

# Herston Quarter Priority Development Area Submissions Report

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# 1. Introduction

The Herston Quarter Priority Development Area (PDA) was declared on 18 November 2016.

The public notification and submission period for Herston Quarter PDA Proposed Development Scheme was from 7 August to 18 September 2017.

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

## 2. Overview of public notification process

### 2.1 Community engagement

Public notification (the submission period) for Herston Quarter PDA Proposed Development Scheme was 7 August to 18 September 2017. During the public notification period the MEDQ, undertook the following community engagement initiatives:

- A dedicated Department of Infrastructure, Local Government and Planning (DILGP) 'Have Your Say' webpage for the Herston Quarter PDA providing the opportunity for the community and other stakeholders to ask questions and receive responses in a public forum.
- A dedicated web page for the Herston Quarter PDA on the DILGP website.
- A community newsletter delivered to over 1400 residents in the Herston and Kelvin Grove area.
- Two drop-in community information sessions:
  - 19 August 2017 at the Institute for Learning Professionals, Gould Street, Herston
  - 29 August 2017 at the Royal Brisbane and Womens' Hospital.
- Meetings with the Herston Quarter Residents Action Group and other key stakeholders including the Herston Health Precinct Integration Committee.
- Public notice in The Courier Mail.
- Public notice in the government gazette.
- Advertisements in local newspapers circulating the region.

The MEDQ also met with a number of stakeholders during the submission period to explain relevant aspects of the development scheme and advise of the submission process including the Herston Quarter Residents Action Group and Herston Health Precinct Integration Committee which represents the interests of all stakeholders in the Herston Health Precinct including:

- Royal Brisbane and Women's Hospital
- QIMR Berghofer
- Metro North Hospital and Health Services
- University of Queensland
- Queensland University of Technology
- Queensland Institute of
- Ronald McDonald House South East Queensland.

Over the public notification period:

- the EDQ website and 'Have your say' web page received more than 1000 visits
- the proposed development scheme document was also downloaded 380 times
- approximately 70 people attended the community information sessions.

### 2.2 Submission registration and review process

Submissions were received by post, email and via DILGP's Have Your Say online submission page. Once a submission was received, they were registered and reviewed.

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

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

Steps	Action/detail
1. Registration of submissions	Submissions were registered and given a submission number.
2. Classification of submissions	Submissions were classified by number and section relevant to the development scheme.
3. Summarising submission issues	<p>Each submission was read and the different matters raised were entered into the submissions database under headings based on the sections of the development scheme.</p> <p>Each submission often covered a number of topics; therefore allowance was made for the same or similar comments being raised in a number of submissions. This included receipt of multiple submissions with similar views on a particular topic or submissions having different views on the same topic. For this reason, comments across submissions on particular topics were identified and these comments were summarised under common headings based on the sections of the development scheme in the submissions report.</p>
4. Evaluation and responses to issues	<p>Once all comments were summarised, they were assessed and responses were prepared.</p> <p>Relevant changes to the development scheme were identified.</p> <p>In evaluating submissions, allowance was made for the same or similar comments being raised in different submissions. For this reason, assessment of comments and resulting development scheme changes were made in relation to sections of the development scheme rather than on submission by submission basis.</p>
5. Submissions report	<p>The submissions report was prepared which collates steps 3 and 4 above, providing a summary of the submissions considered, information about the merits of the submissions, recommendations on amendments to the proposed development scheme to reflect submissions and amendments to the proposed development scheme.</p> <p>To facilitate presentation and review of issues, issues were summarised.</p>
6. MEDQ approval	The final submissions report and development scheme were submitted to the MEDQ for review and approval.
7. Governor in Council approval and adoption of development scheme and notice to submitters.	After the MEDQ approved the submissions report and development scheme, the <i>Economic Development Regulation 2013</i> was amended by the Governor in Council to give effect to the Herston Quarter PDA Development Scheme, which superseded the Interim Land Use Plan.

	<p>As soon as practicable after the development scheme took effect, the MEDQ published the development scheme and submissions report on the department's website, and both were available on the council's website. The MEDQ also published – in at least one newspaper circulating in the local area – a notice stating the development scheme had been approved and it was available to be inspected on the department's website, along with the submissions report.</p> <p>In addition, the MEDQ notified Brisbane City Council, and those who made a submission and provided a residential/business address or email, that the development scheme had been approved and was available to be inspected.</p>
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## 3. Overview of submissions

### 3.1 Submission numbers

A total of 86 submissions were received during the submission period. One submission was received after the submission period had closed.

### 3.2 Submitter location

The origin of submitters and survey respondents is shown in table 2 where residential addresses were provided. Almost 50 per cent of the submissions were from residents within Herston with the majority of the remainder from within the Brisbane City Council local government area.

**Table 2: Breakdown of submission by submitter location**

Location	Number of respondents
Within Herston	42
Within the Brisbane City Council local government area	39
Within South East Queensland	5
Outside South East Queensland	1
Location not specified	0
<b>Total submissions</b>	<b>87</b>

### 3.3 Submission method

There were three different methods of receiving submissions – post, email and online via the Department of Infrastructure, Local Government and Planning (DILGP) Have your say website. 46 per cent of the submissions were received by post and 40 per cent received via email. Only 14 per cent of submissions were received via the Have your say web page. Table 3 below provides a breakdown by submission method.

**Table 3: Breakdown of submissions by submission method**

Method of submission	Number of submissions received
Post	40
Email	35
Online submission	12
<b>Total submissions</b>	<b>87</b>

### 3.4 Submission type

Two thirds of the submissions (66 per cent) received were pro forma with a small number received from community, not-for-profit or commercial organisations (5 per cent) and the balance from private individuals (29 per cent). Table 4 below breaks down the type of submission.

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

Type of submission	Number of submissions received
Private individual	25
Pro forma	57
Organisation	5
<b>Total submissions</b>	<b>87</b>

### **3.5 Overarching areas of support**

Submitters raised a range of different opinions on different matters. Below is a summary of the overarching areas of support identified during the consultation period:

- for providing additional health and research facilities in Brisbane
- for conserving and adaptively re-using heritage buildings
- for improving movement and safety for pedestrians, cyclists and vehicles
- for providing for exemplary urban design of proposed buildings and open space.

### **3.6 Overarching areas of concern**

Submitters raised a range of different opinions on different matters. Below is a summary of the overarching areas of concern identified during the consultation period:

- building heights
- amenity impacts of a proposed parking station
- lack of prior consultation
- stormwater and flooding impacts on the existing Butterfield Street access
- impacts of traffic and car parking including on neighbouring streets
- under allowance for retail uses
- residential uses on land previously allocated for health care services.

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

### 4.1 Vision and structural elements

Matter #	Summary of issue/comment	Response	Amendment Y/N
<b>Vision</b>			
1	Suggest removing residential uses from the vision.	<p>The term 'residential' encompasses several different uses including residential apartments, student accommodation and retirement living which are all envisioned in different parts of the PDA. The specific types of residential uses preferred for each precinct are detailed in the precinct provisions. For example, residential apartments are only preferred in Precinct 2.</p> <p>The vision outlines that the emphasis for the PDA is on health-related uses along with a mix of other uses that support this outcome. This includes residential, commercial and retail uses. Co-locating residential uses that accommodate students and workers with health and knowledge employment centres like the Herston Quarter PDA can help facilitate efficient access to employment and education, optimise the use of infrastructure invested in the PDA and surrounding area and increase the overall vibrancy, safety and activation of the precinct, including outside of work hours, and promote broader economic development. Additionally, locating residential development within walking distance of high frequency public transport such as the busway (and future Brisbane Metro) stations is supported by both Brisbane City Council and Queensland Government planning policies.</p> <p>These are fundamental planning outcomes sought for development in the PDA and on this basis, residential development is considered appropriate.</p>	<b>N</b>

