribed.</li> </ul>	<p>There are provisions in Schedule 2: Car Parking rates that detail visitor car parking rates. This is one visitor space per 20 units.</p>	
<b>Active and public transport</b>			
33.	<p>Active transport</p> <ul style="list-style-type: none"> <li>There was general support for improved active transport opportunities, particularly as they relate to improved connections with: <ul style="list-style-type: none"> <li>— Suncorp Stadium</li> <li>— surrounding areas</li> <li>— existing active transport infrastructure.</li> </ul> </li> </ul>	<p>Table 9 - Infrastructure catalogue of the PDS Infrastructure plan, supported by the draft Infrastructure plan background report - Appendix E – Transport report outlines upgrades to and additions to active transport infrastructure which will support the projected increased demands on existing infrastructure within and surrounding the PDA.</p> <p>As section 4.2.9 of the PDS also highlights, the Delivery Authority will continue to collaborate with BCC and TMR to develop accessibility, wayfinding, and design treatment strategies for each major active transport connection to deliver visually appealing and integrated connections within the overall PDA. This section also outlines the intent to investigate the timing, funding, ownership and management arrangements for these connections with BCC and TMR.</p>	No
34.	<p>Public transport</p> <ul style="list-style-type: none"> <li>Concerns were raised relating to the connectivity of the Roma Street CRR PDA with existing and future public transport facilities, including: <ul style="list-style-type: none"> <li>— future rail projects and the Brisbane Metro</li> <li>— existing train platforms</li> <li>— coach facilities.</li> </ul> </li> </ul>	<p>Section 2.3: Vision outlines that development within the PDA will ‘be located and designed to enhance the accessibility and integration of existing and future public passenger transport infrastructure’.</p> <p>Table 9 - Infrastructure catalogue of the PDS Infrastructure plan identifies key public transport outcomes to be provided and protected in any future development.</p> <p>Section 4.2.10 of the PDS outlines that the Delivery Authority will ensure development within the PDA protects the function of the temporary coach terminal and any permanent coach terminal and will continue to work with TMR and government and industry stakeholders to undertake an analysis of potential permanent locations for the coach terminal.</p>	No
<b>Culture and heritage</b>			

Item number	Summary	Response	Amendment required?
35.	<p>First Nations</p> <ul style="list-style-type: none"> <li>Submitters highlighted that the development scheme does not include an acknowledgement of country or reference to the traditional owners of the land.</li> </ul>	<p>The Delivery Authority now has in place a formal Acknowledgement of Country. Given this, and in response to submitters' suggestions, the Development Scheme has been amended to incorporate it.</p>	Yes
36.	<p>Emma Miller Place</p> <ul style="list-style-type: none"> <li>Concerns were raised about the preservation of Emma Miller Place as the location of an annual worker's Memorial Day and that not enough emphasis had been placed on the importance of Emma Miller Place.</li> </ul>	<p>The precinct intent at section 2.6.2 of the PDS states that the precinct forms a major community destination by "ensuring Emma Miller Place continues as an important meeting, gathering and recreating space for the community."</p> <p>Section 2.6.2 Connectivity, access and public realm also states that development within this precinct "ensures any new community forecourt and public realm, which includes the plaza opportunity area, is designed to celebrate and respect the cultural qualities and significance of Emma Miller Place including memorials, artwork, and its function as a place of community gathering."</p> <p>Submitters expressed concerns that the PDS places too much emphasis on other uses or the order in which they appear. The drafting convention for Cross River Rail Development Schemes lists out the requirements and provisions (the Vision, PDA-wide criteria, precinct provisions etc.) in numerical format. This is to facilitate easy referencing. They are not listed in order of importance, and, as such, need to be considered as a whole.</p> <p>Section 2.6.2 of the Development Scheme has been amended as follows:</p> <p>"ensuring Emma Miller Place continues as an important, welcoming and safe meeting, reflecting, gathering, and recreation space for the community."</p> <p>Section 4.2.5 of the Implementation strategy in the PDS relating to a major sport, recreation and entertainment facility, recognises Emma Miller Place as a significant community gathering space and includes memorials, water features, green landscaping and artworks, with these key features to be carefully considered in any future embellishment or incorporation of the parkland into the arena forecourt/plaza area.</p>	Yes

Item number	Summary	Response	Amendment required?
		A new action can be included under section 4.2.5 that states: “all existing memorials will be conserved and integrated as part of the future development of a potential major sport, recreation and entertainment facility.”	
37.	<p>Memorial Corner</p> <ul style="list-style-type: none"> <li>Concerns raised about potential impacts to the memorial in the northern area of the PDA in terms of overshadowing and impacts from a future intersection upgrade.</li> </ul>	<p>Memorial Corner is located within the Roma Street Parkland. While it is located outside of the PDA, it is recognised as a significant parkland feature.</p> <p>Additionally, under PDA-wide criteria 2.5.7 item 1 of the PDS, development will need to ensure “the continued successful operation of Roma Street Parkland as a premier parkland of state significance, having regard to, <i>inter alia</i>, potential impacts on Memorial Corner. Furthermore, there are precinct provisions in section 2.6.3 that require development to be “designed to celebrate and respect the cultural qualities and significance of Roma Street Parkland, including memorial within the parkland” and that “development ensures any modification to the key intersection of Parkland Boulevard, College Road, Wickham Terrace, and Gregory Terrace addresses its significant gateway function to the Roma Street Parkland and maintains Memorial Corner as a significant parkland feature.”</p> <p>The current provisions will ensure future development will not impact on Memorial Corner. Accordingly, no amendment is necessary.</p> <p>It is further noted that new sub-area 3A will be for publicly accessible open space and has provisions for a building associated with community use up to three storeys in height in this area. If a development (for community use) is proposed, a shading assessment will be required as part of the Urban Context Report. This will ensure shading effects on Memorial Corner are properly considered should there be a proposal in the future.</p> <p>In terms of impacts on Memorial Corner from future intersection upgrades, Memorial Corner will be maintained as a significant parkland feature in any design of the future intersection upgrade or changes to Parkland Boulevard. Any future changes will be subject to detailed analysis and design at the time.</p>	No
38.	<p>Heritage – general</p> <ul style="list-style-type: none"> <li>Submitters sought protection of the Garden Café building.</li> </ul>	The existing building is not listed as being a local or state heritage place and the Development Scheme is not the appropriate regulatory tool in which to propose a new heritage listing. No changes necessary.	No

Item number	Summary	Response	Amendment required?
39.	<p>Heritage – general</p> <ul style="list-style-type: none"> <li>Concerns that the PDS (section 2.5.4) emphasises the Roma Street Station heritage place over the other heritage places in the PDA.</li> </ul>	<p>Section 2.5.4: Heritage is PDA-wide assessment criteria, meaning the provisions are applicable to all developments within the PDA. While there is more in-text reference to the Roma Street Station heritage place as opposed to the Countess Street rail bridge abutment and Albert Park air raid shelter, the provisions apply to all three heritage places and any future development will be assessed against these provisions. To avoid any ambiguity around the provisions not relating to Countess Street rail bridge abutment or the Albert Park air raid shelter, reference to “including Roma Street Station” in item 2 and item 10 of the Vision (section 2.3) in the PDS has been removed.</p> <p>A new footnote is proposed after the “provide for the conservation of heritage places within the PDA, including adaptive re-use” in now item 12 of the Vision (section 2.3) to read:</p> <p>“Schedule 4 Heritage place identifies heritage places within the Roma Street CRR PDA. The <i>Queensland Heritage Act 1992</i> defines conservation as including protecting, stabilisation, maintenance, preservation, restoration, reconstruction, and adaptation.”</p> <p>Including this footnote refers to Schedule 4: Heritage Places, which references all three heritage places within the PDA and provides a definition of conservation.</p>	Yes
40.	<p>Heritage – general</p> <ul style="list-style-type: none"> <li>It was suggested that future development should be required to include traditional architectural aspects to complement the Roma Street Station heritage place.</li> </ul>	<p>Section 2.5.1: Urban design and built form applies to all developments with the PDA. Item one states that development is designed to respond to, <i>inter alia</i>, heritage places. This means that future development will need to be designed to respond to the Roma Street Station heritage place. A specific provision to include that development is required to include traditional architectural aspects to complement the Roma Street Station heritage place is not considered necessary. In addition to this, there are robust provisions in place to conserve the cultural heritage significance of heritage places within the PDA.</p>	No
41.	<p>Artwork</p> <ul style="list-style-type: none"> <li>Submitters suggested capturing and celebrating the First Nations and European heritage of the PDA through signage, artwork etc.</li> </ul>	<p>Section 2.5.2 is PDA-wide criteria which applies to all development in the PDA. Item 10 requires development to provide for artwork as part of development that is designed to, <i>inter alia</i>, be conceptually relevant to the area, to enhance cultural tourism, and reflect and respond to the cultural values of the community. The existing provisions are considered sufficient and no change is required.</p>	No

Item number	Summary	Response	Amendment required?
Other			
42.	<p>Development over rail line</p> <ul style="list-style-type: none"> <li>Concerns were expressed about the lack of consideration of development over the existing rail line.</li> </ul>	<p>There is nothing in the Development Scheme that precludes future development over the rail line.</p>	No
43.	<p>Infrastructure capacity</p> <ul style="list-style-type: none"> <li>Concerns were raised about the capacity of existing infrastructure to service an increased population density.</li> </ul>	<p>The Delivery Authority worked closely with engineering consultants, BCC, Urban Utilities, and other state agencies during the preparation of the PDS, including infrastructure plans and supporting material. The infrastructure planning undertaken assessed the capacity of existing infrastructure within and in proximity to the PDA and identifies necessary upgrades to existing infrastructure as well as additional infrastructure required to service any additional demand on infrastructure networks that future development within the PDA may impose.</p>	No
44.	<p>Social and affordable housing</p> <ul style="list-style-type: none"> <li>The potential for the Roma Street CRR PDA to accommodate social and/or affordable housing was raised.</li> </ul>	<p>Section 2.5.1(13)(e) requires development to provide a wide choice of housing and housing adaptability that meets the needs of a diverse population and responds to residents' life cycle needs. However, in response to the submissions received and to be more explicit about the provision of social and /or affordable housing, new PDA-wide assessment criteria is to be incorporated into the Development Scheme.</p> <p>Specifically, the new provisions apply to development for residential uses (including residential components of mixed-use development) and require the delivery of:</p> <ul style="list-style-type: none"> <li>diverse housing options to suit a range of households by offering universal design and a wide variety in dwelling sizes and configuration</li> <li>minimum 10% of total residential gross floor area (GFA) as dwellings with 3 or more bedrooms</li> <li>minimum 10% of total residential GFA as social or affordable housing</li> <li>social and/or affordable housing which is high quality and dispersed throughout residential and mixed-use developments.</li> </ul>	Yes

Item number	Summary	Response	Amendment required?
		The provisions described above are supplemented by an Implementation strategy item providing a commitment to the development of a guideline to support the delivery of high quality affordable and social housing within the PDA.	
45.	<p>Social services</p> <ul style="list-style-type: none"> <li>Concerns were raised about the ongoing location of homelessness support services.</li> </ul>	The Development Scheme does not preclude social services from being provided. It is noted that the provision of social services is contingent on a third party to implement and can take the form of both hard physical facilities and soft service provisions.	No
46.	<p>Hosting of the 2032 Olympic and Paralympic Games</p> <ul style="list-style-type: none"> <li>Submitters referred to the Olympic games and that the Olympics could be supported through a potential major sport, recreation and entertainment arena.</li> </ul>	The Development Scheme has been amended to include reference to and provisions for the 2032 Olympic and Paralympic Games (the Games). New provisions are included in the Implementation strategy to ensure the PDA is equipped to respond to the opportunities and demands of the Games and a new footnote has been included at section 2.6.2.	Yes
47.	<p>Parkland/Garden Café</p> <ul style="list-style-type: none"> <li>Concerns were raised by submitters that the building is being demolished and about future development in place of the existing Garden Café. In addition, submitters sought specific provisions to be built into the Development Scheme to reinstate the tenancy/café.</li> </ul>	<p>The Development Scheme will regulate future development within the PDA. It does not propose any development. Future development applications will be assessed on their merits against the Development Scheme and there have been no development applications received to date for the demolition of the café or any other building within the PDA.</p> <p>“Food and drink outlet” is captured under the Centre activities definition and therefore is a preferred use with sub-area 1B. PDA-wide criteria requires development to create active streetscape edge and ground storeys of buildings in Precinct 1 to engage with publicly accessible spaces and can include active uses. In addition to this, section 4.2.4 contained within the Implementation strategy includes an objective to ensure development within sub-areas 1 and 3 provide for the ongoing operation and function of the existing maintenance, administrative and other supporting uses associated with Roma Street Parkland, including the parkland café. This objective is supported by two actions which seek to ensure that new permanent locations for the maintenance, administrative and other supporting Roma Street Parkland uses (which includes the Parkland café) are</p>	No

Item number	Summary	Response	Amendment required?
		identified and appropriately catered for in terms of tenure, design, and ongoing management.	
48.	<p>Accessibility</p> <ul style="list-style-type: none"> <li>Concerns were raised about maintaining and improving universal access to the Roma Street Parkland and in the PDA in general.</li> </ul>	<p>Section 2.5.2 of the PDS requires that development to ensure public spaces and parkland allow for universal access for all members of the community and their mobility needs.</p> <p>Section 2.6.1 of the Development Scheme has been amended to require a publicly accessible, vertical transport link connecting the existing Parkland Administration Building level to Wickham Terrace (as illustrated on Map 3: Structural elements plan).</p> <p>Development in this location will also seek to incorporate the existing vertical transport link between the existing Parkland Administration Building level and the temporary coach terminal levels. This outcome will improve accessibility to the Roma Street Parkland. An amendment has also been made to section 4.2.9 of the Development Scheme to refer to improving universal access.</p>	Yes
<b>General comments on specific sections of the PDS</b>			
49.	<p>Front cover</p> <ul style="list-style-type: none"> <li>Concerns that the image on the front cover depicts a non-compliant intersection.</li> </ul>	The front cover image has been updated to address this concern.	Yes
50.	<p>Layout and structure</p> <ul style="list-style-type: none"> <li>Submitter seeking general changes to layout of document and introducing new sub-headings (economic, ecological, cultural) and a background section.</li> </ul>	The Development Scheme is intended to be a succinct statutory document and is consistent with the layout of other development schemes. Under the ED Act a development scheme must contain a Land use plan, an Infrastructure plan, and an Implementation strategy.	No
51.	<p>Section 1.3.3</p> <ul style="list-style-type: none"> <li>Submitter queried why Ministerial Infrastructure</li> </ul>	There are three MIDs within the Roma Street CRR PDA. It is important to acknowledge these existing development rights in the Development Scheme.	No

Item number	Summary	Response	Amendment required?
	Designations (MIDs) need to be referenced in the Development Scheme.		
52.	<p>Section 2.2.4</p> <ul style="list-style-type: none"> <li>Concerns that building parameters are too prescriptive and that development that does not comply with any of the outcomes of the relevant PDA requirements must demonstrate there are sufficient ground (superior design outcomes and overwhelming community need) to warrant approval.</li> </ul>	<p>The key word relevant to this matter is 'outcomes.' Where development cannot comply with a PDA development requirement, but achieves the same or similar outcomes, then this would not necessarily warrant consideration of superior design outcomes / overwhelming community need. Ultimately, the Development Scheme requires compliance with the outcomes of PDA development requirements. Additionally, the building parameter tables are applied by the Development Scheme as guidance.</p> <p>To improve clarity, this section of the Development Scheme has been amended as follows:</p> <p>"However, development that is inconsistent with any of the outcomes of the relevant PDA development requirements may be considered consistent with the Land use plan where the development accords with the Vision (section 2.3) for the PDA, and:"</p>	Yes
53.	<p>Section 2.2.7</p> <ul style="list-style-type: none"> <li>Submitters suggested that all development applications within the PDA should be publicly notified and questioned the trigger for public notification (suggesting it relates to site cover and a material change of use in Precinct 2, and at the discretion of the MEDQ).</li> </ul>	<p>Section 2.2.7 of the PDS states that a development application will require public notice if the development may, in the opinion of the MEDQ: a) have potential adverse impacts on the amenity or development potential of adjoining land, or b) is for a use or of a size or nature which warrants public notice. In the PDS there is no trigger for public notification if a development exceeds site cover or is for a material change of use in Precinct 2. These are triggers under the Interim land use plan (ILUP), not the PDS.</p> <p>It is not considered necessary to publicly notify all development applications. This is akin to the process under the <i>Planning Act 2016</i> whereby some applications are publicly notified (impact assessment) and the majority are not (code assessment).</p> <p>Notwithstanding, in response to the concerns raised in submissions about future development largely with sub-area 1 and sub-area 3 (as identified under the PDS) a new provision has been included in the Development Scheme whereby any proposal that exceeds the relevant maximum height in the PDA will be publicly notified.</p>	Yes
54.	Section 2.3: Vision	Item 11 of the Vision has been moved to the top of the list; however it is noted the drafting convention for Cross River Rail Development Schemes lists out the requirements and	Yes