2	Support the improved connectivity, permeability, safety and accessibility within the PDA for pedestrians, cyclists and vehicles, including convenient access to active transport routes.	Support noted.	N
3	Suggest the development take a holistic view to ensure a village-feel and outcomes are beneficial to residents, landowners and Queensland generally, while considering an integrated plan properly linked to nearby facilities such as Victoria Park, Enoggera Creek and Ballymore.	<p>Development in the PDA will provide a range of benefits to the local community and Queensland generally including:</p> <ul style="list-style-type: none"> <li>• delivery of a new public Specialist Rehabilitation and Ambulatory Care Centre (SRACC)</li> <li>• refurbishment of significant underutilised heritage buildings to ensure their ongoing preservation and use</li> <li>• providing the opportunity for a mixed-use urban village outcome in the PDA with residential, care and health uses mixed with increased retail and commercial activity including restaurants, shops and cafes</li> <li>• new child care services for hospital staff and the local community</li> <li>• a range of housing options to enable elderly local residents to remain in their community</li> <li>• improved permeability within the PDA to provide better integration with the surrounding area.</li> </ul> <p>Economic Development Queensland (EDQ) has consulted with Brisbane City Council during the drafting of the development scheme to ensure broader connectivity and network issues were considered in the process. Some of the more localised network integration aspects are represented in the Structural elements plan in the development scheme such as established cycling and pedestrian networks. EDQ will continue to work with Council to understand any broader integration issues throughout the development application process.</p> <p>On the finalisation of the development scheme, a letter was sent to the Lord Mayor of Brisbane City Council to advise him of matters raised by the community that pertained to areas outside of the PDA. This includes further consideration of integration and connectivity between the PDA, Victoria Park and Ballymore.</p>	N

4	Suggest extending the scope of the vision to encompass preservation of the amenity and character of the adjoining residential area and refer to measures related to control of traffic speed and volume.	<p>The development scheme is limited to managing development that is located within the PDA. EDQ also has no jurisdiction to manage traffic speeds. However, an important aspect of the Vision is to improve integration between the PDA and the surrounding area and these matters are already reflected in the structural elements plan and the PDA wide criteria which:</p> <ul style="list-style-type: none"> <li>• seek to respect the relationship between new development in the PDA and existing residential development outside the PDA</li> <li>• ensure the safety and operation of the public road and active transport outside of the PDA is not adversely impacted</li> <li>• provide for car parking to meet the functional requirements of the PDA</li> <li>• provide for street network improvements to the internal and external to the PDA.</li> </ul>	<b>N</b>
5	Suggest including an additional reference to providing opportunities for pedestrian access and new linkage to parkland along Enoggera Creek along a common alignment with future stormwater relief pipes identified in Brisbane City Council's draft Local Government Infrastructure Plan.	<p>It is acknowledged that development outside a PDA can be conditioned on a development approval or form part of an infrastructure agreement where impacts are directly related to development in a PDA. However, the jurisdiction of EDQ and the development scheme does not extend to the delivery and general management of the public realm network outside the PDA including provision of a new connection to Enoggera Creek. Brisbane City Council is the relevant authority for these matters. On the finalisation of the development scheme, a letter was sent to the Lord Mayor of Brisbane City Council to advise of matters raised by the community that pertain to areas outside of the PDA. This includes further consideration of a new linkage to parkland along Enoggera Creek.</p>	<b>N</b>
6	Suggest the vision makes reference to the Brisbane Metro project and the need to integrate with and leverage off new investments in transport infrastructure.	<p>It is recognised that the Brisbane Metro is an important project as part of the joint Queensland Government and Brisbane City Council Connecting Brisbane strategy. However, it is not considered appropriate to directly reference Brisbane Metro as it is an unfunded project that is still in the planning stage and subject to approvals. To ensure longevity of the development scheme and allow for current and future changes to the infrastructure nomenclature, a minor amendment has been made to remove reference to 'Herston and RBWH busway stations' and replace with 'Herston and RBWH stations'.</p>	<b>Y</b>
7	Support for the emphasis of the development scheme on health-related uses which are consistent with the existing zone and community expectations for the site.	Support noted.	<b>N</b>

8	Support for student accommodation, retirement living and aged-care uses in the PDA as this is considered a citywide need.	Support noted.	N
9	Suggest that a multi-storey residential building is inconsistent with the vision.	<p>The provision of a residential building is not inconsistent with the vision for the PDA. The vision outlines that the emphasis for the PDA is on health-related uses along with a mix of other uses that support this outcome. This includes residential, commercial and retail uses. The term 'residential' encompasses several different uses including residential apartments, student accommodation and retirement living which are all envisioned in different parts of the PDA. The specific types of residential uses anticipated for each precinct are detailed in the precinct provisions. For example, residential apartments are only preferred in Precinct 2.</p> <p>Co-locating residential uses that accommodate students and workers with health and knowledge employment centres like the Herston Quarter PDA can help facilitate efficient access to employment and education, optimise the use of infrastructure invested in the PDA and surrounding area and increase the overall vibrancy, safety and activation of the precinct, including outside of work hours, and promote broader economic development. Additionally, locating residential development within walking distance of high frequency public transport such as the busway (and future Brisbane Metro) stations is supported by both Brisbane City Council and Queensland Government planning policies.</p> <p>These are fundamental planning outcomes sought for development in the PDA and on this basis, residential development is considered appropriate.</p>	N
10	General support for a vibrant and highly active mixed-use site with a balance of medical, research, community, commercial, retail, recreational and residential uses.	Support noted.	N
<b>Structural elements plan</b>			
11	Suggest significant view icons are added to the structural elements plan to support the preservation of significant views to the Lady Lamington buildings from Bowen Bridge Road.	The development scheme establishes the overarching planning framework for the PDA. The structural elements plan is a spatial representation of the highest-order physical elements that are critical to achieve the vision for the PDA. The revitalisation, conservation and adaptive re-use of the heritage places is of primary importance and forms a key component of the vision for	N

		the PDA. As a result, the heritage buildings as articulated in the 'Brisbane General Hospital Precinct' citation on the Queensland heritage register are shown on the plan. Although visibility from the surrounding suburbs is acknowledged in this citation, any specific views from Bowen Bridge Road are not articulated. To be consistent with the citation, it is not considered necessary to show the retention of this specific view on a plan. However, the PDA-wide criteria require that views to and from heritage places are considered during development assessment.	
12	Suggest that the structural elements plan clarify the number of access points to the proposed 9-storey car parking station in Precinct 4. Singular access to this car park from Butterfield Street is inadequate and is not supported.	Partially supported. The development scheme establishes the overarching planning framework for the PDA. The structural elements plan is a spatial representation of the highest-order physical elements that are critical to achieve the vision for the PDA. On this basis, it is not considered appropriate to show specific driveways and car park access points in this plan. However, the intention to provide a second access to the parking station in Precinct 4 from the south has been clarified through the addition of a relevant provision in section 2.5.4.	Y
13	<ul style="list-style-type: none"> <li>• Suggest the following amendments to the Structural elements plan:</li> <li>• Revise the PDA boundary to include additional land at Butterfield Street and Garrick Terrace ('Precinct 5 – Gateway North').</li> <li>• Relocate the car parking station to either: (a) the existing car parking station location at Bramston Terrace; or (b) an alternative location within the PDA accessible from an arterial or district road.</li> <li>• If the car parking station is not relocated, include provision for vehicle access to Bramston Terrace and/or Bowen Bridge Road.</li> <li>• Identify vehicle access points to the PDA from Herston Road and/or Bramston Terrace</li> </ul>	<p>Under the provisions of the <i>Economic Development Act 2012</i> there is no ability to extend a PDA boundary. Declaration of a new PDA would be required.</p> <p>This parking station location is considered the most appropriate location in the PDA to:</p> <ul style="list-style-type: none"> <li>• allow for the scale of facility required to support the ongoing operational requirements of the RBWH and the redevelopment in the PDA</li> <li>• maximise connectivity to the RBWH</li> <li>• minimise the physical impact by locating the facility adjacent to the existing cliff face in Precinct 4</li> <li>• provide maximum parking options in this vicinity to limit the demand for parking on surrounding streets including Butterfield Street and Garrick Terrace</li> <li>• provide a logical, legible and accessible parking option on the periphery of the Herston Health Precinct.</li> </ul> <p>The development scheme establishes the overarching planning framework for the PDA. The structural elements plan is a spatial representation of the highest-order physical elements that are critical to achieve the vision for the</p>	Y

	<ul style="list-style-type: none"> <li>• Include provision for public vehicle access from Bowen Bridge Road to the PDA along Central Drive.</li> <li>• Relocate the primary cycle network from Central Drive to Herston Road and Bowen Bridge Road.</li> <li>• Include provision for local area traffic management for Butterfield Street (west of the roundabout).</li> <li>• Include provision for a pedestrian connection to Enoggera Creek.</li> <li>• Provide a key public space in Precinct 4.</li> </ul>	<p>PDA. On this basis, it is not considered appropriate to show specific driveways and car park access points in this plan. However, the intention to provide a second access to the parking station in Precinct 4 from the south has been clarified through the addition of a relevant provision in section 2.5.4. This will provide access to Bramston Terrace.</p> <p>The structural elements plan acknowledges the function of Central Drive as part of the broader internal vehicular network to Bowen Bridge Road. However, using Central Drive to provide increased general vehicular access to the PDA is not supported. Central Drive serves an important function as the primary access to the RBWH for emergency vehicles. The emergency vehicle access function must retain primacy over other traffic and access matters.</p> <p>The cycle route between Bramston Terrace, Bowen Bridge Road and the RBWH Cycle Centre is acknowledged as an important connection. The Structural elements plan has been amended to identify this connection as part of the primary cycle network. The cycle access through the PDA and along Central Drive is also considered important and has been maintained in the development scheme.</p> <p>It is acknowledged that development outside a PDA can be conditioned on a development approval or form part of an infrastructure agreement where impacts are directly related to development in a PDA, for example an intersection upgrade. However, the jurisdiction of EDQ and the development scheme does not extend to the general management of the public realm and local road network outside the PDA including the planned hierarchy of adjacent roads, relevant local area traffic management programs including traffic calming and speed limits. Brisbane City Council is the relevant authority for these matters. On the finalisation of the development scheme, a letter was sent to the Lord Mayor of Brisbane City Council to advise of matters raised by the community that pertain to areas outside of the PDA. This includes further consideration of the form and function of Butterfield Street west of the Garrick Terrace intersection and a connection to Enoggera Creek.</p>	
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		While not indicated on the precinct plan, the provisions provide that only 50% of Precinct 4 will be occupied by buildings. Due to the significant topographical constraints in this precinct, it is not considered the most appropriate location in the PDA for a key public space. However, the PDA-wide criteria and precinct provisions articulate the public realm outcomes for this location. However, to emphasise the importance of delivering good quality public realm outcomes in Precinct 4 especially in light of the challenging topography, a new precinct provision has been added to this effect.	
<b>14</b>	Suggest the existing east-west cycle route between Bramston Terrace, Bowen Bridge Road and the RBWH Cycle Centre is an important connection which should be acknowledged, maintained and improved and identified on the Structural elements plan.	The route between Bramston Terrace, Bowen Bridge Road and the RBWH Cycle Centre is acknowledged as an important connection. The Structural elements plan has been amended to identify this connection as part of the primary cycle network.	<b>Y</b>
<b>15</b>	Suggest the Structural elements plan and legend should show the secondary pedestrian connections that are shown in the precinct plans.	The Structural elements plan outlines the highest-order physical elements that are critical to achieve the vision. It is acknowledged that the secondary pedestrian connections form an important part of the overall pedestrian network in the PDA but are subordinate to the primary pedestrian connections. On this basis, their inclusion on the plan is not supported.	<b>N</b>
<b>16</b>	Concern that the north-south pedestrian connections are not as strong as the east-west links and should be strengthened in the Structural elements plan.	It is acknowledged that the north-south connection, particularly from Bramston Terrace to Butterfield Street is an important part of the pedestrian network. The Structural elements plan identifies the primary pedestrian connections. This connection is seen as a secondary pedestrian connection. On this basis, the Precinct 4 plan has been amended to include a new secondary pedestrian connection to connect Precinct 3 and the north-eastern section of Precinct 4.	<b>Y</b>
<b>17</b>	Concern about the scale of development and future expansion of the hospital being impeded by mixed use development.	Metro North Hospital and Health Service has been consulted throughout the preparation of the development scheme to ensure future expansion of the hospital will not be impeded by future mixed-use development.	<b>N</b>

## 4.2 PDA-wide criteria

Matter #	Summary of issue/comment	Response	Amendment Y/N
<b>PDA-wide criteria</b> Land use, built form and heritage			
18	Suggest that development is sited, designed and limited in height, bulk and scale in order to protect and retain heritage views and vistas from Bowen Bridge Road to the Lady Lamington towers.	<p>The development scheme aims to balance a number of competing objectives. However, the revitalisation, conservation and adaptive re-use of the heritage places is of primary importance and forms a key component of the vision for the PDA. Although visibility from the surrounding suburbs is acknowledged in the 'Brisbane General Hospital Precinct' citation on the Queensland heritage register, any specific views from Bowen Bridge Road to the Lady Lamington towers are not articulated. To be consistent with the citation, it is not considered necessary to reference this specific view in the PDA-wide criteria. However, the PDA-wide criteria include provisions that ensure development:</p> <ul style="list-style-type: none"> <li>• considers views to and from heritage places</li> <li>• strengthens the physical and visual links to the heritage places including framing of heritage vistas along Herston Road and Bramston Terrace</li> <li>• manages impacts from height, bulk and scale.</li> </ul> <p>These will need to be addressed by any future applicant for development in the PDA and considered by EDQ during development assessment.</p>	N
19	Suggest amendments are made to ensure development: <ul style="list-style-type: none"> <li>• is designed and sited to minimise adverse impacts on the amenity and privacy of residences outside of the PDA;</li> <li>• takes into serious account existing residential development outside of the</li> </ul>	<p>The development scheme includes a range of provisions that directly address privacy and other amenity impacts. These provisions require development to respect the relationship between new buildings in the PDA and existing residential buildings outside the PDA including:</p> <ul style="list-style-type: none"> <li>• avoiding blank walls facing public realm</li> <li>• varied building form and articulation of buildings to break up the building bulk and provide visual relief and improve the aesthetic appeal of the building</li> </ul>	Y