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Submitters have requested to move item 11 of the Vision to be at the centre of the Vision.</li> </ul>	provisions (the Vision, PDA-wide criteria, precinct provisions etc.) in numerical format. This is to facilitate easy referencing. They are not listed in order of importance, and, as such, need to be considered as a whole.	
55.	<p>Section 2.3: Vision</p> <ul style="list-style-type: none"> <li>Submitters requested the Vision include deliverables that are broken into three elements - economic, ecological and cultural.</li> </ul>	<p>The Vision is drafted to establish the overall outcomes sought by the PDA and provide the basis for PDA development requirements, including structural elements, PDA-wide criteria and precinct provisions.</p> <p>The layout of the Development Scheme will not be amended to be broken into economic, ecological, and cultural elements.</p>	No
56.	<p>Section 2.3: Vision</p> <ul style="list-style-type: none"> <li>Submitters requested that a new item be included that protects major local government road network, road corridors, footpaths and bikeways to ensure the operational efficiency, integrity and safety of the transport network is maintained.</li> </ul>	<p>Having considered the rationale of the request to include reference to the protection of local roads, the relevant item of the Vision under the Development Scheme has been amended as follows:</p> <p>“protect the functional requirements of state transport infrastructure, state transport corridors, and future state transport corridors (refer to Maps 6 and 7), and local government transport and road corridors, to ensure the operational efficiency, integrity and safety of the transport network is maintained.”</p> <p>Specific reference to footpaths is not considered necessary as transport and road corridors include footpaths.</p>	Yes
57.	<p>Section 2.4, Map 3: Structural elements plan</p> <ul style="list-style-type: none"> <li>Submitters suggested that the CRR station and plaza area and plaza opportunity area could be more clearly defined on the map.</li> </ul>	The plaza opportunity area is subject to an action in the Implementation strategy that clarifies this outcome is subject to the existing Inner Northern Busway being sufficiently modified and the potential reorganisation of rail platforms is achievable. As this is not fully resolved with relevant entities the plaza opportunity area has not been definitively defined. With respect to the CRR station building and plaza, given the Structural elements plan is not to scale and is indicative only, what is shown is appropriate for inclusion in the Structural elements plan.	No
58.	Section 2.4, Map 3: Structural Elements Plan	Local government roads were illustrated on Map 3: Structural elements plan of the PDS but were not delineated through the legend. Map 3 has been updated to further delineate existing local roads and other vehicular movement networks.	Yes

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Submitters requested that the local government major road network (Roma Street, Countess Street, and College Road) are listed as key structural element on the Map.</li> </ul>		
59.	<p>Section 2.5.1(1)</p> <ul style="list-style-type: none"> <li>Submitters suggested that an additional point be included that states development “responds to the transit-rich environment in which it is located”.</li> </ul>	<p>Suggestion has been incorporated.</p> <p>Amendment to the Development Scheme has been made as follows:  “14. responds to the transit-rich environment in which it is located.”</p>	Yes
60.	<p>Section 2.5.2(3)(b)</p> <ul style="list-style-type: none"> <li>Concerns there are no references to maintaining and protecting the road networks within the PDA.</li> </ul>	<p>As detailed at item number 56, the Vision, being the highest order statutory element of the Land use plan, has been amended to refer to the protection of local government transport and road corridors, and to ensure to ensure the operational efficiency integrity and safety of the transport network is maintained. Section 2.5.6 applies to all developments within the PDA. This section, as currently drafted, refers to state government infrastructure. Section 2.5.6 has been amended to capture roads within the PDA in response to the concerns raised and is as follows:</p> <p>Title: “2.5.6: State transport, future transport corridors, state infrastructure and local government infrastructure”</p> <p>“f. compromise the structural integrity nor result in a worsening of the physical condition or efficiency of roads within the PDA”</p> <p>New footnote: “Refer to Brisbane City Plan 2014 Road Hierarchy overlay map.”</p>	Yes
61.	<p>Section 2.5.2 (3)(c)</p> <ul style="list-style-type: none"> <li>Submitters suggested the inclusion of Victoria Park to highlight the important</li> </ul>	<p>In response, it is logical to identify the connection to Victoria Park. The amendment to the Development Scheme is as follows:</p>	Yes

Item number	Summary	Response	Amendment required?
	connection between the PDA and Victoria Park.	“providing new or enhanced active transport links within the PDA to Victoria Park and surrounding neighbourhoods, including Spring Hill, Petrie Terrace, and South Brisbane, and”	
62.	<p>Section 2.5.6</p> <ul style="list-style-type: none"> <li>Concerns there are no references to maintaining and protecting the road networks within the PDA.</li> </ul>	<p>Section 2.5.6: State transport, future transport corridors, state infrastructure and local government infrastructure in the Development Scheme has been amended to capture roads within the PDA in response to the concerns. The Development Scheme includes the following wording:</p> <p>“f. compromise the structural integrity nor result in a worsening of the physical condition or efficiency of roads within the PDA”</p> <p>New footnote: “Refer to Brisbane City Plan 2014 Road Hierarchy overlay map.”</p>	Yes
63.	<p>Section 2.5.7(2)(b)</p> <ul style="list-style-type: none"> <li>Submitters suggested revised wording for this section of the Development Scheme specifically that development is oriented, designed, constructed, and operated to “where for a sensitive land use, is appropriately designed to manage and attenuate noise, vibration and air quality impacts from designated transport noise corridors, state transport corridors, future state transport corridors and state infrastructure.”</li> </ul>	<p>The PDS calls up the State Development Assessment Provisions (SDAP), being the appropriate assessment benchmarks dealing with impacts to and from defined state interests such as rail corridors. Ultimately, no specific references need to be included in the Development Scheme as emissions are addressed in the relevant SDAP Codes. Furthermore, referencing SDAP facilitates the application of updated assessment benchmarks as they are produced ensuring state interests are managed consistently both within and external to the PDA.</p> <p>Notwithstanding the above comments, and for completeness, the Development Scheme has been amended to include reference to State Code 5 – Development in a state-controlled transport tunnel environment.</p> <p>Further to the above, it is relevant to note that section 2.5.7 of the Development Scheme applies a range of noise mitigation standards to ensure new development achieves accepted industry standards for acoustic amenity.</p>	Yes
64.	Section 2.6.1: Connectivity, access and public realm	The wording as currently drafted in the PDS states that the publicly accessible vertical transport tower is to be incorporated into a tower development north of Parkland Boulevard. Concerns raised by submitters said this was inappropriate as the permanent	Yes

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Submitters were largely supportive of a publicly accessible vertical transport link connecting the temporary coach terminal level to Wickham Terrace, except that it was submitted it would be inappropriate to have the Temporary Coach Terminal located in a permanent development.</li> </ul>	<p>location of the Temporary Coach Terminal has not been decided and that it would not be appropriate to have a temporary facility (coach terminal) in a tower development. Accordingly, the provision has been amended to provide additional clarity and to allow for flexibility as to how the vertical transport link may be delivered (i.e. in a development response, not specifically a tower).</p> <p>The amendment to the Development Scheme is as follows:</p> <p>“10. where within sub-areas 1B and 1C of the Roma Street gateway precinct, provide a publicly accessible, vertical transport link connecting the existing Parkland Administration building level to Wickham Terrace (as illustrated on Map 3: Roma Street CRR PDA Structural elements plan). Development in this location will also seek to incorporate the existing vertical transport link between the existing Parkland Administration building level and the temporary coach terminal level.”</p> <p>Amendments have been made to the Infrastructure plan table to include reference to a publicly accessible vertical transport infrastructure and Map 3: Structural elements plan to reflect this. Additionally, section 4.2.9 has been amended to include reference to “including vertical transport to Wickham Terrace.”</p>	
65.	<p>Sections 2.6.1</p> <ul style="list-style-type: none"> <li>Submitters suggested including “responds appropriately to” public passenger transport facilities.</li> </ul>	This is a subjective term and cannot be easily quantified. No change will be made.	No
66.	<p>Section 2.6.1</p> <ul style="list-style-type: none"> <li>Impacts to the culturally significant Ficus tree.</li> </ul>	Existing provisions in section 2.6.1 of the PDS ensure development celebrates and protects the culturally significant Ficus tree along Celebration Vista. No change necessary other than referring to it being updated to say “at Celebration Vista on Parkland Boulevard” to provide greater clarity about its location.	Yes
67.	<p>Section 2.6.1</p> <ul style="list-style-type: none"> <li>Submitters suggested including new provisions for sections 2.6.2</li> </ul>	The public passenger transport facilities are located within Precinct 1: Roma Street gateway precinct and therefore it is not considered necessary to include this provision in Precincts 2 and 3.	No

Item number	Summary	Response	Amendment required?
	and 2.6.3 “integrate with public passenger transport and open spaces.”		
68.	<p>Section 2.6.2</p> <ul style="list-style-type: none"> <li>Consistency with wording pertaining to the Albert Street Green Spine between item 3 (of Connectivity, access and public realm) and the Precinct intent.</li> </ul>	<p>Amendment to the Development Scheme is necessary to ensure consistency. Accordingly, the following amendment has been made:</p> <p>First dot point of precinct intent “continuing the Albert Street Green Spine linking King George Square with Roma Street Parkland, Wickham Park and Emma Miller Place”</p> <p>Connectivity, access and public realm, item 3</p> <p>“continuing Albert Street Green Spine linking...”</p>	Yes
69.	<p>Section 2.6.2</p> <ul style="list-style-type: none"> <li>Submitters raised concerns that there are no references to protecting and enhancing Parkland Boulevard and cycling facilities, and no reference to protecting the Inner Northern Busway.</li> </ul>	<p>As discussed earlier, amendments have been made to include reference to protection of local government transport and road corridors and a new item has been added at section 2.5.6. These are considered adequate to protect roads within the PDA and the SDAP protecting state transport corridors. No amendment necessary.</p>	No
70.	<p>Section 2.6.3: Precinct intent</p> <ul style="list-style-type: none"> <li>It was suggested to include a reference to the important role of the existing public transport infrastructure corridors located within Precinct 3.</li> </ul>	<p>The PDS states that “the precinct includes state corridors, namely railway and busway corridors. Development must not compromise the role and function of these public passenger transport networks.”</p> <p>Notwithstanding, the Development Scheme has been amended to include additional wording in the Precinct intent as follows:</p> <p>“These state transport corridors are important elements within Precinct 3...”</p>	Yes
71.	Section 2.6.3: Precinct intent	<p>The Development Scheme does not preclude these sites from being developed in the future. Future redevelopment intent cannot be fully predicted. A change is not considered to be necessary.</p>	No

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>It was requested that new sections are included that relate to clarifying the future development intent at the Queensland Fire and Emergency Services building and over the railway.</li> </ul>	It is noted that the development intent for Precinct 3 has been further clarified through the incorporation of new sub-areas 3A and 3B.	
72.	<p>Section 2.6.3: Connectivity, access and public realm.</p> <ul style="list-style-type: none"> <li>It was requested to include additional items to protect the integrity of the exiting rail and busway corridors.</li> </ul>	The protection of the state transport corridors is addressed in the SDAP, which the Development Scheme calls upon. Accordingly, no change is required.	No
73.	<p>Section 2.6.3: Connectivity, access and public realm</p> <ul style="list-style-type: none"> <li>General concerns were raised about safety of pedestrians and cyclists.</li> </ul>	To respond, the word “safe” has been included to item 4 and will now read “provides for safe pedestrian and cyclist access and movement with connectivity that links to the Roma Street Parkland, Roma Street Railway Station and associated multi-modal transport interchange.”	Yes
74.	<p>Section 2.6.3: Built form</p> <ul style="list-style-type: none"> <li>Submitters questioned the viability of future development sites in front of Countess Street and whether the provisions in (1)(a) and (2)(b) are required if the existing busway, railway, and QEFS building are protected.</li> </ul>	The Development Scheme provides a planning framework to span many decades where both the feasibility and viability of identified sites should not be excluded. Innovative and integrated future development may resolve current constraints and create future development sites and value, including the provision of active transport connections where none currently exist.	No
75.	<p>Section 4: Implementation strategy</p> <ul style="list-style-type: none"> <li>Submitters sought general changes to the Implementation</li> </ul>	The purpose of an Implementation strategy is to help achieve the main purpose of the ED Act to the extent that the specified objectives are not achieved by the Land use plan or	No

Item number	Summary	Response	Amendment required?
	<p>strategy, including having specific timeframes for the objectives and changes to the layout.</p>	<p>Infrastructure plan. The objectives will support the achievement of the strategic intent and outcomes for the PDA.</p> <p>The objectives and corresponding actions will be worked through with the relevant agencies (specified in the actions) in due course. Including an exact timeframe in which to achieve the objectives is difficult as they are subject to a number of variables and future commitments.</p>	
76.	<p>Section 4.2.2</p> <ul style="list-style-type: none"> <li>Concerns were raised by submitters about future development within the new sub-areas 1B and 1C.</li> </ul>	<p>While the Development Scheme will still enable future development to occur, it is acknowledged that this is a sensitive area, and that future development will need to recognise and respect the importance of this area as the gateway to the Roma Street Parkland. Accordingly, new provisions have been embedded in the precinct provisions to reflect this, as well as requiring all future development applications within sub-areas 1B and 1C will be subject to an assessment by the urban design review panel.</p> <p>The amendment is as follows:</p> <p>“utilise an urban design review panel to undertake detailed design review of significant development application in the PDA, all development applications within sub-areas 1B and 1C, and those that require consideration of superior design outcomes, to ensure high-quality urban design and promotion of design excellence.”</p>	Yes
77.	<p>Section 4.2.5</p> <ul style="list-style-type: none"> <li>Submitter requested to be involved in providing advice on a future PDA development application for a potential major sport, recreation, and entertainment arena.</li> </ul>	<p>In response to this submission, a new action point has been added to section 4.2.5 which reads as follows:</p> <p>“The CRRDA will consult with Stadiums Queensland and other relevant parties on a PDA development application for a major sport, recreation and entertainment facility.”</p> <p>The Delivery Authority would consult with relevant parties on development applications regardless so this new action does not need to be agreed to by parties who may be involved.</p>	Yes
78.	<p>Section 4.2.5</p> <ul style="list-style-type: none"> <li>Submitters suggested that a new objective is included that relates</li> </ul>	<p>The Development Scheme is to be read as a whole, and it covers long term planning for Roma Street station, the wider PDA, and associated transport modes. No changes necessary.</p>	No