	<p>PDA, particularly in relation to height, bulk, massing, scale, local character and privacy in the way new development is designed and delivered;</p> <ul style="list-style-type: none"> <li>• provides a sensitive transition to residences outside of the PDA including built form height transitions, generous boundary setbacks;</li> <li>• manages the interface with residences outside of the PDA;</li> <li>• addresses access to, and the impacts of, winds, including: <ul style="list-style-type: none"> <li>○ access to breezes for existing residents bordering the hospital site, particularly cooling breezes from the north-east and south-east in summer;</li> <li>○ wind tunnel effects of high rise buildings and unlimited wall lengths (consider interactions with hospital cliff face and interaction with character buildings outside of the PDA built long before current building standards);</li> </ul> </li> <li>• addresses urban heat load effect on residential buildings bordering the hospital site, built long before current building standards;</li> <li>• reflects the amenity, form and character of the surrounding area, including residences outside of the PDA;</li> <li>• provides a ridgeline consistent with that of residences outside of the PDA;</li> </ul>	<ul style="list-style-type: none"> <li>• prescribed wall lengths for non-health buildings and the parking station</li> <li>• landscaped rooftops to reduce the urban heat island effect</li> <li>• consideration of landscape buffers and deep planting</li> <li>• appropriate building orientation and separation including setbacks to the nearest building to reduce overshadowing and allow light penetration and air circulation</li> <li>• orientation of windows of habitable rooms away from adjacent buildings</li> <li>• general consideration of height and scale in the broader urban context.</li> </ul> <p>The proposed development scheme provided that the public realm responds to the local climate by providing appropriate orientation and location to maximise natural cooling breezes. The built form provision in the PDA-wide criteria regarding the relationship to buildings outside of the PDA has been amended to also consider climatic impacts including access to prevailing breezes.</p>	
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	<ul style="list-style-type: none"> <li>reduces the height and increases the setbacks of proposed development near sensitive residential land uses.</li> </ul>		
<b>20</b>	Supports the conservation and adaptive re-use of buildings on the heritage place that ensure cultural heritage values contribute to the identity of the precinct.	Support noted.	<b>N</b>
<b>21</b>	Supports the provision of a welcoming, activated, legible, permeable and pedestrian-friendly environment that acknowledges the important central movement function of the precinct.	Support noted.	<b>N</b>
<b>22</b>	Suggest an amendment to also include reference to development avoiding the unreasonable prejudice of opportunities for development of adjoining land under separate ownership that is external to the PDA, as well as land within the PDA.	The policy intent of this provision is to ensure one particular building or development in the PDA does not compromise the ability to develop other land in the PDA. For example, one building should not use the entire building footprint coverage permitted in a specific precinct as this would prejudice the opportunity to develop other buildings in the precinct. A range of other provisions to manage amenity impacts on neighbouring properties are included in the development scheme.	<b>N</b>
<b>23</b>	Suggest including an additional dot point for built form outcomes that provide design measures to mitigate the impacts of smoking on or directly adjacent to the PDA.	This is not a development-related matter and cannot be addressed by the development scheme.	<b>N</b>
<b>24</b>	Suggest an amendment to also include a reference to Bowen Bridge Road with respect to strengthening the physical and visual link from the edges of the PDA to the heritage place on the ridgeline, and framing heritage vistas from strategic locations to preserve view from the north and ensure the proposed 15 storey building does not impede those views.	<p>The revitalisation, conservation and adaptive re-use of the heritage places is of primary importance and forms a key component of the vision for the PDA. Although visibility is acknowledged in the 'Brisbane General Hospital Precinct' citation on the Queensland heritage register, any specific views from Bowen Bridge Road to the Lady Lamington towers are not articulated. To be consistent with the citation, it is not considered necessary to reference this specific view in the PDA-wide criteria. However, the PDA-wide criteria include provisions that ensure development:</p> <ul style="list-style-type: none"> <li>considers views to and from heritage places</li> <li>strengthens the physical and visual links to the heritage places, including framing of heritage vistas along Herston Road and Bramston Terrace</li> </ul>	<b>N</b>

		<ul style="list-style-type: none"> <li>manages impacts from height, bulk and scale.</li> </ul> <p>These will need to be addressed by any future applicant for development in the PDA and considered by EDQ during development assessment.</p>	
25	Suggest an amendment to also include height as an element to be considered to minimise the impacts of new development on residential amenity and privacy.	As building heights vary across the PDA, and not all precincts adjoin existing residential areas this is a matter more appropriately dealt with in the precinct provisions.	N
26	Support for the promotion of high-quality built form outcomes included in the PDA-wide criteria which generally reflect City Plan provisions and guidelines set out in Council's New World City Design Guide -Buildings that Breathe.	Support noted.	N
27	Suggest an amendment regarding communal open spaces to include reference to 'a cohesive network' of areas and linkage to 'key open spaces and public realm elements of the adjacent Herston Health Precinct'. It is contended that it should not be mandatory to provide landscaped rooftops and podiums to all buildings due to the varied nature of the buildings and limited rooftop accessibility.	The intent of this provision is to ensure provision of private open space in each development as well as public open space. This is particularly applicable to residential development. This could include landscaped rooftops and podiums. To clarify the policy intent, the word 'private' has been included. Public open space requirements are dealt with in other criteria.	Y
<b>PDA-wide criteria</b>			
<b>Street and movement network</b>			
28	Support for the management plan that considers parking arrangements during construction to ensure existing staff or visitor parking in the Herston Health Precinct and surrounding streets are not impacted.	Support noted.	N
29	Suggest in regard to Bramston Terrace: <ul style="list-style-type: none"> <li>provide for access to the parking station and broader PDA site at a higher level with an exit to the existing roundabout at Bramston Terrace.</li> <li>provide egress from the PDA/Herston</li> </ul>	Partially supported. The intention to provide a second access to the parking station in Precinct 4 from the south has been clarified through the addition of a provision in section 2.5.4. This is in response to concerns regarding egress from the parking station to Butterfield Street during intermittent flood events at the Butterfield Street roundabout. However, it is not considered appropriate to specify particular turning movements onto Bramston Terrace in the	Y

	Health Precinct via a left-only turn onto Bramston Terrace to direct traffic to Herston Road providing all-weather access to the north, south, east and west via district, suburban and arterial roads, rather than lower order, neighbourhood roads.	development scheme. The development scheme establishes the overarching planning framework for the PDA and can provide for a number of diverse development outcomes that may have different impacts on the surrounding road network. However, the development scheme includes a provision to ensure a no net worsening effect to existing traffic on the surrounding road network. This will be considered by EDQ during development assessment based on the specific development proposal that is brought forward.	
<b>30</b>	<p>Suggest in regard to Butterfield Street:</p> <ul style="list-style-type: none"> <li>maintain the existing left slip lane immediately prior to the Butterfield Street roundabout (i.e. vehicle traffic may only enter when travelling westward from Bowen Bridge Road) as the only access to the PDA (including the multi-storey parking station) and broader Herston Health Precinct from Butterfield Street.</li> <li>provide access to the multi-storey parking station via an upper level, southern entry/exit to the car park, to the existing internal road network towards Bowen Bridge Road and Bramston Terrace to ensure no net worsening to the existing local road network. This includes provision of way-finding signage in the car park directing vehicles to the appropriate exit, particularly to the south and west, via the Bramston Terrace roundabout and/or Bowen Bridge Road.</li> <li>provide access to the multi-storey parking station only, not the broader Herston Health Precinct, from the existing roundabout at Butterfield Street due to the vulnerability of the</li> </ul>	<p>The development scheme establishes the overarching planning framework for the PDA and provides for a number of diverse development outcomes that may have different impacts on the surrounding road network. On this basis, it is not considered appropriate to specify particular turning movements into the PDA from Butterfield Street in the development scheme.</p> <p>However, the development scheme includes a provision to ensure a no net worsening effect to existing traffic on the surrounding road network. This will be considered by EDQ during development assessment based on the specific development proposal that is brought forward.</p> <p>The intention to provide a second access to the parking station in Precinct 4 from the south has been clarified through the addition of a provision in section 2.5.4. This is in response to concerns regarding egress from the parking station to Butterfield Street during intermittent flood events at the Butterfield Street roundabout.</p> <p>For similar reasons, provision of vehicular egress to Central Drive and Bramston Terrace is also important for residents and visitors to development in Precinct 4. On this basis, access to the car park only, not the broader Herston Health Precinct via Butterfield Street is not supported. Completely removing access to the PDA from Butterfield Street roundabout is also not supported as this may have the unintended consequence of forcing traffic coming from the north along Bowen Bridge Road further west into the Herston suburb including Garrick Terrace and the northern part of Bramston Terrace.</p> <p>Regarding wayfinding, an amendment has been made in section 2.4.2 to ensure vehicular wayfinding is addressed during development assessment.</p>	<b>Y</b>

	<p>Butterfield Street roundabout during flood events.</p> <ul style="list-style-type: none"> <li>• remove access from the roundabout, only allowing traffic to be filtered to the higher order roads.</li> <li>• traffic calming and lower street speeds are installed to limit street usage.</li> </ul>	<p>It is acknowledged that development outside a PDA can be conditioned on a development approval or form part of an infrastructure agreement where impacts are directly related to development in a PDA, for example an intersection upgrade. However, the jurisdiction of EDQ and the development scheme does not extend to the general management of the local road network outside the PDA including the planned hierarchy of adjacent roads, relevant local area traffic management programs including traffic calming and speed limits. Brisbane City Council is the relevant authority for these matters. On the finalisation of the development scheme, a letter was sent to the Lord Mayor of Brisbane City Council to advise of matters raised by the community that pertain to areas outside of the PDA. This includes further consideration of the form and function of Butterfield Street west of the Garrick Terrace intersection.</p>	
<b>31</b>	<p>Suggest upgrading the existing internal road network to allow for vehicular access/egress from the multi-storey car park from Bowen Bridge Road/Central Drive. If pedestrian safety is a concern on the internal hospital road leading to the Bramston and/or Bowen Bridge Road exits, a cut-and-cover car 'tunnel' could ensure unimpeded access for vehicles on the lower level whilst improving pedestrian safety and amenity on the upper level.</p>	<p>The structural elements plan acknowledges the function of Central Drive as part of the broader internal vehicular network. However, further provisions in the scheme to require an upgrade to Central Drive to promote increased general vehicular access to the PDA are not supported. Central Drive serves an important function as the primary access to the RBWH for emergency vehicles. Pedestrian safety on this private road is a matter for Metro North Hospital and Health Service to consider further. However, the emergency vehicle access function must retain primacy over other traffic and access matters.</p> <p>Pedestrian safety is one of many outcomes supported by the provisions in the development scheme. However, the development scheme establishes the overarching planning framework for the PDA and provides for a number of diverse development outcomes that may have different impacts on the surrounding road network. On this basis, it is not considered appropriate to specify a particular outcome such as a cut and cover car tunnel in the development scheme. However, this could be considered further if brought forward in a development application to EDQ.</p>	<b>N</b>
<b>32</b>	<p>Suggest closing the entrance to Garrick Terrace at the roundabout including consideration of installing an area of green</p>	<p>It is acknowledged that development outside a PDA can be conditioned on a development approval or form part of an infrastructure agreement where impacts are directly related to development in a PDA, for example an upgrade to the Garrick Terrace and Butterfield Street intersection. However, the</p>	<b>Y</b>

	<p>space, including the fig tree from Butterfield Street roundabout (if removed).</p>	<p>jurisdiction of EDQ and the development scheme does not extend to the general management and planning of the green space and road network outside the PDA. Brisbane City Council is the relevant authority for these matters. The balance of the Royal Brisbane and Women’s Hospital site is subject to an Infrastructure Designation under the <i>Planning Act 2016</i>. The infrastructure designation provides for this land to be used for future hospital and health care services. This land is owned and under the jurisdiction of Metro North Hospital and Health Service.</p> <p>However, it is acknowledged that the entry at Butterfield Street is a key intersection and is fundamental to the access arrangements for the PDA. A holistic solution is required to improve safety and provide access to the PDA in this location. This might include consideration of closing the entrance to Garrick Terrace, changing the traffic movements and new streetscaping. Any upgrades required to this intersection will need to be conditioned on a future development approval or form part of an infrastructure agreement and this will require the design to take into account the requirements of the development scheme.</p> <p>To emphasise this outcome, a new term and additional provision has been added to the PDA-wide criteria and relevant maps to distinguish this, and other intersections as key gateway intersections that are inviting, attractive, pedestrian friendly and clearly identifiable. A range of solutions may be available to meet the development scheme requirements pertaining to vehicular, pedestrian safety and streetscaping but the scheme does not specify a particular outcome. A detailed design of this intersection will be considered by EDQ during development assessment in consultation with Brisbane City Council</p>	
<p><b>33</b></p>	<p>Suggest ensuring car parking is:</p> <ul style="list-style-type: none"> <li>• is maximised for the site and located away from sensitive land uses</li> <li>• avoids on-street car parking in surrounding streets</li> <li>• is located in basements</li> <li>• is at a higher rate than allowed for in</li> </ul>	<p>The development scheme aims to balance a number of competing objectives. The provision of an integrated vehicular parking solution to service the needs of residents, staff and visitors to the PDA and the remainder of the Herston Health Precinct, is fundamental to the success of the PDA and articulated in the vision of the development scheme. This includes the provision of a multi-storey parking station in the vicinity of the existing multi-storey parking station on Butterfield Street.</p>	<p><b>N</b></p>

	<p>the Brisbane City Council City Plan 2014.</p>	<p>This location is considered the most appropriate to:</p> <ul style="list-style-type: none"> <li>• allow for the scale of facility required to support the ongoing operational requirements of the RBWH and the redevelopment in the PDA</li> <li>• maximise connectivity to the RBWH</li> <li>• minimise the physical impact by locating the facility adjacent to the existing cliff face in Precinct 4</li> <li>• provide maximum parking options in this vicinity to limit the demand for parking on surrounding streets including Butterfield Street and Garrick Terrace</li> <li>• provide a logical, legible and accessible parking option on the periphery of the Herston Health Precinct.</li> </ul> <p>The development scheme does not specifically require basement car parking due to topographical and geological constraints in the PDA. However, this may be considered during the development assessment process.</p> <p>Regarding parking rates, it is considered that the Brisbane City Plan 2014 rates have been tested appropriately and are adequate to provide an appropriate level of car parking for new development in the PDA given the types of uses proposed. The rates also take into account the nearby access to high frequency public transport and active transport infrastructure. Car parking will be assessed in detail by EDQ during the development application phase. It should be noted that exclusive use parking will also be required for all buildings, including those along the Bramston Terrace and Herston Road frontages, to ensure building occupants do not need to use public car parking.</p>	
<p><b>34</b></p>	<p>Suggest minimising car parking on site to promote the use of walking, cycling and public transport.</p>	<p>The development scheme aims to balance a number of competing objectives. The provision of an integrated vehicular parking solution to service the needs of residents, staff and visitors to the PDA and the remainder of the Herston Health Precinct is fundamental to the success of the PDA and articulated in the vision of the development scheme. However, the vision also acknowledges the importance and accessibility of active and public transport.</p> <p>It is considered that the Brisbane City Plan 2014 rates have been tested appropriately and are adequate to provide an appropriate level of car parking</p>	<p><b>N</b></p>

		for new development in the PDA given the types of uses proposed. The rates also take into account the access to nearby high frequency public transport and active transport infrastructure. Car parking will be assessed in detail by EDQ during the development application phase.	
<b>35</b>	Concern there is no traffic calming planned in surrounding streets.	It is acknowledged that development outside a PDA can be conditioned on a development approval or form part of an infrastructure agreement where impacts are directly related to development in a PDA, for example an intersection upgrade. However, the jurisdiction of EDQ and the development scheme does not extend to the general management and planning of the local road network outside the PDA including the planned hierarchy of adjacent roads, relevant local area traffic management programs including traffic calming and speed limits. Brisbane City Council is the relevant authority for these matters. On the finalisation of the development scheme, a letter was sent to the Lord Mayor of Brisbane City Council to advise of matters raised by the community that pertain to areas outside of the PDA. This includes further consideration of traffic calming on surrounding streets.	<b>N</b>
<b>36</b>	Suggest an amendment to specify a maximum of 6 storeys and 500 car spaces for any proposed parking stations to avoid adverse impacts on the visual amenity of Herston including neighbouring sensitive residential land uses.	As building heights vary across the PDA this is a matter more appropriately dealt with in the precinct provisions. The number of car parks are determined based on the prescribed parking rates and needs of the PDA and the broader Herston Health Precinct including recognition that the heritage buildings cannot accommodate basement car parking underneath.	<b>N</b>
<b>37</b>	Suggest an amendment to specify a choice of pedestrian and cycle routes into, within and through the RBWH (as well as the PDA), and to include the provision of new public vehicle access to the PDA from Central Drive and Bowen Bridge Road to: <ul style="list-style-type: none"> <li>• introduce a third point of access</li> <li>• reduce traffic volumes on the adjoining local road network</li> <li>• provide flood free access to RBWH and the PDA.</li> </ul>	The structural elements map and precinct maps illustrate the pedestrian and cycle connections within the PDA, linking through to the broader Herston Health Precinct. To emphasise the importance of precinct integration, this provision has been amended to specifically reference connectivity to the broader Herston Health Precinct.  However, further provisions in the scheme to require an upgrade to Central Drive to promote increased general vehicular access to the PDA is not supported. Central Drive serves an important function as the primary access to the RBWH for emergency vehicles. The emergency vehicle access function must retain primacy over other traffic and access matters.	<b>Y</b>