Item number	Summary	Response	Amendment required?
	to the long-term planning for Roma Street Station.		
79.	<p>Section 4.2.9</p> <ul style="list-style-type: none"> <li>It was requested that a reference to Victoria Park is included in the objective.</li> </ul>	The Development Scheme has been amended to refer to Victoria Park. The title has also been amended to “Major active transport connections” for clarity.	Yes
80.	<p>Sections 4.2.6 and 4.2.10</p> <ul style="list-style-type: none"> <li>Submitters seeking certainty on the future location of the Temporary Coach Terminal and more information on the Inner Northern Busway (its relationship with a potential major sport, recreation and entertainment facility and how infrastructure will engage with future development in the PDA, specifically Precinct 2).</li> </ul>	<p>TMR, in collaboration with government and industry stakeholders, will undertake an analysis of potential long-term locations for the Temporary Coach Terminal and other associated infrastructure. The Development Scheme contemplates Inner Northern Busway realignment works. The Delivery Authority will continue to work collaboratively with the relevant entities to establish future options for the Inner Northern Busway and resolve a long-term form and function of this transport infrastructure.</p> <p>The commitments in the Implementation strategy provide for this.</p>	No
81.	<p>Schedule 3: Definitions</p> <ul style="list-style-type: none"> <li>Concerns were raised in respect to the term ‘maximum average building height’ and that this was not defined or explained.</li> </ul>	In response to this matter, the Development Scheme has been amended to remove references to ‘maximum average building height’. Additionally, the definition of “average building height” in Schedule 3: Definitions has been deleted. Building heights are now regulated by reference to a maximum number of storeys (where relevant).	Yes
82.	<p>Schedule 3: Definitions</p> <ul style="list-style-type: none"> <li>Confusion over what is publicly accessible open space.</li> </ul>	<p>In response to this matter, a new definition of ‘publicly accessible open space’ has been added to Schedule 3: Definitions in the Development Scheme.</p> <p>Publicly accessible open space: “means open space and public realm used for active and passive recreation accessible by the public 24 hours a day, 7 days a week, and includes parks.”</p>	Yes

Item number	Summary	Response	Amendment required?
83.	<p>Schedule 6: Guideline for preparing an urban context report</p> <ul style="list-style-type: none"> <li>Concerns were raised by submitters about overshadowing impacts on the Roma Street Parkland.</li> </ul>	<p>While there are existing provisions in the PDS that address overshadowing impacts on the Roma Street Parkland, as detailed earlier in this table, Schedule 6: Guideline for preparing an urban context report in the Development Scheme has been updated to include requirements for the submission of shadow diagrams in support of development applications.</p>	Yes
<b>Changes to maps</b>			
84.	<p>Map 2: Context map</p> <ul style="list-style-type: none"> <li>Submitters highlighted that this map does not accurately represent existing context including <ul style="list-style-type: none"> <li>— Include Temporary Coach Terminal</li> <li>— Include reference to “busway station”</li> <li>— Add in ‘former’ for the Brisbane Dental Hospital &amp; College</li> <li>— Public park</li> <li>— That the bikeway/pedestrians through Emma Miller Place is not accurate</li> <li>— That a major movement corridor from the Roma Street Station towards George Street is missing, and</li> <li>— That the connections shown for Parkland Boulevard and to Suncorp Stadium terminate at random points.</li> </ul> </li> </ul>	<p>Map 2: Context map has been updated in response to the submissions to provide clarification and to better represent the site context. Amendments include the inclusion of:</p> <ul style="list-style-type: none"> <li>Temporary Coach Terminal</li> <li>Brisbane Girls Grammar School</li> <li>Busway station</li> <li>Update to say Brisbane Dental Hospital and &amp; College (former)</li> <li>A bikeway/pedestrian connection from Roma Street Station towards George Street</li> <li>Rail line and Inner Northern Busway</li> </ul> <p>Other amendments include:</p> <ul style="list-style-type: none"> <li>Providing more clarity to accurately reflect the existing land uses and functions, for example, the café and building on the northern side of Parkland Boulevard</li> <li>Providing clarity to more accurately reflect the existing land uses and functions, for example, the café and building on the northern side of Parkland Boulevard</li> <li>Removing the connection shown through Emma Miller Place as this is not accurate</li> <li>Extending Parkland Boulevard connection to join with Albert Street/King George Square.</li> </ul>	Yes

Item number	Summary	Response	Amendment required?
85.	<p>Map 3: Structural Elements Plan</p> <ul style="list-style-type: none"> <li>Submitters sought further clarification on aspects of the Structural Elements that were not clear or referred to in the PDS. This included Roma Street Parkland development interface, Albert Street Green Spine and distinguishing between existing and proposed active transport connections.</li> </ul>	<p>Map 3: Structural elements plan has been updated to provide clarification and in response to the changes made to the Development Scheme.</p> <ul style="list-style-type: none"> <li>New publicly accessible open space denoted in area where sub-area 3A is located</li> <li>Development to provide new publicly accessible open space</li> <li>“Existing green space” has been changed to “Existing open space/park” in the key for clarity</li> <li>Show corner of Albert Street and Wickham Terrace as existing open space/park for consistency with Map 2: Context map</li> <li>“Roma Street Parkland Development Interface” has been removed from the map and key as there was no specific reference to this in the PDS. In-text references to interfaces throughout the document remain unchanged</li> <li>Further delineation of existing local roads and other vehicular movement networks</li> <li>Parkland Boulevard and Parkland Crescent have been referenced on the map</li> <li>Major active transport connections are now shown in different colours to reflect the existing ones that are to be enhanced and the proposed connections. The map and key have been updated to reflect this change</li> <li>Potential community facilities have been included on the map and in key</li> <li>Potential vertical transport has been included on the map and in key</li> <li>A footnote has been included after the Albert Street Green Spine to reference BCC’s corresponding document.</li> </ul>	Yes
86.	<p>Map 4: Roma Street CRR PDA key view corridors and view opportunity areas (Key view corridors and view opportunity areas)</p> <ul style="list-style-type: none"> <li>Submitters sought additional view corridors.</li> </ul>	<p>Map 4: Key view corridors and view opportunity areas has been updated in response to the submissions to include a new view corridor out to Mount Coot-tha in the northern area of the PDA that traverses sub-area 3A and 3B.</p>	Yes

Item number	Summary	Response	Amendment required?
87.	<p>Map 9: Roma Street CRR PDA precinct boundaries</p> <ul style="list-style-type: none"> <li>Submitters raised that the reference to “precinct boundaries subject to change” adds uncertainty and potential risk for a developer.</li> </ul>	<p>It is agreed that this introduces uncertainty. To improve clarity and certainty, this reference has been removed from the Map and new text has been included in the Development Scheme under section 2.6: Precinct provisions.</p> <p>The amendment is as follows:</p> <p>The PDA is made up of three precincts, each having its own Precinct provisions, comprising precinct intents, preferred uses, sub-areas and other criteria. Precinct provisions provide precinct-specific direction on development outcomes sought within the PDA.</p> <p>“Where in doubt, where a development application includes land:</p> <ol style="list-style-type: none"> <li>over two or more precincts, the Precinct provisions of the substantive area prevail to the extent of any inconsistency between Precinct provisions</li> <li>both within a precinct and a sub-area, the provisions of the sub-area prevail to the extent of any inconsistency, or</li> <li>over two or more sub-areas, the provisions of the relevant sub-area apply to the part of the development within that sub-area.”</li> </ol> <p>This map has been updated to reflect the new sub-areas and sub-area boundaries in response to the submissions, as discussed earlier in this report.</p>	Yes

## 5.2 Development Charges and Offset Plan

Table 12 on the following page:

- summarises concerns raised via the submissions
- details how concerns have been considered and whether any amendments are required.

Table 12 – Summary of submissions and amendments – DCOP

Item number	Summary	Response	Amendment required?
<b>Infrastructure Charges</b>			
1.	<p>Submitters were generally supportive of the DCOP infrastructure charge rates with some suggestions to increase the rates.</p>	<p>The infrastructure charge rates in section 2 of the DCOP align with current industry standards and property market expectations.</p> <p>In determining the current suite of trunk infrastructure identified in the DCOP, an assessment has been undertaken to ensure that the PDA trunk infrastructure is financially sustainable, and not a disincentive to future PDA development. Higher charges risk disincentivising transit-oriented development around this key inner city public transport interchange area.</p> <p>Future land transactions within the Roma Street CRR PDA will need to consider the trunk infrastructure requirements and infrastructure charge rates.</p> <p>The PDA's financial contribution to the DCOP identified trunk infrastructure, through infrastructure charges, can be made at the proposed DCOP charge rates, whilst aligning with equivalent charge rates for the development of nearby land outside the PDA.</p>	No
<b>Funding Methodology</b>			
2.	<ul style="list-style-type: none"> <li>Submitters were generally supportive of the ongoing consultative approach to the funding of infrastructure which is servicing future PDA development and other infrastructure users in the locality. Submitters raised that the Delivery Authority should continue to work with relevant stakeholders to determine funding arrangements.</li> </ul>	<ul style="list-style-type: none"> <li>The DCOP applies an approach that does not commit Brisbane City Council (BCC), Urban Utilities (UU), state agencies, or other stakeholders to the funding of infrastructure. The DCOP is based on high-level strategic infrastructure planning and is subject to further detailed integrated land use / infrastructure design.</li> </ul> <p>Ultimately the infrastructure to be delivered and the detailed funding arrangements will be dependent on the assessment of future development applications submitted for proposed development in the PDA.</p>	Yes

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Submitters raised concerns relating to the potential under-recovery of infrastructure costs for necessary contributions to external trunk infrastructure upgrades.</li> </ul>	<p>The cost apportionment approach applied in the DCOP has been discussed with relevant infrastructure providers, where infrastructure charges funding has allocated to share costs based on an estimated proportion of:</p> <ul style="list-style-type: none"> <li>PDA development infrastructure demand (PDA users)</li> <li>Other infrastructure demand (users from outside the PDA)</li> </ul> <p>The Delivery Authority invites further collaboration with BCC, UU, and other state agencies to determine appropriate funding of infrastructure identified to service a broader catchment than the Roma Street CRR PDA.</p> <ul style="list-style-type: none"> <li>The DCOP intends to ensure that cost recovery for external networks is commensurate with the proposed developments impact. Where contributions to external infrastructure networks are identified, these will need to be appropriately supported / justified by identification of broader, catchment based, costs and demands.</li> </ul> <p>Amendments have been made to the DCOP to allow up to sixty percent of a development charge to be offset (with forty percent quarantined from being offset), unless otherwise agreed by the Minister for Economic Development Queensland (MEDQ).</p> <p>This allows the MEDQ to collect charges to fund items identified in a new Table 9 in the DCOP 'Priority Infrastructure and External Contributions'.</p>	
<b>Infrastructure Costs</b>			
3.	Submitters noted that not all trunk infrastructure establishment costs have been identified in the Draft DCOP and questioned why this is the case.	<ul style="list-style-type: none"> <li>It is noted that active transport item AT-08 in the infrastructure plan background report has not been included in the DCOP as PDA developer funded, as the demand attributable by the Roma Street CRR PDA is negligible, the future construction of this infrastructure is not impacted by the proposed development of the PDA and there is a high level of uncertainty surrounding the ultimate developed outcomes on The Barracks site. This is included for background and categorised as "Other infrastructure."</li> </ul>	Yes

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Submitters noted that infrastructure item AT-08 in the Infrastructure Plan Background Report does not show an establishment cost, however, this is justified as the item is reliant on future redevelopment of the barracks and is not envisioned in the short to medium term.</li> <li>Clarification was sought regarding the cost of community facility item RMA-CF-01 and whether the item refers to an area of land or the provision for a 20-year lease.</li> <li>Submitters also requested that the trunk establishment cost for active transport item RMA-SB-03 be further qualified given the complexities of building over a railway.</li> </ul>	<ul style="list-style-type: none"> <li>As outlined in section 4.2.8 of the Development Scheme, the Delivery Authority, BCC and other state agencies will continue to work together to determine the final location, design, ownership, funding and tenure arrangement of a community facility within the Roma Street CRR PDA. Due to the identified uncertainty around the funding and cost of this item, the final DCOP has been amended to exclude this item as it is no longer anticipated to be funded through the DCOP given the provision of additional publicly accessible open space and land available for this community facility in Precinct 3, associated with the new local recreation park.</li> <li>The Delivery Authority acknowledges the complexities of construction over the railway and has included a contingency amount in the identified trunk establishment cost to account for unforeseen elements relating to design and construction. No further changes are necessary.</li> </ul>	
<b>Brisbane Arena</b>			
4.	<p>Submitters questioned how the DCOP would accommodate a facility such as a potential major entertainment arena (Brisbane Arena), specifically:</p> <ul style="list-style-type: none"> <li>What impacts the potential facility would have on infrastructure networks (including car parks) and who would fund necessary upgrades</li> </ul>	<p>The Development Scheme and DCOP establish a framework for assessing development in the PDA and do not of themselves deliver a major sport, recreation and entertainment facility such as the potential Brisbane Live Entertainment Arena (Brisbane Arena). If a development application were to be submitted for this use, charges would be levied under the 'Other uses' category where the MEDQ will determine an appropriate charge based on an assessment of the proposed uses, and the demand placed on the trunk infrastructure networks by the facility.</p> <p>Infrastructure planning for the Roma Street CRR PDA has taken into consideration a scenario where a Brisbane Arena is developed within the PDA. A detailed assessment</p>	No

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>• What infrastructure charges would be applicable</li> <li>• The nature of enhancements of surrounding public realm infrastructure, including Emma Miller Place</li> <li>• Why the potential facility is not shown on the DCOP mapping.</li> </ul>	<p>would be undertaken prior to its delivery. The delivery and funding mechanisms are subject to a future decision of the Queensland Government.</p> <p>As supporting material to the Development Scheme and DCOP, the IPBR, Appendix E – Community Infrastructure Assessment, outlines an opportunity to provide upgrades to Emma Miller Place through new public realm provided through a potential major entertainment arena.</p> <p>Section 2.6.2 of the Development Scheme outlines that development of a major sport, recreation and entertainment facility provides a net increase in publicly accessible open space within the precinct. This section also outlines that development within the precinct will ensure any new community forecourt and public realm is designed to celebrate and respect the cultural qualities and significance of Emma Miller Place including any memorials, artwork and its function as a place of community gathering. Section 4.2.5 outlines a collaborative approach to the design of any major sport, recreation and entertainment facility.</p>	
<b>Trunk infrastructure classification</b>			
5.	Submitters questioned the trunk classification of infrastructure items that would not typically be classified as trunk under the local government framework or the Planning Act 2016.	<p>As described in section 3.3.1 of the Development Scheme, trunk infrastructure is classified as the higher order shared infrastructure that is planned to service the wider catchments in or external to the PDA, rather than individual development sites.</p> <p>Infrastructure identified in the DCOP should seek to facilitate the development of the PDA and is not required to meet the same trunk infrastructure classification requirements as local government.</p>	No
<b>Impacts to Roma Street Parkland</b>			
6.	Submitters raised concerns relating to impacts to the Roma Street Parkland, including a loss / reduction in the amount of parkland.	The DCOP is the framework for identifying new / upgrades to trunk infrastructure, matters relevant to calculating a credit, offset, or refund for the provision of trunk infrastructure, and provides guidance on infrastructure matters relevant for a development application within the PDA. The DCOP does not include any plans to remove or reduce any amount of publicly accessible parkland.	Yes

Item number	Summary	Response	Amendment required?
		<p>As detailed in item 1 of Table 11, the Development Scheme includes provisions which seek to:</p> <ul style="list-style-type: none"> <li>- Protect and enhance the Roma Street Parkland</li> <li>- Ensure that the PDA delivers a net increase in publicly accessible open space</li> </ul> <p>The Development Scheme has been amended, as detailed in Table 13. These amendments include the addition of a new publicly accessible open space with potential co-location of community facilities.</p> <p>Consequential changes have been made to the final DCOP to include provision for a new 'College Road Park' (name to be confirmed). This additional item is classified as trunk infrastructure under the DCOP and will be funded by development charges.</p>	
<b>General</b>			
7.	Concerns that the image on the front cover depicts a non-compliant intersection.	The front cover image has been updated to rectify this.	Yes
8.	Submitters highlighted that the Development Scheme and supporting material does not include an acknowledgement or reference to the traditional owners of the land.	The Delivery Authority now has in place a formal Acknowledgement of Country. Given this, and in response to submitters' suggestions, the DCOP and supporting material, including the Infrastructure Plan Background Report has been amended to incorporate it.	Yes
9.	Submitters suggested that in Table 1 - section 2.1, 'Major sport, recreation, and entertainment facility' uses which are included under the 'Specialised uses' category be included under 'Other uses' category and that	The Delivery Authority agrees with the suggested change. Section 2.1 - Table 1, and section 2.2 - Table 3 have been amended to reflect the suggested change.	Yes