		Traffic modelling and analysis has been undertaken, including consideration of potential upgrades to the local network, which has and will continue to inform the plan preparation, from drafting through to finalisation of the development scheme.	
<b>38</b>	Suggest an amendment to preserve the visual amenity of existing residential development outside the PDA, as well as the public realm, through the concealing of parking and service areas. Particular concern is raised regarding the loss of visual amenity that will be suffered by the residents of Ronald McDonald House.	<p>The development scheme provides a range of provisions to address amenity impacts resulting from the proposed above-ground parking station including:</p> <ul style="list-style-type: none"> <li>• avoiding blank walls facing public realm</li> <li>• varied building form and articulation of buildings to break up the building bulk and provide visual relief and improve the aesthetic appeal of the building</li> <li>• landscape buffers and deep planting</li> <li>• landscaped rooftops to reduce the urban heat island effect.</li> </ul> <p>A range of solutions may be available to meet these requirements but the development scheme does not specify a particular outcome. This will be considered further during the development assessment process.</p> <p>A minor amendment has been made to the provision in section 2.4.2 to ensure that car parking and service areas are concealed from existing residences as well as the public realm to address this comment.</p>	<b>Y</b>
<b>39</b>	<p>Concern regarding the road network outside the PDA and increased traffic volumes and speeds expected in Butterfield Street from the car parking station. To address this, the following amendments are suggested:</p> <ul style="list-style-type: none"> <li>• ensure the existing road hierarchy is maintained, with no increase in the classification of the lower order streets and utilisation of intersection design to promote higher order roads and non-residential sections of lower order roads for ingress and egress from the PDA</li> <li>• include traffic calming and speed restrictions as street network</li> </ul>	<p>The impact of development in the PDA on the local road network is a key consideration in the future planning of the site. As Brisbane City Council maintain the road network in the immediate vicinity of the PDA, Brisbane City Council and other stakeholders have, and will continue to be consulted regarding traffic matters. Various strategic level traffic and transport studies have been undertaken for the Herston Quarter PDA, in consultation with Council, identifying the need for road network upgrades to support planned renewal and development in the PDA. The outcomes of these various studies have informed the drafting of the PDA development scheme and Development Charges and Offsets Plan. The development scheme also includes a provision to ensure no net worsening effect to existing traffic on the surrounding road network. Detailed planning and design work will be undertaken as individual development applications are assessed and any future relevant development application in the PDA will be assessed in terms of traffic impacts and car parking needs.</p>	<b>N</b>

	<p>improvements to facilitate access and movement to and from the site</p> <ul style="list-style-type: none"> <li>• ensure the protection of local residential streets through the design of intersections and provisions including chicanes and 40km/hr speed restrictions from the Butterfield Street roundabout west to Aberleigh Road</li> <li>• provide for the street and movement network to take advantage of the proximity to existing natural features by connecting with the Enoggera Creek bikeway and Victoria Park Golf Course cycleway</li> <li>• ensure no net worsening of surrounding residential streets.</li> </ul>	<p>The jurisdiction of EDQ and the development scheme does not extend to the general management of the public realm and local road network outside the PDA including the planned hierarchy of adjacent roads, relevant local area traffic management programs including traffic calming and speed limits. Brisbane City Council is the relevant authority for these matters. On the finalisation of the development scheme, a letter was sent to the Lord Mayor of Brisbane City Council to advise of matters raised by the community that pertain to areas outside of the PDA. This includes further consideration of the form and function of Butterfield Street west of the Garrick Terrace intersection to Aberleigh Road and connectivity to the Enoggera Creek bikeway.</p>	
<b>40</b>	<p>Suggest including a new dot point that requires the preparation of a traffic impact assessment report that includes measures for the mitigation of impacts to the local road network to allow stakeholders to consider the full impacts of the PDA development and contribute to improved community outcomes.</p>	<p>The impact of development in the PDA on the local road network is a key consideration in the future planning of the site. As Brisbane City Council maintain the road network in the immediate vicinity of the PDA, Brisbane City Council and other stakeholders have, and will continue to be consulted regarding traffic matters. Various strategic level traffic and transport studies have been undertaken for the Herston Quarter PDA, in consultation with Council, identifying the need for road network upgrades to support planned renewal and development in the PDA. The outcomes of these various studies have informed the drafting of the PDA development scheme and Development Charges and Offsets Plan. Detailed planning and design work will be undertaken as individual development applications are assessed and any future relevant development application in the PDA will be assessed in terms of traffic impacts and car parking needs.</p>	<b>N</b>
<b>41</b>	<p>Suggest that the proposed development scheme should be amended to reinforce requirements for activity and pedestrian amenity along proposed pedestrian connections within the PDA and along street</p>	<p>The development scheme contains extensive provisions regarding the activation, quality and pedestrian amenity of the street and movement network. However, a minor amendment has been made in section 2.4.3 to emphasise this outcome in relation to primary and secondary pedestrian connections and key public spaces.</p>	<b>Y</b>

	frontages, especially to the existing busway stations and future Brisbane Metro stops.		
42	Suggest that an east-west cycle connection should be maintained and improved along Herston Road to Bowen Bridge Road in order to provide access to the cycle centre near the RBWH busway station.	The route between Bramston Terrace, Bowen Bridge Road and the RBWH Cycle Centre is acknowledged as an important connection. The Structural elements plan has been amended to identify this connection as part of the primary cycle network.	Y
43	Suggest that an additional statement should be included regarding passenger drop-off areas, to acknowledge that there may be a need for increased pick-up and set-down facilities to address the increasing popularity of rideshare and car share initiatives (i.e. more people may be dropping off and picking up passengers rather than parking).	The growth in ride share and car share initiatives is acknowledged. An amendment has been made to the development scheme to ensure passenger drop-off and pick-up facilities are appropriately provided.	Y
44	Suggest the development scheme should include requirements for car parking and service areas to be concealed from the public realm by integrating them within, behind or under buildings or sleeving with active frontages along public roads and key public spaces.	These provisions are already articulated in section 2.4.2.	N
45	Suggest end-of-trip facilities should be considered on a precinct wide basis and provided within individual buildings where appropriate rather than in all buildings.	<p>Under Queensland Development Code (QDC) Mandatory Part 4.1— Sustainable buildings, the following new major developments with over 2000m<sup>2</sup> floor area must include end-of-trip facilities:</p> <ul style="list-style-type: none"> <li>• commercial office buildings (class 5 under the Building Code of Australia (BCA) definition)</li> <li>• shopping centres (as defined by the QDC)</li> <li>• hospitals (class 9a under the Building Code of Australia definition)</li> <li>• tertiary education facilities (as defined by the QDC).</li> </ul> <p>There is no intention to require additional end-of-trip facilities over and above these requirements. To clarify this, a minor amendment has been made to the footnote to refer to applicable buildings.</p>	Y