Item number	Summary	Response	Amendment required?
	'Specialised uses' category is removed.		
10.	Submitters suggested that in section 2.2 -Table 3 the charge rate for a Hostel use 'Suite with 3 or more bedrooms' should be amended to reflect other 'Suite with 3 or more bedroom' rates.	The Delivery Authority agrees with the suggested change. Section 2.2 – Table 3 has been amended so that infrastructure charge rates for all 'Suite with 3 or more bedrooms' uses is consistent.	Yes
11.	The potential for the Roma Street CRR PDA to accommodate social and/or affordable housing was raised by submitters on the proposed Development Scheme.	The Development Scheme has been amended as outlined in item 26 of Table 13.  The final DCOP has also been amended to further incentivise social and affordable housing within the Roma Street CRR PDA. A new section 2.6 'deferred development charges' has been added to the DCOP. This new section outlines the process for applying for the deferral of development charges where for affordable or social housing.	Yes
12.	Submitters were largely supportive of a vertical transport link connecting the temporary coach terminal level to Wickham Terrace.	Amendments have been made to the Development Scheme as outlined in item 31 of table 13.  Consequently, this additional infrastructure has been classified as trunk, to be funded through the DCOP.  Therefore, amendments to section 4.1 Table 6, and Section 4.2 Map 4b of the final DCOP have been made to include new item RMA-VT-01 – Wickham Terrace Connection Link.	Yes
13.	Submitters suggested that Table 7 and Map 5 be amended to show an alternate location for a community facility within the upper parkland of Roma Street Parkland.	As outlined in section 4.2.8 of the Development Scheme, the Delivery Authority, BCC and other state agencies will continue to work together to determine the final location, design, ownership, funding, and tenure arrangement of a community facility within the Roma St PDA.  Due to the identified uncertainty around this item and given the provision of additional publicly accessible open space and land available for this community facility in Precinct 3, associated with the new local recreation park, the final DCOP has been amended to	Yes

Item number	Summary	Response	Amendment required?
		exclude this item. A future community facility is no longer anticipated to be funded through the DCOP.	

## 6. List of all amendments

### 6.1 Development scheme

Table 13 on the following page details each amendment made to finalise the Development Scheme.

Table 13 – List of all amendments to the Development Scheme

Amendment number	Relevant section	Reason for/nature of amendment
<b>General</b>		
1.	Throughout the document	Formatting and editorial amendments.
2.		In response to item 82 of Table 11 all references to “publicly accessible green space” have been removed and replaced with <i>publicly accessible open space</i> .
3.		In response to items 1, 6, and 81 of Table 11, all references to “maximum average building height” have been removed and replaced with <i>maximum building height</i> .
4.	Cover	In response to item 49 of Table 11, the front cover image has been updated.
5.		<p>In response to item 35 of Table 11, the Development Scheme has been updated to include the Cross River Rail Delivery Authority’s Acknowledgement of Country, as per the following:</p> <p><i>Acknowledgement of Country</i></p> <p><i>We acknowledge the Traditional Owners of the land on which we live and work We pay our respects to the Elders, past and present</i></p> <p><i>Throughout time, Brisbane, the land by the river, has been a path of transport for all people A place of connection, a place of many tracks</i></p> <p><i>The Ancestors and Elders travelled this terrain long ago Following the tracks that we follow today We recognise their connection to this country, the waterways and community</i></p> <p><i>As we build this path through Country While we tunnel deep beneath our river Laying tracks for greater connection, creating new places for the future</i></p>

Amendment number	Relevant section	Reason for/nature of amendment
		<p><i>We acknowledge the rich traditions and stories of the past At the many places we are working to bring this Project to life Across Brisbane, the Gold Coast, and greater South-East Queensland</i></p> <p><i>With an open heart and mind, we hope to learn from the traditions, stories, customs and practices of Australia's First Nations people.</i></p> <p><i>Together, as we build this track for the future.</i></p>
<b>Introduction</b>		
6.	Map 2: Roma Street CRR PDA context map	<p>Map 2: Roma Street CRR PDA context map has been updated in response to the submissions to clarify and better represent the site context, as detailed at item 84 of Table 11. Amendments to Map 2 are as follows:</p> <ul style="list-style-type: none"> <li>• Identification of existing open space/park</li> <li>• Inclusion of Brisbane Girls Grammar School, Temporary Coach Terminal and the Roma Street Railway/Busway Station labels</li> <li>• Labels for "Rail line" and "Inner Northern Busway"</li> <li>• Deletion of "Roma Street Residential" label</li> <li>• Amend label to "Brisbane Dental Hospital &amp; College (former)"</li> <li>• Amend the "Existing bikeway/pedestrian connections" to: <ul style="list-style-type: none"> <li>○ Remove the inaccurate connection across Emma Miller Place</li> <li>○ Add a connection along Roma Street, linking along George Street</li> <li>○ Extend the connection along Parkland Boulevard to Roma Street and along Albert Street</li> </ul> </li> </ul>
<b>Land use plan</b>		
7.	Figure 1	In response to item 44 of Table 11, new PDA-wide criteria relating to housing diversity and affordability has been incorporated into the Development Scheme. As such, Figure 1 has been updated to incorporate reference to this.
8.	2.2.4 Development consistent with the land use plan	In response to item 52 of Table 11, the Development Scheme has been updated to provide greater clarity that development must also accord with the Vision, being the highest order element of the land use plan, to be consistent with the land use plan. The amendment is as follows:

Amendment number	Relevant section	Reason for/nature of amendment
		<i>However, development that is inconsistent with any of the outcomes of the relevant PDA development requirements may be considered consistent with the Land use plan where the development accords with the Vision (section 2.3 for the PDA for the PDA and...</i>
9.	2.2.7 Notice of Applications	<p>In response to item 53 of Table 11, the Development Scheme has been amended to include a new provision that requires public notification if the maximum building height is exceeded.</p> <p>The amendment to section 2.2.7 is as follows:</p> <ol style="list-style-type: none"> <li>1. <i>Exceeds the relevant maximum building height outlined in section 2.6 for the relevant precinct or sub-area, or</i></li> <li>2. <i>In the opinion of the MEDQ:</i> <ol style="list-style-type: none"> <li>a) <i>may have adverse impacts on the amenity or development potential of adjoining land, or</i></li> <li>b) <i>is for a use or of a size or nature which warrants public notice</i></li> </ol> </li> </ol>
10.	2.3 Vision	<p>In response to item 54 of Table 11, the components of the Vision have been reordered. Specifically, “ensure the ongoing operation, function and premier status of Roma Street Parkland is maintained” has been moved to the top of the list. It is noted the drafting convention for Cross River Rail Development Schemes lists out the requirements and provisions (the Vision, PDA-wide criteria, precinct provisions etc.) in numerical format. This is to facilitate easy referencing. They are not listed in order of importance, and, as such, need to be considered as a whole.</p>
11.		<p>In response to item 1 of Table 11, the Development Scheme has been amended uplift the net increase in publicly accessible open space outcome to the Vision, being the highest order element of the Land use plan and provide clarification of the new park and its location.</p> <p>The amendment is to item 7 of section 2.3 as follows:</p> <ol style="list-style-type: none"> <li>7. <i>deliver a net increase in publicly accessible open space, including a new public park near the corner of College Road and Parkland Boulevard and a large public plaza between Roma Street and the Roma Street Railway Station heritage place to form a focal point for arrival</i></li> </ol>
12.		<p>In response to items 56, 60 and 62 of Table 11, the Development Scheme has been amended as follows:</p> <ol style="list-style-type: none"> <li>10. <i>protect the functional requirements of state transport infrastructure, state transport corridors, and future state transport corridors (refer to Maps 6 and 7), and local government transport and road corridors, to ensure the operational efficiency, integrity and safety of the transport network is maintained</i></li> </ol>

Amendment number	Relevant section	Reason for/nature of amendment
13.		<p>In response to item 39 of Table 11, the Development Scheme has been amended as follows:</p> <p>12. <i>provide for the conservation of heritage places within the PDA, including adaptive re-use</i></p> <p>A new footnote has been included in item 12 of section 2.3 to read:</p> <p><i>Schedule 4 Heritage place identifies heritage places within the Roma Street CRR PDA. The Queensland Heritage Act 1992 defines conservation as including protecting, stabilisation, maintenance, preservation, restoration, reconstruction, and adaptation.</i></p>
14.	2.4 Structural elements	<p>Map 3: Roma Street CRR PDA Structural elements plan has been updated in response to the submissions and the consequential changes made to the Development Scheme to provide clarification and to better represent the site context, as detailed at items 1, 5, 48, 58, 64, 85 in Table 11.</p> <p>Map 3: Roma Street CRR PDA Structural elements plan has been amended as follows:</p> <ul style="list-style-type: none"> <li>• Addition of “new publicly accessible open space (park)” aligned to sub-area 3A on Map 9 – Precinct boundaries.</li> <li>• New “Development Area incl. open space” area aligned to the new sub-area 3B identified on Map 9 – Precinct boundaries and corresponding precinct provisions in section 2.6.3</li> <li>• Change key that says “Existing green space” to “Existing open space/park”</li> <li>• For consistency with the updated Map 2: Roma Street CRR PDA context plan, ‘Existing open space /park’ areas have been added at the top of Wickham Terrace and Albert Street.</li> <li>• Further delineation of existing local roads and other vehicular movement network</li> <li>• Change legend of Albert Street Green Spine from green hatched area to green dotted arrow.</li> <li>• Removal of the “Roma Street Parkland Development Interface”</li> <li>• Addition of a new footnote for the Albert Street Green Spine, referring to Brisbane City Council’s Albert Street Vision: creating the ‘green spine’ document for guidance.</li> <li>• Addition of a “Potential community facility” within sub-area 3A (as shown on Map 9 – Precinct boundaries) and the Roma Street Railway Station heritage place</li> <li>• Distinction between “New major active transport connections” and “Upgraded major active transport connections”, and</li> <li>• Addition of the “Potential vertical transport” near the existing Parkland Administration Building level to Wickham Terrace.</li> <li>• Inclusion of Parkland Boulevard and Parkland Crescent on the map.</li> </ul>

Amendment number	Relevant section	Reason for/nature of amendment
15.	2.5.1 Urban design and built form	<p>In response to item 19 of Table 11, the Development Scheme has been amended to include the following:</p> <p>Section 2.5.1(5)</p> <p><i>achieves exemplary sustainable building design outcomes that achieve either:</i></p> <ul style="list-style-type: none"> <li>a. <i>a minimum 6 leaf EnviroDevelopment certification</i></li> <li>b. <i>a minimum 5 star Green Star: Design and as built certification, or</i></li> <li>c. <i>a rating under an alternative sustainability rating tool that delivers outcomes commensurate with the above standards.</i></li> </ul> <p>A new footnote has been included to read:</p> <p><i>At development application stage, applicants should identify which sustainability rating tool is informing building design.</i></p>
16.		<p>In response to item 20 of Table 11, the Development Scheme has been updated to include reference to shade trees.</p> <p>Section 2.5.1(9) has been amended as follows:</p> <p><i>presents a highly landscaped environment, including:</i></p> <ul style="list-style-type: none"> <li>a) <i>landscaping, shade trees, water features and outdoor spaces that make the most of Brisbane's subtropical climate, and</i></li> </ul>
17.		<p>In response to item 59 of Table 11, the Development Scheme has been amended to include a new requirement pertaining to development responding to the transit-rich environment in which it is located.</p> <p>A new requirement (item 14) has been added to Section 2.5.1 as follows:</p> <p><i>responds to the transit-rich environment in which it is located.</i></p>
18.	Section 2.5.2 Streetscape and public realm	<p>In response to item 61 of Table 11, the Development Scheme has been amended to include reference to Victoria Park and is as follows:</p> <p>Section 2.5.2 (3)(c) has been amended as follows:</p> <p><i>providing new or enhanced active transport links within the PDA to Victoria Park and surrounding neighbourhoods, including Spring Hill, Petrie Terrace, and South Brisbane, and</i></p>

Amendment number	Relevant section	Reason for/nature of amendment
19.		In response to item 20 of Table 11, the Development Scheme has been updated to include reference to shade trees. Section 2.5.2(5)(c) has been amended as follows: <i>vertical landscaping, awnings, shade trees and shade structures, and articulation that provide shade and shelter for pedestrians on the street and the building.</i>
20.	2.5.3 Key view corridors and view opportunity areas	In response to item 15 of Table 11, the Development Scheme has been amended to include reference that the views are two-way and to refer to Map 4 for guidance. Section 2.5.3(1) has been amended as follows: <i>creates or maintains two-way, key view corridors through landscaping and building siting, separation, setbacks and design that...</i>
21.		In response to item 16 of Table 11, Figure 2 has been amended and a new image has been selected.
22.		In response to items 18 and 86 of Table 11, Map 4 has been amended to include a new primary view corridor identified as <i>Roma Street Parkland (notionally Harry Oakman Pavilion) to Mt Coot-tha.</i>
23.	2.5.4 Heritage	In response to item 39 of Table 11, the Development Scheme has been updated to remove of specific reference to Roma Street Station heritage place to improve clarity that the development requirements relating to conservation and adaptive re-use opportunities (where relevant) are applicable to all heritage places within the PDA. The wording of requirement 2.5.4(2) has been amended as follows: <i>provides for the conservation and adaptive re-use of heritage places within the PDA, in a way which...</i>
24.	2.5.5 Service infrastructure	In response to item 31 of Table 11, the Development Scheme has been updated to include new footnote for 2.5.5.(4) The new footnote is as follows: <i>Refer to section 4.2.11 of the Implementation strategy and Schedule 2: Car parking rates for guidance.</i>

Amendment number	Relevant section	Reason for/nature of amendment
25.	2.5.6: State transport, future transport corridors, state infrastructure and local government infrastructure	<p>In response to items 56, 60, and 62 of Table 11, the Development Scheme has been updated to refer to local government infrastructure.</p> <p>The title has been amended as follows:</p> <p><i>2.5.6: State transport, future state transport corridors, state infrastructure and local government infrastructure</i></p> <p>The amended to 2.5.6 is as follows:</p> <p><i>Development:</i></p> <ol style="list-style-type: none"> <li>1. <i>does not:</i> <ol style="list-style-type: none"> <li>a. <i>create a safety hazard for users of a state transport corridor, a future state transport corridor or state transport infrastructure, that would increase the likelihood or frequency of loss of life or serious injury</i></li> <li>b. <i>compromise the structural integrity of surface and subsurface infrastructure associated with a state transport corridor, future state transport corridor or state transport infrastructure and associated works within a state transport corridor</i></li> <li>c. <i>result in a worsening of the physical condition or efficiency of state transport infrastructure and associated transport networks</i></li> <li>d. <i>compromise the state’s ability to construct, maintain, manage or operate surface and subsurface state transport infrastructure</i></li> <li>e. <i>expose the public or building occupants to significant adverse impacts resulting from environmental emissions generated by state transport infrastructure, and</i></li> <li>f. <i>compromise the structural integrity nor result in a worsening of the physical condition or efficiency of roads within the PDA.</i></li> </ol> </li> </ol> <p>A new footnote has been added which reads:</p> <p><i>Refer to Brisbane City Plan 2014 Road Hierarchy overlay map.</i></p>
26.	2.5.7 Impacts and amenity	<p>In response to item 3 of Table 11, the Development Scheme has been updated to strengthen requirement 2.5.7(1)(e), by directly referring to it as a “requirement” and to provide further guidance to applicants on how compliance with the minimum solar access should be demonstrated.</p> <p>Requirement 2.5.7(1)(e) has been amended as follows:</p>