<p><b>46</b></p>	<p>Suggest that the development could exacerbate:</p> <ul style="list-style-type: none"> <li>• the current poorly managed traffic around the Butterfield Street, Bowen Bridge Road and Herston Road area especially into and out of Herston at peak times</li> <li>• 'rat running' through suburban streets</li> <li>• unsafe pedestrian and cycling access and street crossings.</li> </ul>	<p>The impact of development in the PDA on the local road network is a key consideration in the future planning of the site. As Brisbane City Council maintain the road network in the immediate vicinity of the PDA, Brisbane City Council and other stakeholders have, and will continue to be consulted regarding traffic matters. Various strategic level traffic and transport studies have been undertaken for the Herston PDA, in consultation with Council, identifying the need for road network upgrades to support planned renewal and development in the PDA. The outcomes have informed the drafting of the PDA development scheme and Development Charges and Offsets Plan.</p> <p>The development scheme includes a range of provisions that address traffic impacts and pedestrian safety. This includes a provision to ensure a no net worsening effect to existing traffic on the surrounding road network and another that ensures the creation of streets that prioritise the safety and experience for pedestrians and cyclists. These provisions will be considered by EDQ during development assessment based on the specific development proposal that is brought forward.</p> <p>Detailed planning and design work will be undertaken as individual development applications are assessed and any future relevant development application in the PDA will be assessed in terms of traffic impacts and car parking needs.</p>	<p><b>N</b></p>
	<p>Suggest that an alternate parking structure could be developed north of Enoggera Creek, Butterfield Street or onsite.</p>	<p>The development scheme aims to balance a number of competing objectives. The provision of an integrated vehicular parking solution to service the needs of residents, staff and visitors to the PDA and the remainder of the Herston Health Precinct is fundamental to the success of the PDA and articulated in the vision of the development scheme. This includes the provision of a multi-storey car park in the vicinity of the existing multi-storey car park on Butterfield Street.</p> <p>This location is considered the most appropriate to:</p> <ul style="list-style-type: none"> <li>• allow for the scale of facility required to support the ongoing operational requirements of the RBWH and the redevelopment in the PDA</li> <li>• maximise connectivity to the RBWH</li> <li>• minimise the physical impact by locating the facility adjacent to the existing cliff face in Precinct 4</li> </ul>	<p><b>N</b></p>

		<ul style="list-style-type: none"> <li>provide maximum parking options in this vicinity to limit the demand for parking on surrounding streets including Butterfield Street and Garrick Terrace</li> <li>provide a logical, legible and accessible parking option on the periphery of the Herston Health Precinct.</li> </ul> <p>However, the development scheme does not preclude the provision of alternative parking stations elsewhere in the local vicinity should there be demand.</p>	
	Suggest that the scheme should aim of create a net improvement of local traffic.	The development scheme provision to ensure no net worsening effects to traffic provides that the current and forecast characteristics of the local road network are not significantly worse for the current and forecast characteristics existing without the development. This is a pragmatic approach to development and has been adopted for development across the remainder of Brisbane and the State. This is supported by both local and State policy. On this basis, it is not considered appropriate require a net improvement for development in this PDA.	<b>N</b>
<b>PDA-wide criteria</b>			
Public realm			
<b>47</b>	Suggest referring to the amenity of streetscapes within and adjacent to the PDA, and to include entry statements and artwork at pedestrian and vehicular entrances to the PDA as an additional means of creating high levels of amenity. Interest relates particularly to the Butterfield Street intersection and concern that it may become a 'service entry' to the PDA and the wider Herston Health Precinct, negatively impacting on residents and the wide range of precinct users.	Partially supported. Although the entry at Butterfield Street is outside of the PDA it is acknowledged that this is a key intersection and is fundamental to the access arrangements for the PDA. Any upgrades required to this intersection will need to be conditioned on a future relevant development approval or form part of an infrastructure agreement and this will require the design to take into account the requirements of the development scheme. This includes provisions regarding a contribution to sense of place and identity as well as a high level of amenity along streetscapes. To emphasise this outcome, a new term and additional provision has been added to the PDA-wide criteria and relevant maps to distinguish this, and other intersections as key gateway intersections that are inviting, attractive, pedestrian friendly and clearly identifiable.	<b>Y</b>
<b>48</b>	Suggest incorporating a public art contributions in accordance with BCC's Public Art Policy (0.25% on all new development over \$5 million). It is considered	Public art is an important part of delivering community benefit through development and contributing to the character and unique identity of a place. The development scheme includes provisions regarding public art. Specific	<b>N</b>

	that the contribution will ensure that the level of public art provided is proportionate to the scale of the development.	public art outcomes in the PDA including scale, location and type will be considered during the development assessment process.	
<b>49</b>	Support for the promotion of high-quality public realm outcomes included in the PDA-wide criteria which generally reflect City Plan provisions and guidelines set out in Council's New World City Design Guide -Buildings that Breathe.	Support noted.	<b>N</b>
<b>50</b>	<p>Suggest a lighting strategy is required to support delivery of the requirement for development to deliver a public realm that creates a safe, comfortable and inviting environment for visitors, residents and staff (including shift workers) by promoting day and night activity, providing passive surveillance and incorporating lighting, shade and shelter. This strategy should address:</p> <ul style="list-style-type: none"> <li>• functional lighting throughout the site (to provide safety for night-time workers)</li> <li>• upgrades to streetscape lighting along Herston Road and Bramston Terrace</li> <li>• the opportunity for the City of Lights Creative Lighting Grant Scheme to encourage delivery of creative lighting outcomes for the precinct</li> <li>• integration of lighting into the wayfinding strategy.</li> </ul>	Over and above the existing provisions in the development scheme, a specific requirement to provide a lighting strategy is not considered necessary in the land use plan to deliver streetscape lighting improvements and functional lighting in the PDA. However, a new action has been added into the implementation strategy to investigate a creative lighting and wayfinding strategy for the PDA.	<b>Y</b>
<b>51</b>	Suggest 'key public spaces' for passive recreation with street furniture be provided to support the nearby ground level active retail uses.	It is acknowledged that the provision of street furniture in key public spaces is important. On this basis, the requirement for development to create a high level of amenity along streetscapes including landscaping and street furniture has been expanded to incorporate key public spaces.	<b>Y</b>
<b>52</b>	Support for the requirement to provide ease of wayfinding in the public realm to cater for a	Support noted.	<b>N</b>

	range of mobility and health needs is supported.		
53	Suggest the development scheme requires the provision of a precinct-wide 'wayfinding system' to ensure that visitors, workers and residents can clearly navigate their way into and through the area.	Section 2.4.2 of the development scheme includes a provision that requires development to incorporate wayfinding elements to improve connectivity and pedestrian permeability in the PDA and the surrounding area.	N
54	Suggest the development scheme should commit to developing green spaces for both hospital users and local residents as part of the Herston Quarter.	Along with the key public spaces in the PDA, the existing green space in the Herston Health Precinct on the eastern boundary of the PDA is acknowledged as a structural element and an important part of the public space network for the PDA. Better integration and connectivity of this green space to the PDA is a principle that underpins a number of development criteria in the development scheme. It is important to note that the balance of the Royal Brisbane and Women's Hospital site, including this green space, is subject to an Infrastructure Designation under the <i>Planning Act 2016</i> . As a result, this land is owned and under the jurisdiction of Metro North Hospital and Health Service.	N
<b>PDA-wide criteria</b>			
Environment and sustainability			
55	Concern about the loss of privacy and amenity from mature trees and vegetation on the hospital site that provide a landscape buffer for existing residences outside the PDA.	The development scheme includes provisions that support the retention of significant vegetation for street trees, feature trees, in public realm areas and private open space where possible. In response to this issue, this provision has been enhanced to provide for retention of significant vegetation that provides a buffer to existing residences outside the PDA.  Further, the proposed development scheme provision regarding deep planting of large subtropical shade trees has been amended to refer to buffering to existing residences outside the PDA.	Y
56	Concern that flooding from Enoggera Creek restricts access to the site and may spread disease. Suggest a tidal wall, bank treatments and annual de-silting.	The development scheme provides for access to the PDA from Bramston Terrace and Butterfield Street. In case of an intermittent flood event on Butterfield Street, a second access to the parking station in Precinct 4 from the south is supported. This has been clarified through the addition of a provision in section 2.5.4.  Provision of a tidal wall, bank treatments and annual de-silting of Enoggera Creek is not within the jurisdiction of the development scheme.	Y