Amendment number	Relevant section	Reason for/nature of amendment
		<p><i>e. the requirement to achieve a minimum of 4-hours of solar access in winter months, to allow for continued growth of plants and turf.</i></p> <p>A new footnote has been added, which reads:</p> <p><i>Applicants should address solar access and shadow analysis requirements through preparation of an Urban Context Plan as outlined in Schedule 6.</i></p>
27.		<p>In response to item 63 of Table 11, the Development Scheme has been updated to provide greater clarity on environmental emissions.</p> <p>Section 2.5.7(2)(b) has been amended as follows:</p> <p><i>where for a sensitive land use, is appropriately designed to manage and attenuate environmental emissions from existing and future traffic and transport infrastructure, and</i></p>
28.		<p>In response to item 63 of Table 11, the Development Scheme has been updated to include reference to State Code 5.</p> <p>The footnote has been amended as follows:</p> <p><i>Refer to:</i></p> <ul style="list-style-type: none"> <li><i>a. Brisbane City Plan 2014 Transport Noise overlay map</i></li> <li><i>b. State Planning Policy Interactive Mapping System transport noise corridor mapping</i></li> <li><i>c. Transport and Main Roads Traffic Noise Management: Code of Practice with respect to external road traffic noise levels, and the Queensland Development Code, Mandatory Part 4.4 'Buildings in a Transport Noise Corridors', each as amended or replaced from time to time</i></li> <li><i>d. State Development Assessment Provisions – State Code 2: Development in a railway environment, State Code 3: Development in a busway environment, State code 5: Development in a state-controlled transport tunnel environment and State Code 6 – Protection of state transport networks, as amended or replaced from time to time.</i></li> </ul>
29.		<p>In response to item 2 of Table 11, the Development Scheme has been amended by including provisions around relocating existing mature trees as a possible mitigation measure and including a replacement planting ratio.</p> <p>Section 2.5.7(12) has been amended as follows:</p> <p><i>12. either avoids impacts on significant vegetation, or minimises and mitigates impacts after demonstrating avoidance is not reasonably possible, and:</i></p>

Amendment number	Relevant section	Reason for/nature of amendment
		<ul style="list-style-type: none"> <li>a. <i>relocates existing mature trees (where practicable)</i></li> <li>b. <i>replaces with advanced stock of a suitable tree species at a rate of 3:1, or</i></li> <li>c. <i>provides an offset if the development results in significant residual impact on a prescribed environmental matter.</i></li> </ul>
30.	2.5.8 Housing diversity and affordability	<p>In response to item 44 of Table 11, the Development Scheme has been updated to include new PDA-wide criteria addressing housing diversity and affordability as follows:</p> <p><i>2.5.8 Housing diversity and affordability</i></p> <p><i>Development for residential uses (including residential components of mixed-use development) provides:</i></p> <ol style="list-style-type: none"> <li>1. <i>diverse housing options to suit a range of households by offering universal design and a wide variety in dwelling sizes and configuration</i></li> <li>2. <i>a minimum of 10% of total residential GFA as dwellings with 3 or more bedrooms</i></li> <li>3. <i>a minimum of 10% of total residential GFA as social housing or affordable housing, and</i></li> <li>4. <i>social and/or affordable housing which is high quality and dispersed throughout residential and mixed-use developments.</i></li> </ol> <p>Two new footnotes have also been included, which read:</p> <p><i>PDA Guideline no.2 outlines standards for planning and design of accessible housing in PDAs.</i></p> <p><i>For guidance, refer to section 4.2.13 of the Implementation strategy.</i></p>
31.	2.6 Precinct provisions	<p>In response to item 87 of Table 11, the Development Scheme has been amended by removing reference to “precinct boundaries subject to change” on Map 9: Roma Street CRR PDA precinct boundaries and have instead been replaced with the following at section 2.6 for greater clarity.</p> <p>Section 2.6</p> <p><i>The PDA is made up of three precincts, each having its own Precinct provisions, comprising precinct intents, preferred uses, sub-areas and other criteria. Precinct provisions provide precinct-specific direction on development outcomes sought within the PDA.</i></p> <p><i>Where in doubt if a development application includes land:</i></p>

Amendment number	Relevant section	Reason for/nature of amendment
		<ol style="list-style-type: none"> <li>1. over two or more precincts, the Precinct provisions of the substantive area prevail to the extent of any inconsistency between Precinct provisions</li> <li>2. both within a precinct and a sub-area, the provisions of the sub-area prevail to the extent of any inconsistency, or</li> <li>3. over two or more sub-areas, the sub-area provisions of the relevant sub-area apply to the part of the development within that sub-area.</li> </ol>
32.		<p>In response to the changes to the Development Scheme, Map 9: Roma Street CRR PDA precinct boundaries have been amended as follows:</p> <ul style="list-style-type: none"> <li>• The previous sub-area 1 has been divided into three sub-areas being 1A, 1B and 1C, and</li> <li>• The previous sub-area 3 has been divided into two sub-areas being 3A and 3B.</li> </ul>
33.	2.6.1 Precinct 1: Roma Street gateway precinct	<p>In response to the changes to the Development Scheme and to reflect the new sub-areas identified on Map 9, the precinct intent has been amended to include new intent statements for sub-areas 1A, 1B and 1C.</p> <p>The precinct intent has been amended to include the following new wording:</p> <p><i>Sub-area 1A retains existing public park, which provides an important gateway to the Roma Street Parkland.</i></p> <p><i>Sub-area 1B facilitates an extension of the gateway to the Roma Street Parkland provided in sub-area 1A, through development that is sensitive to the existing open space and built form character in adjoining areas.</i></p> <p><i>Development within sub-area 1C is designed to transition to, and respect the interface with, the Roma Street Parkland and Parkland residences. Where fronting Parkland Boulevard, development within sub-area 1C facilitates an extension of the gateway to the Roma Street Parkland provided in sub-area 1A.</i></p>
34.		<p>To reflect the uses intended for the new sub-areas identified in Map 9 and in response to items 21 and 23 of Table 11, Table 2 the Development Scheme has been amended as follows:</p> <p>Table 2: Preferred land uses amended as follows to remove/amend the following uses:</p> <ul style="list-style-type: none"> <li>• Night club entertainment facility (where not in sub-areas 1B and 1C)</li> <li>• Hotel (where not in sub-areas 1B and 1C)</li> <li>• <del>Telecommunication facility</del></li> </ul>

Amendment number	Relevant section	Reason for/nature of amendment
		<ul style="list-style-type: none"> <li>• Utility installation</li> </ul> <p>A footnote has also been included against Centre activities which provides guidance to applicants and refers to the relevant section of City Plan 2014 defining the Centre activities activity group.</p> <p>A separate section has also been added to Table 2 for the new sub-area 1A identifying the following preferred uses:</p> <ul style="list-style-type: none"> <li>• Park (including ancillary maintenance, administrative and other supporting uses for Roma Street Parkland)</li> <li>• Community use</li> </ul>
35.		<p>The current Connectivity, access and public realm requirements have been re-arranged and amended to reflect the new sub-areas identified in Map 9. Further, a new requirement pertaining to the vertical transport link between the Parkland Administration Building level and the temporary coach terminal levels has been included in response to item 64 of Table 11. Item 9 has been updated in response to item 66 of Table 11.</p> <p>The Connectivity, access and public realm requirements for 2.6.1 Precinct 1: Roma Street gateway precinct have been amended as follows:</p> <ol style="list-style-type: none"> <li>8. <i>where within sub-areas 1A, 1B and 1C of the Roma Street gateway precinct:</i> <ol style="list-style-type: none"> <li>a. <i>minimise vehicular access crossovers to Parkland Boulevard through the use of integrated and consolidated points of vehicular access, and</i></li> <li>b. <i>maintain 24 hours / 7 days per week public access between Roma Street Railway Station and the Roma Street Parkland at all times.</i></li> </ol> </li> <li>9. <i>where within sub-areas 1A, 1B and 1C of the Roma Street gateway precinct create an important and identifiable gateway to the Roma Street Parkland, and celebrate and protect the culturally significant Ficus tree located at Celebration Vista on Parkland Boulevard.</i></li> <li>10. <i>where within sub-areas 1B and 1C of the Roma Street gateway precinct, provide a publicly accessible, vertical transport link connecting the existing Parkland Administration Building to Wickham Terrace (as illustrated on Map 3: Roma Street CRR PDA Structural elements plan). Development in this location will also seek to incorporate the existing vertical transport link between the existing Parkland Administration Building level and the temporary coach terminal levels.</i></li> </ol>

Amendment number	Relevant section	Reason for/nature of amendment
36.		<p>A new Figure 7 has been added that depicts the Howard Smith Wharves vertical transport link, to provide visual guidance on the new requirement relating to the vertical transport link connecting the existing Parkland Administration Building level to Wickham Terrace, in response to item 64 of Table 11.</p> <p><i>Figure 7: Howard Smith Wharves vertical transport link</i></p> <p><i>Note: Figure 7 illustrates an example of a publicly accessible vertical transport link at Howard Smith Wharves, addressing level changes associated with topography.</i></p>
37.		<p>In response to the submissions and changes made to this sub-area and sub-areas intents, the built form requirements have been re-arranged and amended to reflect the new sub-areas identified in Map 9. Further, a new requirement specific to sub-area 1B has been included to ensure built form in this sub-area is sensitive to the existing open space and built form character in these adjoining areas. A new requirement has also been added which requires all development within sub-area 1B and 1C to be subject to assessment by an urban design review panel, which is supported by a new footnote referring to the relevant Implementation strategy section (4.2.2) for further details.</p> <p>The Built form requirements for 2.6.1 Precinct 1: Roma Street gateway precinct have been amended as follows:</p> <ol style="list-style-type: none"> <li>5. <i>where within sub-area 1B of the Roma Street gateway precinct, a design and building height that is sensitive to the existing open space and built form character in adjoining areas.</i></li> <li>6. <i>where within sub-area 1C of the Roma Street gateway precinct, appropriate separation and building height transition between the potential major sport, recreation and entertainment facility and the Parkland residence buildings, to complement the existing open space and built form character in these adjoining areas, and to respect the visual setting of the Roma Street Railway Station heritage place.</i></li> <li>7. <i>where within sub-areas 1B and 1C, development applications will be subject to a detailed design review by an urban design review panel.</i></li> </ol> <p>A new footnote has been added which reads:</p> <p><i>Refer to section 4.2.2 of the Implementation strategy.</i></p>
38.		<p>To reflect the amended sub-area arrangements, and corresponding amended precinct intent and development requirements, Table 3: Building parameters – Roma Street gateway precinct has been amended as follows:</p> <ul style="list-style-type: none"> <li>• In response to item 9 of Table 11, Primary street frontage setback has been amended to 3m at ground storey where fronting the northern side of Roma Street and a new footnote has been added stating: <i>Provision for at</i></li> </ul>

Amendment number	Relevant section	Reason for/nature of amendment
		<p><i>least the ground storey for the purposes of pedestrian access and amenity.</i></p> <ul style="list-style-type: none"> <li>In response to item 6 of table 11, buildings heights within sub-areas 1B and 1C have been amended to be a maximum building height of 8 storeys where within sub-area 1B and a maximum building height of 30 storeys where within sub-area 1C. A maximum building height of one storey for sub-area 1A has been included to support potential development in this location, noting that only park and community use constitute preferred uses.</li> <li>In response to item 7 of Table 11, there is now an inclusion of a maximum tower site cover for residential towers of 50%. The section now refers to a maximum tower site cover of 50% or a maximum allowable floor plate of 1,200m<sup>2</sup>, whichever is the lesser.</li> <li>In response to item 7 of Table 11, there is now an inclusion of a maximum tower site cover and maximum tower floor plate for non-residential towers of 65% or maximum allowable floor plate of 1,500m<sup>2</sup> (whichever is the lesser).</li> <li>In response to item 7 of Table 11, of a new footnote associated with the tower site cover / tower floor plate parameters is included, stating: <i>Any development exceeding the relevant maximum tower site cover or tower floor plate parameters will be considered a significant development application, subject to an assessment by the urban design review panel in accordance with section 4.2.2 of the Implementation strategy.</i></li> <li>Amend a formatting error in the communal open space requirements for non-residential development, and</li> <li>In response to item 8 of Table 11, inclusion of a new footnote associated with communal open space, stating: <i>Communal open space can be integrated within the development footprint for example on a rooftop or within a street building level.</i></li> </ul>
39.	2.6.2 Precinct 2: Community and entertainment precinct	<p>In response to item 36 of Table 11, the Development Scheme has been amended to strengthen the wording around the importance of Emma Miller Place.</p> <p>The third point of the precinct intent has been amended section 2.6.2 as follows: <i>ensuring Emma Miller Place continues as an important, welcoming and safe meeting, reflecting, gathering and recreation space for the community.</i></p> <p>In response to item 46 of Table 11, the Development Scheme has been amended to include a new footnote as follows: <i>Refer to section 4.2.12 of the Implementation strategy.</i></p>

Amendment number	Relevant section	Reason for/nature of amendment
40.		<p>In response to item 68 of Table 11, the Development Scheme has been amended to ensure consistency with the wording around the Albert Street Green Spine. Item 3 of Connectivity, access and public realm has been amended to refer to <i>continuing the Albert Street Green Spine</i> for consistency with the precinct intent.</p>
41.		<p>In response to items 21 and 23 of Table 11, the Development Scheme has been amended as follows:</p> <p>Table 4: Preferred land uses amended as follows to remove/amend the following uses:</p> <ul style="list-style-type: none"> <li>• Centre activities (where located within sub-area 2)</li> <li>• Hotel (where located within sub-area 2)</li> <li>• Medium impact industry (where a micro-brewery or distillery producing less than 200 tonnes per annum, where located within sub-area 2)</li> <li>• <del>Telecommunication facility</del></li> <li>• <del>Utility installation</del></li> </ul> <p>A new footnote has also been included against Centre activities, which refers to an earlier footnote that provides guidance to applicants and refers to the relevant section of City Plan 2014 defining the centre activities activity group.</p> <p>In response to item 31 of Table 11, a new footnote has also been included against Parking Station (where integrated with a major sport recreation and entertainment facility which refers to an earlier footnote stating:</p> <p><i>Refer to section 4.2.11 of the Implementation strategy and Schedule 2: Car parking rates for guidance.</i></p> <p>In response to item 46 a new footnote has been included stating:</p> <p><i>Refer to section 4.2.12 of the Implementation strategy.</i></p>
42.	2.6.3: Precinct 3: City centre transition precinct	<p>In response to item 70 of Table 11, the following wording has been included in the precinct intent.</p> <p><i>These state transport corridors are important elements within Precinct 3.</i></p> <p>In response to the changes made to the Development Scheme and to reflect the new sub-areas identified on Map 9, the precinct intent has been amended to include new intent statements for sub-areas 3A and 3B..</p> <p>The precinct intent amended has been amended to include the following intent:</p>

Amendment number	Relevant section	Reason for/nature of amendment
		<p><i>Development within sub-area 3A comprises park and community uses, delivering dedicated publicly accessible open space and co-located community use opportunities.</i></p> <p><i>Development within sub-area 3B provides a transition in building form and scale from the existing Parkland residences to a lower scale at the frontage of College Road. New publicly accessible open space, between buildings, creates an attractive parkland setting. Existing public car parking associated with the Roma Street Parkland is replaced and integrated into development.</i></p> <p>New footnote has been included after ‘integrated’ which states:</p> <p><i>In this context, integrated refers to a design solution which ensures replacement public car parking associated with the Roma Street Parkland is not visible from the public realm. For example, replacement public car parking is located underground, or sleeved, or screened.</i></p>
43.		<p>To reflect the uses intended for the new sub-areas identified in Map 9 and in response to items 21 and 23 of Table 11, the Development Scheme has been amended as follows:</p> <p>Table 5: Preferred land uses amended as follows to remove/amend the following uses:</p> <ul style="list-style-type: none"> <li>• Hotel (where not in sub-area 3B)</li> <li>• Parking station (where in sub-area 3B and for replacement of existing public car parking associated with the Roma Street Parkland)</li> <li>• <del>Telecommunication facility</del></li> <li>• <del>Utility installation</del></li> </ul> <p>A new footnote has also been included against Centre activities which provides guidance to applicants and refers to the relevant section of City Plan 2014 defining the centre activities activity group.</p> <p>A separate section has been added to Table 5 for the new sub-area 3A identifying the following preferred uses:</p> <ul style="list-style-type: none"> <li>• Park (including ancillary maintenance, administrative and other supporting uses for Roma Street Parkland)</li> <li>• Community use</li> </ul>
44.		<p>In response to item 73 of Table 11, the Development Scheme has been amended to include the word ‘safe’ as concerns were raised about the safety of pedestrians and cyclists.</p>

Amendment number	Relevant section	Reason for/nature of amendment
		<p>Item 4 of the current Connectivity, access and public realm requirements has been amended as follows:</p> <p><i>provides for safe pedestrian and cyclist access and movement with connectivity that links to the Roma Street Parkland, Roma Street Railway Station and associated multi-modal transport interchange.</i></p>
45.		<p>The current Connectivity, access and public realm requirements have been amended to reflect the new sub-areas identified in Map 9 and their intent. Notably, the new requirements now address the new publicly accessible open space (local recreation park) and a potential community facility.</p> <p>The Connectivity, access and public realm requirements for Precinct 3: City centre transition precinct have been amended to include the new/amended requirements as follows:</p> <ul style="list-style-type: none"> <li>7. <i>ensures vehicular and services access is maintained to state infrastructure, including the rail corridor and Roma Street Parkland.</i></li> <li>8. <i>where within sub-areas 3A or 3B:</i> <ul style="list-style-type: none"> <li>a. <i>minimises vehicular crossovers to Parkland Boulevard through the use of integrated points of vehicular access</i></li> <li>b. <i>provides high quality publicly accessible open space for community enjoyment, and enabling effective precinct activation, by delivering:</i> <ul style="list-style-type: none"> <li>i. <i>a local recreation park concurrently with the provision of site access and road improvements to Parkland Boulevard and the intersection of Parkland Boulevard, College Road, Wickham Terrace and Gregory Terrace, or</i></li> <li>ii. <i>an alternative publicly accessible open space solution agreed with the MEDQ, or its delegate.</i></li> </ul> </li> <li>c. <i>results in the replacement of the equivalent number of existing public car parking spaces for visitors to the Roma Street Parkland, which may be shared across sub-area 3A and 3B, in order to support the local recreation park and potential community use.</i></li> </ul> </li> </ul> <p>A new footnote has been added which reads:</p> <p><i>For guidance on the minimum level of embellishment, refer to the criteria for Local Recreation Park under Brisbane City Plan 2014, Infrastructure design planning scheme policy, Chapter 10 Parks.</i></p>
46.		<p>In response to the submissions and changes made to the sub-areas and their intents, the built form requirements have been re-arranged and amended to reflect the new sub-areas identified in Map 9. Specific requirements for sub-areas 3A and 3B have been included to ensure built form in these areas reflect the intent.</p>

Amendment number	Relevant section	Reason for/nature of amendment
		<p>The Built form provisions for Precinct 3: City centre transition precinct have been amended to include the following new/amended requirements as follows:</p> <p><i>Development within sub-area 3A:</i></p> <ol style="list-style-type: none"> <li>1. <i>is located and designed to minimise disturbance to existing vegetation and maximises the retention of existing mature trees and biodiversity benefits.</i></li> <li>2. <i>provides a low-rise built form, tailored to the functional requirements of a community use.</i></li> </ol> <p><i>Development within sub-area 3B:</i></p> <ol style="list-style-type: none"> <li>1. <i>provides a building height that is:</i> <ol style="list-style-type: none"> <li>a. <i>consistent with existing building heights for the Parkland residences buildings along Parkland Boulevard, and</i></li> <li>b. <i>transitions to reflect the scale and context of existing development along College Road in Spring Hill.</i></li> </ol> </li> <li>2. <i>minimises overshadowing of Roma Street Parkland grassed areas, ensuring 4-hour minimum solar access is achieved in winter months, to allow for continued growth of plants and turf.</i></li> <li>3. <i>enhances the parkland setting by providing design features including landscaped spaces on ground level areas, roofs, balconies, terraces, and edges of buildings.</i></li> <li>4. <i>is located and designed to minimise disturbance to existing vegetation and maximises the retention of existing mature trees and biodiversity benefits.</i></li> <li>5. <i>provides additional publicly accessible open space creating an enhanced attractive parkland setting for community enjoyment.</i></li> <li>6. <i>results in an equivalent offset to the number of existing public car parking spaces removed through redevelopment.</i></li> </ol> <p>A new footnote has been added which refers to an earlier footnote that provides guidance on how to demonstrate compliance with relevant shadowing and solar access requirements.</p>
47.		<p>To reflect the amended precinct and sub-area arrangement, and corresponding amended precinct intent and development requirements, Table 6: Building parameters – City centre transition precinct has been amended.</p> <p>Table 6: Building parameters – City centre transition precinct has been amended as follows:</p> <ul style="list-style-type: none"> <li>• In response to items 1 and 6 of Table 11, the Development Scheme has been amended to include a specific maximum street building height for sub-area 3A of 3 storeys.</li> <li>• In response to item 6 of Table 11, the Development Scheme has been amended to a revised maximum tower</li> </ul>

Amendment number	Relevant section	Reason for/nature of amendment
		<p>building height for sub-area 3B of 12 storeys with transition to a maximum building height of 8 storeys where fronting College Road.</p> <ul style="list-style-type: none"> <li>• In response to item 14 of Table 11, the Development Scheme has been amended to provide minimum separation of 18m (for both street building and tower) where within sub-area 3B.</li> <li>• Clarification on providing a setback (for both street building and tower) where fronting College Road or Parkland Boulevard of 6m.</li> <li>• In response to item 12 of Table 11, amended to refer to site cover within sub-area 3B (for street buildings) of 55%.</li> <li>• Addition of communal open space requirements for non-residential development.</li> </ul> <p>Inclusion of a new footnote associated with the tower site cover / tower floor plate parameters, which refers to an earlier footing that states:</p> <p><i>Any development exceeding the relevant maximum tower site cover or tower floor plate parameters will be considered a significant development application, subject to an assessment by the urban design review panel in accordance with section 4.2.2 of the Implementation strategy.</i></p> <p>Inclusion of a new footnote that refers to an earlier footnote that states:</p> <p><i>Communal open space can be integrated within the development footprint for example on a rooftop or within a street building level.</i></p>
<b>Infrastructure plan</b>		
48.	3.3.3 Other infrastructure	<p>Amendments have been made to Table 8: Infrastructure catalogue for the Roma Street CRR PDA to include reference to a publicly access vertical transport link and to the local recreation park identified in sub-area 3A of Map 9 in response to the submissions and new sub-area intents.</p> <p>Table 8: Infrastructure catalogue for the Roma Street CRR PDA has been amended as follows:</p> <ul style="list-style-type: none"> <li>• A new item added to 'Pedestrian and cyclist movement' infrastructure items as follows: <i>publicly accessible, vertical transport link connecting the existing Parkland Administration Building level to Wickham Terrace</i></li> <li>• A new item added to 'Parks, plazas and public realm' infrastructure items as follows: <i>new College Road local recreation park</i></li> </ul>
<b>Implementation strategy</b>		

Amendment number	Relevant section	Reason for/nature of amendment
49.	4.2.2 Urban design and city centre interface	<p>In response to items 1, 6, 13, 14, 76 of Table 11, the Development Scheme has been amended to reflect the new requirement imposed under section 2.6.2 Built form that requires all development applications within sub-areas 1B and 1C to be subject to a review by the urban design review panel.</p> <p>The amended wording to the first Implementation strategy action is as follows:</p> <p><i>Utilise an urban design review panel to undertake detailed design review of significant development applications in the PDA, all development applications within sub-areas 1B and 1C, and those that require consideration of superior design outcomes, to ensure high-quality urban design and promotion of design excellence.</i></p> <p>The existing footnote has been updated to include reference to <i>all development applications within sub-areas 1B and 1C.</i></p>
50.	4.2.4 Roma Street Parkland	<p>In response to the submissions and changes to the sub-area boundaries, the Development Scheme has been amended as follows:</p> <p>The Implementation strategy objective has been amended as follows:</p> <p><i>Where development is proposed in Precinct 1 – sub-areas 1A, 1B and 1C or Precinct 3 – sub-areas 3A and 3B, it provides for the ongoing operation and function of existing maintenance, administrative and other supporting uses associated with the Roma Street Parkland in an efficient and effective form.</i></p>
51.	4.2.5 Major sport, recreation and entertainment facility	<p>In response to item 36 of Table 11, the Development Scheme has been amended to ensure the conservation and reintegration of existing memorials located within Emma Miller Place.</p> <p>In response to item 46 of Table 11, the Development Scheme has been amended to include an action for the CRRDA to work collaboratively with relevant state agencies or bodies responsible for coordinating the Games.</p> <p>In response to item 77 of Table 11, the Development Scheme has been amended to outline consultation on if the CRRDA receives an application for a major sport, recreation and entertainment facility.</p> <p>Two new Implementation strategy actions have been incorporated into this Objective as follows:</p> <ul style="list-style-type: none"> <li>• <i>All existing memorials will be conserved and integrated as part of the future development of a potential major sport, recreation and entertainment facility.</i></li> <li>• <i>The CRRDA will consult with Stadiums Queensland and other relevant parties on a PDA development application for a major sport, recreation and entertainment facility.</i></li> </ul>

Amendment number	Relevant section	Reason for/nature of amendment
		<ul style="list-style-type: none"> <li>The CRRDA to work collaboratively with relevant state agencies or bodies responsible for coordinating the 2032 Olympic and Paralympic Games (the Games), including the Organising Committee for the Olympic Games (OCOG) to ensure the design and delivery of the major sport, recreation and entertainment facility meets the requirements of a competition venue for the Games, including capacity, security, transport, temporary overlay requirements and relevant engineering specifications.</li> </ul>
52.	4.2.8 Recreation park and community facility (multi-purpose community space)	<p>In response to the submissions and incorporation of a potential community facility in sub-area 3A and new local recreation park, the Development Scheme has been amended as follows.</p> <p><i>Objective</i></p> <p><i>Deliver a new local recreation park within sub-area 3A, Precinct 3 – City centre transition precinct, that will provide the growing community access to additional publicly accessible open space, including potential playground equipment and picnic facilities.</i></p> <p><i>Determine a suitable location for a new multi-purpose community facility including community meeting rooms, potentially co-located in the new local recreation park in sub-area 3A or through the adaptive re-use of the Roma Street Railway Station heritage place building. The new multi-purpose community facility will cater for residents in the PDA and the nearby local catchment, that provides for community needs in accordance with relevant operational requirements.</i></p> <p><i>Actions</i></p> <ul style="list-style-type: none"> <li>The CRRDA, BCC, DSDILGP and developer/s work together to determine the optimal design, ownership, funding, tenure and delivery arrangement for a local recreation park within sub-area 3A.</li> <li>The CRRDA, BCC, DSDILGP and developer/s work together to determine the optimal location, design, ownership, funding, tenure and delivery arrangement for a local community facility within the PDA, taking into account accessibility and operational requirements. The facility is to be delivered in a highly visible and accessible location in the PDA.</li> </ul>
53.	4.2.9 Major transport connections	<p>In response to items 48, 64 and 79 of Table 11, the Development Scheme has been updated to include reference to the identified vertical transport connection to Wickham Terrace, to refer to Victoria Park as a surrounding key destination, and to refer to improving universal access within the PDA. In addition, the title has been changed to <i>Major active transport connections</i>.</p>

Amendment number	Relevant section	Reason for/nature of amendment
		<p>The amended Implementation strategy title and objective wording referring to Victoria Park is as follows:</p> <p><i>Major active transport connections</i></p> <p><i>Deliver a range of major transport connections, including as indicated on Map 3: Roma Street CRR PDA Structural elements plan, which improve pedestrian and cyclist connectivity and universal access within the PDA, and resolve access arrangements for Parkland Boulevard / Parkland Crescent, that address accessibility requirements for development within the PDA and to better connect the PDA to surrounding key destinations including, Roma Street Parkland, Kurilpa Bridge, the Bicentennial Bikeway, Victoria Barracks, Spring Hill, Victoria Park and King George Square.</i></p> <p>The amended Implementation strategy action wording, referring to the vertical transport connection to Wickham Terrace, is as follows:</p> <ul style="list-style-type: none"> <li><i>The CRRDA collaborate with BCC, relevant asset owners and landowners to determine elements such as structural design, landing arrangements, design treatments and interfaces including integration with existing major active transport connections, including the vertical transport connection to Wickham Terrace.</i></li> </ul>
54.	4.2.11 Parking station	<p>In response to items 4 and 26 of Table 11, the Development Scheme has been amended to include additional wording to include the provision of a public car park within sub-area 3B. The Implementation strategy objective has been amended to include the following wording:</p> <p><i>The public car park associated with the Roma Street Parkland is located within sub-area 3B of Precinct 3. Where redevelopment of the car park occurs, the number of car parking spaces is replaced and integrated into development as a publicly accessible parking station for visitors to the Roma Street Parkland.</i></p> <p>A new implementation strategy action has been added as follows:</p> <ul style="list-style-type: none"> <li><i>The public car park associated with Roma Street Parkland is located within sub-area 3B of Precinct 3. Where redevelopment of the existing car park occurs, the number of existing car parking spaces is replaced and integrated into development as a parking station. The provision of replacement public car parking may be shared with sub-area 3A in order to support the local recreation park and potential community facility.</i></li> </ul> <p>The existing Implementation strategy actions have been amended to include specific reference to the <i>parking station for Precinct 1 and/or 2.</i></p>

Amendment number	Relevant section	Reason for/nature of amendment
55.	4.2.12 2032 Olympic and Paralympic Games opportunity	<p>In response to item 46 of Table 11, the Development Scheme has been updated to include a new Implementation strategy item regarding the 2032 Olympic and Paralympic Games.</p> <p>A new implementation strategy has been added as follows:</p> <p><i>Objective</i></p> <p><i>Ensure that the redevelopment of the PDA, including the major sport, recreation and entertainment facility, responds to the opportunities and demands of the Games. This includes promoting the long-term economic and community benefits associated with hosting the Games.</i></p> <p><i>Actions</i></p> <p><i>The CRRDA to continue to work with the relevant state agencies or bodies responsible for coordinating the Games, including the OCOG, to investigate the contribution that the PDA can make to the Games Master Plan in terms of accommodating key competition and non-competition venues and facilities and to maximise the legacy for the city.</i></p> <p><i>The CRRDA to consult with relevant state agencies or bodies responsible for coordinating the Games, including the OCOG, to ensure development staging and construction programming responds to the Games requirements.</i></p>
56.	4.2.13 Affordable and social housing guideline	<p>In response to item 44 of Table 11, and to support new provisions about the delivery of affordable and social housing, the Development Scheme has been updated to include new Implementation strategy item as follows:</p> <p><i>Objective</i></p> <p><i>Prepare an affordable and social housing guideline to support the delivery of high quality affordable and social housing within the PDA.</i></p> <p><i>Actions</i></p> <p><i>The CRRDA works together with relevant agencies to develop an affordable and social housing guideline. The guideline will cover private rental housing and home purchase options and will have a strong focus on mechanisms that deliver long-term housing affordability.</i></p>
<b>Schedules</b>		

Amendment number	Relevant section	Reason for/nature of amendment
57.	Schedule 2: Car parking rates	<p>In response to items 4 and 26 of Table 11, the Development Scheme has been amended to identify the parking rate for the parking station within sub-area 3B. Amendments have also been made to provide additional clarity around whether car parking spaces should be publicly accessible.</p> <p><i>Where integrated with a Major sport, recreation and entertainment facility in Precinct 2 – up to 550 spaces that are publicly accessible, or</i></p> <p><i>Where integrated with other development within Precinct 1 or Precinct 2, sub-area 2 – the maximum number of spaces dedicated to a parking station does not exceed 550 spaces that are publicly accessible plus the maximum number of car parking spaces achieved by applying the car parking rates for the relevant use(s).</i></p> <p><i>Where within sub-area 3B, the spaces must be publicly accessible and equivalent to the number of existing public car parking spaces lost through redevelopment.</i></p>
58.	Schedule 3: Definitions	In response to items 6 and 81 of Table 11, all references to “Maximum average building height” have been removed from the Development Scheme and the existing definition for “Average building height” has been deleted.
59.		<p>In response to items 1 and 82 of Table 11, the Development Scheme has been updated to include a new definition for publicly accessible open space, and is as follows:</p> <p><i>Means open space and public realm used for active and passive recreation accessible by the public 24 hours a day, 7 days a week, and includes parks.</i></p>
60.	Schedule 6: Guideline for preparing an Urban Context Report	<p>In response to items 3, 14 and 83 of Table 11, the Development Scheme has been updated to include requirements for the submission of a shadow impact analysis with all development applications in the PDA, as outlined in Schedule 6: Guideline for preparing an urban context report. The amendments are as follows:</p> <p><i>The Urban Context Report provides a formal means for developers, architects and designers to clearly articulate how the development successfully responds to the PDA, the site, its context and climate. This report comprises plans, diagrams, shadow impact analysis and supporting design rationales to demonstrate how the proposal achieves the outcomes of the PDA development scheme.</i></p> <p>The Cityscape and built form item of Schedule 6 has been amended to include the following addition item:</p> <p><i>impacts on surrounding properties and public realm, including parks, in terms of overshadowing and solar access, and</i></p>

## 6.2 Development charges and offset plan

Table 14 on the following page details each amendment to finalise the DCOP.

Table 14 – List of all amendments to the Draft DCOP

Amendment number	Relevant section	Reason for/nature of amendment
<b>General</b>		
1.	Throughout the document	Formatting and editorial amendments.
<b>Cover</b>		
2.	Front Cover	In response to Item 7 in Table 12 the front cover image has been updated.
3.	Page ii.	<p>In response to Item 8 in Table 12, the final DCOP and supporting material (including IPBR) have been amended to include the Delivery Authority’s Acknowledgement of Country on the Disclaimer page, as per the following;</p> <p><i>Acknowledgement of Country</i></p> <p><i>We acknowledge the Traditional Owners of the land on which we live and work We pay our respects to the Elders, past and present</i></p> <p><i>Throughout time, Brisbane, the land by the river, has been a path of transport for all people A place of connection, a place of many tracks</i></p> <p><i>The Ancestors and Elders travelled this terrain long ago Following the tracks that we follow today We recognise their connection to this country, the waterways and community</i></p> <p><i>As we build this path through Country While we tunnel deep beneath our river Laying tracks for greater connection, creating new places for the future</i></p> <p><i>We acknowledge the rich traditions and stories of the past At the many places we are working to bring this Project to life</i></p>

Amendment number	Relevant section	Reason for/nature of amendment
		<p><i>Across Brisbane, the Gold Coast, and greater South-East Queensland</i></p> <p><i>With an open heart and mind, we hope to learn from the traditions, stories, customs and practices of Australia's First Nations people.</i></p> <p><i>Together, as we build this track for the future.</i></p>
<b>Section 2</b>		
4.	Section 2.1 Table 1	In response to item 9 in Table 12, Section 2.1 – Table 1 of the final DCOP has been amended. Amendment is as follows: Move 'Major sport, recreation, and entertainment facility' to 'Other Uses' category.
5.		In response to item 9 in Table 12, Section 2.1 – Table 1 of the final DCOP has been amended. Amendment is as follows: Remove 'Specialised Uses' category from development charges categories.
6.	Section 2.2 Table 3	In response to item 10 in Table 12, Section 2.2 – Table 3 of the final DCOP has been amended. Amendment is as follows: The Infrastructure Charge Rate for 'Hostel' Use, demand unit 'Suite with 3 or more bedrooms' has been amended to align with other 'Suite with 3 or more bedrooms' rates.
7.	Section 2.3 Table 3	In response to item 9 in Table 12, Section 2.3 – Table 3 of the final DCOP has been amended. Amendment is as follows: Remove 'Specialised Uses' category from development charges categories
8.	Section 2.6	In response to item 11 in Table 12, a new Section 2.6 was added to the final DCOP. The new section 2.6 outlines the process and criteria for applying for the deferral of development charges where for affordable or social housing uses.

Amendment number	Relevant section	Reason for/nature of amendment
<b>Section 3</b>		
9.	Section 3.1	<p>In response to item 2 of Table 12, section 3.1 of the final DCOP has been updated to ensure that a portion of development charges are quarantined to fund priority infrastructure and external contributions.</p> <p>The following wording has been added to section 3.1:</p> <p><i>The maximum offset that may be claimed is equal to or less than 60% of the development charge, unless otherwise agreed by the MEDQ. This requirement is necessary to ensure that an appropriate level of development charges are received to fund the Priority Infrastructure and External Contributions included within Table 9.</i></p>
<b>Section 4</b>		
10.	Section 4.1 Table 7	In response to item 12 of Table 12, an additional item RMA-VT-01 'Wickham Terrace Connection Link', has been included in the final DCOP as trunk infrastructure to be funded by development charges.
11.	Section 4.1 Table 8	In response to item 6 in Table 12, the final DCOP has been amended to provide certainty on the future increase in park area. The final DCOP includes a new trunk infrastructure item RMA-PA-02 'College Road Local Recreation Park' located in sub-area 3A.
12.	Section 4.1 Table 8	In response to uncertainty raised in items 3 and 13 in Table 12 and given the provision of additional publicly accessible open space and land available for this community facility in Precinct 3, associated with the new local recreation park 'RMA-PA-02'. The final DCOP has been amended to exclude the future community facility, RMA-CF-01. This item is no longer anticipated to be funded through the DCOP.
13.	Section 4.1 Table 9	In response to item 2 of Table 12, a new table 9 has been added to the final DCOP which identifies the schedule of future trunk infrastructure works for Priority Infrastructure / External Contributions as outlined in the new text in section 3.1 (described in amendment number 9).
14.	Section 4.2 Map 4b	In response to item 12 of Table 12, an additional item RMA-VT-01 'Wickham terrace Connection Link', has been included in the final DCOP as trunk infrastructure to be funded by development charges. This item has been included on Map 4b: Transport (Active) – Future trunk infrastructure plan.

Amendment number	Relevant section	Reason for/nature of amendment
15.	Section 4.2 Map 5	In response to item 6 in Table 12, the final DCOP has been amended to provide certainty on the future increase in park area. The final DCOP includes a new trunk infrastructure item RMA-PA-02 'College Road Local Recreation Park' located in sub-area 3A. The final DCOP includes a new trunk infrastructure item RMA-PA-02 'College Road Local Recreation Park' as shown on Map 5: Parks and community – Future Trunk infrastructure plan.
16.	Section 4.2 Map 5	In response to uncertainty raised in items 3 and 13 in Table 12 and given the provision of additional publicly accessible open space and land available for this community facility in Precinct 3, associated with the new local recreation park 'RMA-PA-02'. The final DCOP has been amended to exclude the future community facility, RMA-CF-01 from Map 5: Parks and community – Future Trunk infrastructure plan.

# Appendix 1 – Courier Mail notice

1: 54 CLASSIFIEDS
WEDNESDAY FEBRUARY 17 2021 COURIERMAIL.COM.AU

### Notices

#### Legal Notices

**CREDITORS' NOTICE PURSUANT TO s67 TRUSTS ACT 1992**

Would any person having any claim, whether as creditor or beneficiary or otherwise, in the estate of **GERALD JAMES ANDERTON** late of 1112 Abbott Court, Albert Street, New Farm, Queensland, deceased, send in particulars of their claim to **ANTHONY THOMAS CHARLES ANDERTON**, the Administrator of the estate, at 26A David Road, Hillside Park, Queensland within six weeks from the date hereof, at the expiration of which time, pursuant to s 67 of the Trusts Act 1992, the Administrator will proceed to distribute the assets of the deceased among the persons entitled thereto having regard only to the claims of which the Administrator shall then have had notice.

Ledged by the Official Solicitor to the Public Trustee of 444 Queen Street Brisbane Q 4 000

**We love a bargain**



#### Proposed Development Notices

**Proposed Development**

Make a submission from **18 February 2021 to 11 March 2021**

**Child Care Centre**

Where: 325-327 Victoria Avenue and 141 & 143 Anzac Avenue, Redcliffe QLD 4020  
 On: Lot 214 RP 813719 and Lots 12-13 RP 1149168

Approval sought: Development Permit for a Material Change of Use  
 Application ref: DA/42143/2020/V2L  
 You may obtain a copy of the application and make a submission to:  
 Moreton Bay Regional Council  
 PO Box 159, Caboolture QLD 4510  
 mbrc@moretonbay.qld.gov.au  
 (07) 3205 0555  
 www.moretonbay.qld.gov.au

Public notification requirements are in accordance with the Planning Act 2016

#### Public Notices

**Have your say**

**Public notification of proposed development scheme and draft development charges and offset plan for the Roma Street Cross River Rail Priority Development Area (PDA).**

Under the provisions of section 59 of the *Economic Development Act 2012* the Cross River Rail Delivery Authority, under delegation from the Minister for Economic Development Queensland (MEDQ), gives notice that on **18 February 2021** public notification will commence for the proposed development scheme and supporting draft development charges and offset plan for the Roma Street Cross River Rail PDA.

The proposed development scheme is a draft regulatory planning document, which assists with planning, carrying out, promoting, coordinating and controlling development within the Roma Street Cross River Rail PDA. To support the proposed development scheme, the Cross River Rail Delivery Authority has also prepared a draft development charges and offset plan, which identifies infrastructure required to service the PDA, proposed development charges and how these charges are calculated, levied and administered.

You are invited to make a written submission about the proposed development scheme and draft development charges and offset plan to the Cross River Rail Delivery Authority within the 30 business day period from **18 February 2021 to 1 April 2021** (the submission period).

The proposed development scheme and draft development charges and offset plan for the Roma Street Cross River Rail PDA can be viewed during the submission period online at:

- Cross River Rail website: [crossriverrail.qld.gov.au](http://crossriverrail.qld.gov.au)
- Economic Development Queensland website: [edq.qld.gov.au](http://edq.qld.gov.au)

Submissions can be made to the Cross River Rail Delivery Authority on Cross River Rail's website and by:

Email: [Info@crossriverrail.qld.gov.au](mailto:Info@crossriverrail.qld.gov.au)  
 Post: **Cross River Rail Delivery Authority, PO Box 15476, Brisbane City East, Qld 4002**

Submissions must be in writing, include the submitter's name and contact details, be received within the submission period, and include a description of any aspects of that you object to and/or support. Please note that a copy of your submission will be provided to the MEDQ. The Cross River Rail Delivery Authority together with the MEDQ will consider all submissions received within the submission period and decide what amendments, if any, may be made to finalise the Roma Street Cross River Rail PDA development scheme and development charges and offset plan.

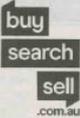
**CROSSRIVERRAIL**



**Make some pocket money**

Get cash for your old stuff at **Buy Search Sell.**





Call 13 11 13

**PROPOSAL TO UPGRADE TELSTRA MOBILE PHONE BASE STATION AT Griffith University, Nathan Campus, 170 Kessels Road NATHAN QLD 4111**  
[www.rfnsa.com.au/4111002](http://www.rfnsa.com.au/4111002)

The proposed facility above consists of the installation of 5G technology including the installation of three (3) new 5G antennae; the installation

Tenders, Quotes & Contracts



# Appendix 2 – Community engagement materials

Figure 2 – Overview of Roma Street Cross River Rail PDA

February 2021

## Roma Street Cross River Rail PDA

Proposed Development Scheme and Draft Development Charges and Offset Plan

**Cross River Rail (CRR)** is a 10.2km rail line from Dutton Park to Bowen Hills. It includes 5.9km of tunnel under the Brisbane River and CBD.

By unlocking the bottleneck at the core of the transport network, CRR will allow more trains to run more often to enable a turn-up-and-go transport system for South East Queensland.

This transformational project will improve our quality of life, help our economy keep growing, generate thousands of jobs and activate urban development.

### CRR Project and Priority Development Areas (PDAs)

CRR PDAs are parcels of land located around new CRR stations, identified for transit-oriented development to deliver significant community benefits. The Cross River Rail Delivery Authority works closely with a range of stakeholders to plan, assess and guide development within the CRR PDAs. This includes the preparation of development schemes.

### Roma Street CRR PDA

The Roma Street CRR PDA was declared on 13 December 2019. It is a 12 hectare extension of Brisbane's CBD, providing a gateway to jobs, tourism and recreation. The significant improvement in transport connectivity, made possible by the CRR Project, will generate urban renewal, public space and connectivity improvement opportunities. Development of the Roma Street CRR PDA will create new commercial and residential hubs in one of the city's most under-utilised areas.



#### What is a development scheme?

A development scheme is a regulatory planning document which assists with planning, carrying out, promoting, coordinating and controlling development in PDAs.

#### What is a development charges and offset plan (DCOP)?

A DCOP identifies infrastructure required to service a PDA, along with development charges and how these charges are calculated, levied and administered.

You can speak with the CRR Team at one of the following sessions:

- Wednesday 10 March – 4:00PM – 6:00PM\***  
Chez News Cafe 160 Roma St, Brisbane
- Saturday 13 March – 10:30AM – 12:30PM\***  
Flava Cafe 3 Parkland Boulevard, Brisbane
- Wednesday 17 March – 11:30AM – 1:30PM\***  
Experience Centre: Level 1, 151A Elizabeth Street, Brisbane

\*Subject to change due to COVID-19.

You can also contact the CRR Team by email [info@crossriverrail.qld.gov.au](mailto:info@crossriverrail.qld.gov.au) or call on 1800 010 875.

#### Make a submission

Submissions can be made online or by email or post. Visit the Cross River Rail website for further details. The Cross River Rail Delivery Authority invites submissions by:

- Thursday 1 April 2021
- On the Cross River Rail website: [crossriverrail.qld.gov.au/roma-dcv](http://crossriverrail.qld.gov.au/roma-dcv)
- or via email: [info@crossriverrail.qld.gov.au](mailto:info@crossriverrail.qld.gov.au)
- or mail: PO BOX 15476 Brisbane City East Qld 4002

1800 010 875  
[info@crossriverrail.qld.gov.au](mailto:info@crossriverrail.qld.gov.au)  
[crossriverrail.qld.gov.au](http://crossriverrail.qld.gov.au)

If you need an interpreter to assist you in understanding this document, please call the Translating and Interpreting Service (TIS National) on 131 450 and request to be transferred to Multicultural Affairs Queensland on 13 GOOV (13 74 66)





February 2021

## Roma Street Cross River Rail PDA

Proposed Development Scheme and Draft Development Charges and Offset Plan

### Have your say

Have your say on the Roma Street CRR PDA proposed development scheme and draft DCOP by making a submission between 18 February 2021 to 1 April 2021. The documents can be accessed at the CRR website, along with supporting information and further details on how to make a submission.

[crossriverrail.qld.gov.au/roma-dcv](http://crossriverrail.qld.gov.au/roma-dcv)

Printed copies of the documents are available at the Cross River Rail Experience Centre Level 1, 151A Elizabeth Street, Brisbane.



Let us know what you think

[crossriverrail.qld.gov.au/roma-dcv](http://crossriverrail.qld.gov.au/roma-dcv)

1800 010 875  
[info@crossriverrail.qld.gov.au](mailto:info@crossriverrail.qld.gov.au)  
[crossriverrail.qld.gov.au](http://crossriverrail.qld.gov.au)

If you need an interpreter to assist you in understanding this document, please call the Translating and Interpreting Service (TIS National) on 131 450 and request to be transferred to Multicultural Affairs Queensland on 13 GOOV (13 74 66)



Figure 3 – Submission process factsheet

February 2021

## Roma Street Cross River Rail PDA

Proposed Development Scheme and Draft Development Charges and Offset Plan

How to make a submission

This factsheet provides information on the submission process and on how to make a submission on the proposed development scheme and draft development charges and offset plan (DCOP) for the Roma Street Cross River Rail (CRR) Priority Development Area (PDA).



### The steps involved

The steps below outline the process of preparing and finalising the development scheme for the Roma Street CRR PDA.

Roma Street CRR PDA declared on 13 December 2019

Interim land use plan given effect for 18 months

Preparation of proposed development scheme + draft DCOP

Public notification of proposed development scheme + draft DCOP

Submissions review and finalisation of development scheme + DCOP

#### What is a development scheme?

A development scheme is a regulatory planning document which assists with planning, carrying out, promoting, coordinating and controlling development within PDAs.

#### What is a DCOP?

A DCOP identifies infrastructure required to service a PDA, along with development charges and how these charges are calculated, levied and administered.

#### The submission period

The proposed development scheme and draft DCOP are available for public comment between 18 February 2021 to 1 April 2021 (the submission period).

#### Who can make a submission and what should it contain?

Anyone can make a submission and it must:

- be in writing
- include the submitter's name and contact details
- be received during the submission period (18 February 2021 to 1 April 2021), and
- include a description of any aspects of the proposed development scheme and/or draft DCOP that you support and/or object to.

Submitters should state which of the two documents your comments relate to (e.g. the proposed development scheme, the draft DCOP, or both), and submissions should reference specific sections of the documents, where applicable.

1800 010 875  
[info@crossriverrail.qld.gov.au](mailto:info@crossriverrail.qld.gov.au)  
[crossriverrail.qld.gov.au](http://crossriverrail.qld.gov.au)

If you need an interpreter to assist you in understanding this document, please call the Translating and Interpreting Service (TIS National) on 131 450 and request to be transferred to Multicultural Affairs Queensland on 13 GOOV (13 74 66)





February 2021

## Roma Street Cross River Rail PDA

Proposed Development Scheme and Draft Development Charges and Offset Plan

### What happens after the submission period?

After the submission period has ended, the Cross River Rail Delivery Authority together with the Minister for Economic Development Queensland (MEDQ):

- will consider all submissions
- will prepare a submissions report, and
- may make amendments to finalise the documents.

If approved by the MEDQ:

- submitters will be notified in writing
- a notice will be placed in the Courier-Mail
- a submissions report will be made available online
- the development scheme and DCOP will take effect and be made available online.

### Making a submission

Have your say on the Roma Street CRR PDA proposed development scheme and draft DCOP by making a submission between 18 February 2021 to 1 April 2021. The documents, along with supporting information and further details on how to make a submission, are available on the CRR website. To assist with the preparation of submissions, the Cross River Rail Delivery Authority has prepared a standardised submission form which is also available at the CRR website.

[crossriverrail.qld.gov.au/roma-dcv](http://crossriverrail.qld.gov.au/roma-dcv)

Printed copies of the documents are available at the Cross River Rail Experience Centre Level 1, 151A Elizabeth Street, Brisbane.

You can speak with the CRR Team at one of the following sessions:

- Wednesday 10 March – 4:00PM – 6:00PM\***  
Chez News Cafe 160 Roma St, Brisbane
- Saturday 13 March – 10:30AM – 12:30PM\***  
Flava Cafe 3 Parkland Boulevard, Brisbane
- Wednesday 17 March – 11:30AM – 1:30PM\***  
Experience Centre: Level 1, 151A Elizabeth Street, Brisbane

\*Subject to change due to COVID-19.

You can also contact the CRR Team by email [info@crossriverrail.qld.gov.au](mailto:info@crossriverrail.qld.gov.au) or call on 1800 010 875.

#### Make a submission

Submissions can be made online or by email or post. Visit the Cross River Rail website for further details. The Cross River Rail Delivery Authority invites submissions by:

- Thursday 1 April 2021
- On the Cross River Rail website: [crossriverrail.qld.gov.au/roma-dcv](http://crossriverrail.qld.gov.au/roma-dcv)
- or via email: [info@crossriverrail.qld.gov.au](mailto:info@crossriverrail.qld.gov.au)
- or mail: PO BOX 15476 Brisbane City East Qld 4002

1800 010 875  
[info@crossriverrail.qld.gov.au](mailto:info@crossriverrail.qld.gov.au)  
[crossriverrail.qld.gov.au](http://crossriverrail.qld.gov.au)

If you need an interpreter to assist you in understanding this document, please call the Translating and Interpreting Service (TIS National) on 131 450 and request to be transferred to Multicultural Affairs Queensland on 13 GOOV (13 74 66)



Figure 4 – Development scheme FAQs – screenshot (obtained from <https://crossriversrail.qld.gov.au/planning-environment/priority-development-areas/roma-street-cross-river-rail-pda/>)

## Roma Street Development Scheme - FAQs [Return to top](#)

**What is a development scheme?** -

A development scheme is a statutory instrument created under the *Economic Development Act 2012* (ED Act). In short, a development scheme regulates development within a PDA for intended purposes aligned with the ED Act.

In the Roma Street Cross River Rail (CRR) Priority Development Area (PDA) context, the proposed development scheme has been developed to coordinate the renewal and repurposing of large government land holdings and assets surrounding the Roma Street Cross River Rail station for economic development and development for community purposes.

PDA development applications within the Roma Street CRR PDA will be assessed against the development scheme, once finalised.

<b>What is a proposed development scheme?</b>	+
<b>What are the key elements of the proposed development scheme for the Roma Street CRR PDA?</b>	+
<b>How does the proposed development scheme relate to the current Interim Land Use Plan?</b>	+
<b>Who is responsible for assessing PDA development applications within the Roma Street CRR PDA?</b>	+
<b>How does the proposed development scheme relate to the Brisbane City Plan 2014?</b>	+
<b>Who was consulted when preparing the proposed development scheme?</b>	+
<b>How do I comment on the proposed development scheme?</b>	+
<b>What is a Development Charges and Offset Plan (DCOP)?</b>	+
<b>What is 'trunk' infrastructure?</b>	+
<b>Who will provide infrastructure to service the Roma Street CRR PDA?</b>	+
<b>How do offsets work?</b>	+
<b>How do development charges work?</b>	+
<b>How was the DCOP development charges framework determined?</b>	+

# Appendix 3 – Submission form

Figure 5 – Submissions form pages




Cross River Rail Delivery Authority  
Roma Street Cross River Rail Priority Development Area  
Proposed development scheme and Draft development charges and offsets plan  
Submission form

## Roma Street Cross River Rail Priority Development Area Proposed Development Scheme and draft Development Charges and Offset Plan Submission form

---

A submission must:

- be in writing
- include the submitter's name and contact details
- be received during the submission period, from 18 February 2021 to 1 April 2021
- include a description of any aspects of the Proposed Development Scheme and/or Draft Development Charges and Offset Plan that you support and/or object to.

Providing the above information will ensure your views are considered. To assist with the preparation of submissions, the Cross River Rail Delivery Authority has prepared this submission form, which can be made via email or downloaded and submitted via post.

---

### 1. Submitter Details

Note: Fields marked \*\* must be provided

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

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

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

---

### 2. Level of support

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

<b>Proposed Development Scheme</b>	Support <input type="checkbox"/> Support with changes <input type="checkbox"/> Neutral <input type="checkbox"/> Do not support <input type="checkbox"/>
<b>Draft Development Charges and Offset Plan</b>	Support <input type="checkbox"/> Support with changes <input type="checkbox"/> Neutral <input type="checkbox"/> Do not support <input type="checkbox"/>

---

### 3. Comments about the Proposed Development Scheme

**Please include:**

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

1
2






Cross River Rail Delivery Authority  
Roma Street Cross River Rail Priority Development Area  
Proposed development scheme and Draft development charges and offsets plan  
Submission form

## Roma Street Cross River Rail Priority Development Area Proposed Development Scheme and draft Development Charges and Offset Plan Submission form

---

### 4. Comments about the Draft Development Charges and Offset Plan

**Please include:**

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

Thank you for your feedback.

---

**Submit your form electronically [here](#) or;**

	via email to <a href="mailto:info@crossriversrail.qld.gov.au">info@crossriversrail.qld.gov.au</a> <small>(Using the following subject heading: Proposed Roma Street Development Scheme and Draft DCOF Submission)</small>
	via post – please address your letter, or completed submission form to: Chief Executive Officer Attn: Precincts, Planning and Assessment Team Cross River Rail Delivery Authority PO Box 15476, Brisbane City East QLD, 4002

3



# Appendix 4 – Social media posts

Figure 6 – Facebook posts

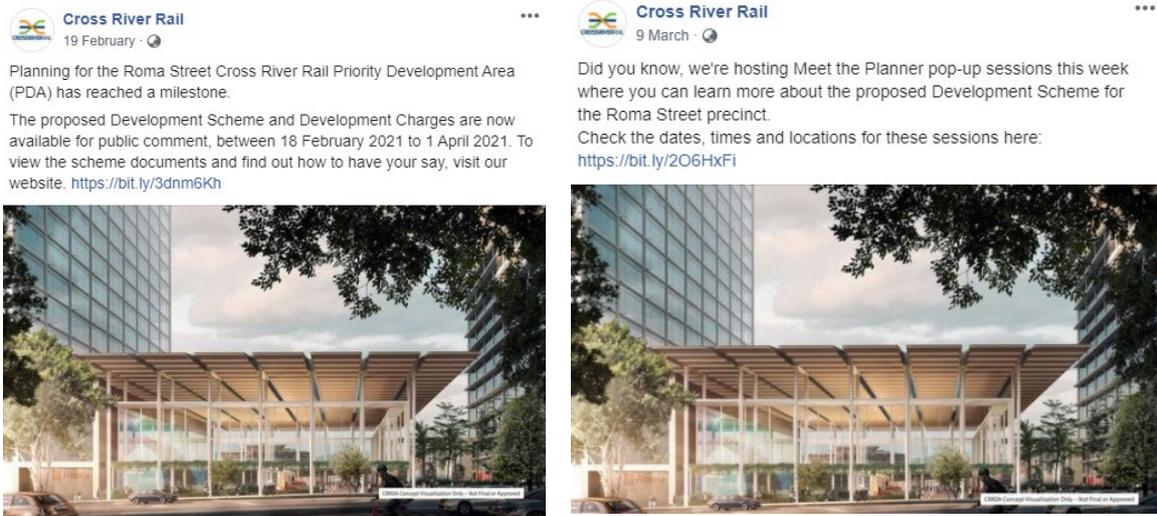


Figure 7 – Twitter post



## Appendix 5 – Dogooder.co automated proforma email text

*Proforma email - version 1 standard wording*

I'm one of 27,000+ people who signed the Save Roma St Parklands petition (<https://www.change.org/p/save-roma-st-parklands>).

I did this because our cities need more green space, not less. More tourists, not more apartments. Stronger, healthier, more engaged communities.

Please raise your voice on my behalf and on the collective behalf of our children and futures. Please call on the Premier, Anastacia Palaszczuk MP and her Government, to permanently protect the area and operations of Roma St Parklands forever. Create a legacy for all Queenslanders by providing formal tenure security to the Parklands over all its operations and allow it to enhance them with certainty.

I understand that this also counts as a formal submission to the Cross River Rail in respect of the draft development scheme. **I call for the following changes to that scheme:**

- **Spring Hill Corner, BBQ lawns, café etc: Create a new “Sub-Area 1” that replaces the existing areas of Sub-Area 1 and Precinct 2 to the north of Parkland Boulevard. This area should have its own design scheme that enhances Parkland and visitor amenity (not train station focused). The preferred land uses for this area should be Park (including ancillary administrative and other supporting uses associated with Roma St Parklands).**
- **Rainforest, greenhouse area etc: Change the purposes of Sub-area 3 of Precinct 3. The preferred land uses for this area should be: Park (including ancillary maintenance, administrative and other supporting uses associated with Roma St Parklands).**

These simple fixes put the Park first in the scheme and will create an enduring legacy from the Premier for all Queenslanders. Please, let's not forget the lessons COVID taught us about what's important in life. The community does not want Cross River Rail's development scheme to trade green space for developer concrete.

I'm one of 30,000+ people who have signed the Save Roma St Parklands petition (<https://www.change.org/p/save-roma-st-parklands>).

I am pleased to learn that my voice is starting to count with the Government. But I am sending this to ask for change – not just to be heard.

The development scheme and the PDA around Roma St is a blueprint for the future. It does not yet secure the parkland and community space our future needs.

The PDA and development scheme must not create an option for private development such as apartments in the areas of the PDA that are best suited to, and already operated by, Roma Street Parklands. These areas need to be for green, open space. By all means bring more residents, more tourists and more businesses into the rest of the PDA area. But we also need to protect and secure proper, long term parkland for those new residents, tourists and workers. Publicly accessible plaza spaces around train stations are not the answer – 16 Hectares at Roma St Parklands is!

Please raise your voice on my behalf and on the collective behalf of our children and futures. Please change the draft development scheme to permanently protect the full area and operations of Roma St Parklands forever. Create a legacy for all Queenslanders by providing formal tenure security to the Parklands over all its operations and allow it to enhance them with certainty for the whole community to access and enjoy.

I understand that this also counts as a formal submission to the Cross River Rail in respect of the draft development scheme. **I call for the following changes to the scheme:**

- **Create a new “Sub-Area” that covers the current footprint of the park areas in Sub-Area 1 and Precinct 2 including the café, Spring Hill Corner and links to Wickham Terrace north of Parkland Boulevard.** This area should have its own design scheme that enhances Parkland and visitor amenity. **The preferred land uses for this area should be Park (including ancillary administrative and other supporting uses associated with Roma St Parklands).**
- **Remove the preferred land use purposes in Sub-area 3 of Precinct 3 that support private development and limit the preferred land uses in Sub-Area 3 to parkland and true community uses (e.g. nature-based tourism).**

These simple fixes put the Park first in the scheme and will create an enduring legacy for all Queenslanders.

## Appendix 6 – Change.org petition

Figure 8 - Change.org petition screenshot (obtained 9 June 2021 from <https://www.change.org/p/save-roma-st-parklands> with redaction added)

**change.org** Start a petition My petitions Browse Contributions Log in

Petition details Comments Updates

# Save Roma St Parklands



**33,736 have signed.** Let's get to 35,000!

**At 35,000 signatures,** this petition becomes one of the **top signed on Change.org!**

Names redacted, noting all signatories are available on Change.org website

First name

Last name

Email

Brisbane, 4000 Australia

Please share my name and email address with Save Parklands, so that I can receive updates on this campaign and others.

Display my name and comment on this petition

**Sign this petition**

By signing, you accept Change.org's [Terms of Service](#) and [Privacy Policy](#), and agree to receive occasional emails about campaigns on Change.org. You can unsubscribe at any time.

**Save Parklands** started this petition to **Mark Bailey MP (Minister for Cross River Rail)** and **5 others**

**HELP! Roma Street Parklands is under threat. 1/3 of its area (32%), is proposed to be redeveloped into apartments.** More concrete, more heat, more traffic. Less trees, less wildlife, less tourists, degraded and debased COVID sanctuaries. A poorer community in body, mind and spirit.

**WHAT DO WE WANT? We call on the Premier, Annastacia Palaszczuk MP, to permanently protect the area and operations of Roma St Parklands for the future. The community does not want Cross River Rail's development scheme to trade green space for developer concrete.**