57	Suggest inserting provision that provides for development to respect the environment and support sustainable outcomes by promoting integration and connectivity with the local community, through provision of a pedestrian connection to the Northey Street City Farm.	It is acknowledged that development outside a PDA can be conditioned on a development approval or form part of an infrastructure agreement where impacts are directly related to development in a PDA. However, the jurisdiction of EDQ and the development scheme does not extend to the delivery and general management of the public realm network outside the PDA including provision of a new connection to Northey Street City Farm. Brisbane City Council is the relevant authority for these matters. On the finalisation of the development scheme, a letter was sent to the Lord Mayor of Brisbane City Council to advise of matters raised by the community that pertain to areas outside of the PDA. This includes further consideration of a new linkage to parkland along Enoggera Creek and further to Northey Street City Farm.	N
58	Suggest the requirement for deep planting should make reference to the Landscape design guidelines for water conservation planning scheme policy and Planting species planning scheme policies in City Plan.	The provision of an appropriate planting palette and delivery of a water sensitive landscape design outcome is supported. On this basis, the development scheme has been amended to reference the Landscape design guidelines for water conservation planning scheme policy and Planting species planning scheme policies in City Plan.	Y
<b>PDA-wide criteria</b>			
Community safety			
59	Ensure development involving sensitive land uses includes noise attenuation to address helicopter noise.	The development scheme includes provisions to manage noise emissions on sensitive uses. To emphasise this, this provision has been amended to specifically reference helicopter noise.  For further clarification, references to noise pollution in section 2.4.5 have also been updated to directly reference the acoustic quality objectives in the Environmental Protection Policy under the <i>Environmental Protection Act 1994</i> .	Y
60	Ensure development does not contribute to the net worsening of flood impacts on Butterfield Street and Bowen Bridge Road.	The development scheme includes provisions to manage adverse impacts of flood hazard. To provide clarity this has been amended to specifically reference no net worsening on surrounding roads.	Y
61	Concern regarding vibration impacts to retaining walls and built structures on existing residential properties surrounding the hospital.	The development scheme includes a provision that requires development to avoid, manage or mitigate adverse impacts from high vibration velocities during demolition and construction. An appropriate strategy to manage any significant impacts will need to accompany future relevant development applications in the PDA.	N

<b>62</b>	Concern regarding noise, lighting, odour, dust and asbestos removal impacts during construction.	The development scheme includes provisions that require development to avoid, manage or mitigate adverse impacts from noise, light nuisance and air pollution. Asbestos removal is also subject to a number of statutory requirements including the <i>Work Health and Safety Act 2011</i> and the <i>Environmental Protection Act 1994</i> . An appropriate strategy to manage significant impacts will need to accompany future relevant development applications in the PDA.	<b>N</b>
<b>63</b>	Concern about the safety of residents and impacts on road surface, noise and dust from heavy vehicle access along Garrick Terrace, Butterfield Street and Bramston Terrace during construction.	The development scheme includes provisions that requires development to avoid, manage or mitigate adverse impacts from noise, light nuisance and air pollution. An appropriate strategy to manage significant impacts, including that of heavy vehicles during construction, will need to accompany future relevant development applications in the PDA.	<b>N</b>
<b>64</b>	Concern that Herston Road will be used as a traffic route for heavy vehicles during construction.	The development scheme does not prescribe specific routes for heavy vehicles during construction. However, section 2.4.2 that requires that development ensure the that safety and operation of the public road network, including Herston Road, is not adversely impacted. Traffic impacts during construction will need to be addressed by the applicant in future relevant development application in the PDA.	<b>N</b>
<b>65</b>	Concern that a residential tower will exacerbate congestion on the road and jeopardize access for ambulances to RBWH accident and emergency.	The development scheme includes a provision in section 2.4.2 that requires development to ensure the safety and operation of the public road network is not adversely impacted. Further, section 2.4.5 provides for development to ensure the continuity of services and continuous operation of surrounding critical health facilities. This provision has been amended to specifically reference emergency vehicle access. This will need to be addressed by the applicant in any future relevant development application for any building, residential or otherwise, in the PDA.	<b>Y</b>
<b>66</b>	Suggest making provision for efficient and safe evacuation during defined flood events, to specifically identify the provision for multiple ingress and egress locations from buildings to the road network. To comply with this provision, it is contended that the proposed ingress and egress to the car parking station from Butterfield Street should be discarded, with alternative flood-free	In response to concerns regarding egress from the parking station to Butterfield Street during intermittent flood events at the Butterfield Street roundabout, the intention to provide a second access to the parking station in Precinct 4 from the south has been clarified through the addition of a provision in section 2.5.4 identifying features of the multi-storey car.	<b>Y</b>

	access provided from either Central Drive or Bramston Terrace. It is considered this would improve safety during flood events and more equitably distribute traffic flows.		
67	Concern that flooding will prevent access to the car park.	In case of an intermittent flood event on Butterfield Street, a second access to the parking station in Precinct 4 from the south is supported. This has been clarified through the addition of a provision in section 2.5.4.	Y
68	Suggest that the design of the stormwater drainage system should incorporate the climate change factors for increased rainfall intensity in the Australian Rainfall and Runoff projections, in accordance with the State Planning Policy 2017 (SPP).	The PDA Guideline No.13 Engineering Standards applicable to relevant development in the PDA, identifies Australian Rainfall and Runoff 2016 as the relevant standard for design and construction in relation to stormwater quantity.	N
69	Suggest that stormwater upgrades on Butterfield Street are needed to address flooding.	It is acknowledged that flooding impacts on Butterfield Street are an existing issue. Detailed stormwater assessments will be undertaken in response to development applications made within the PDA to ensure development in the PDA does not worsen flooding on Butterfield Street.  Additionally, Brisbane City Council's transitional Local Government Infrastructure Plan and the long-term infrastructure planning identifies several items of stormwater infrastructure which are to be upgraded in and around Butterfield Street. To ensure these are considered, they have been referenced in the infrastructure plan. EDQ will consult with Council to ensure these upgrades are not prejudiced where they intersect with development for the PDA, such as road upgrades on Butterfield Street.	Y
<b>PDA-wide criteria</b>			
Service infrastructure			
70	Suggest amending the provision regarding efficient and effective delivery and operation of infrastructure to have regard to the existing hierarchy as well as the efficiency of the broader transport and traffic network. It is contended that the existing road network hierarchy should be maintained and cumulative traffic impacts on local streets	The jurisdiction of EDQ and the development scheme does not extend to the general management of the public realm and local road network outside the PDA including the planned hierarchy of adjacent roads.  Using Central Drive to provide increased general vehicular access to the PDA is not supported. Central Drive serves an important function as the primary access to the RBWH for emergency vehicles. The emergency vehicle access function must retain primacy over other traffic and access matters.	N

	<p>minimised (Butterfield Street, Garrick Terrace and Bramston Terrace), by increasing the number of access locations to the RBWH and PDA (for example, Central Drive) and requiring vehicle access from district and arterial roads in preference to the local road network.</p>	<p>However, the development scheme includes a number of provisions to ensure no net worsening on the surrounding road network.</p>	
71	<p>Suggest amending the provision regarding the delivery of planned trunk infrastructure to include the bringing forward of its delivery, as appropriate and in consultation with BCC, and to include reference to the draft Local Government Infrastructure Plan (LGIP) in the associated footnote. The following proposed infrastructure assets in the draft LGIP are identified for bringing forward:</p> <ul style="list-style-type: none"> <li>• extension of parkland on southern side of Enoggera Creek</li> <li>• upgrades to Enoggera Creek bikeway</li> <li>• various stormwater relief pipes from the Butterfield Street roundabout to Enoggera Creek.</li> </ul>	<p>Enoggera Creek parkland, Enoggera Creek bikeway and the various stormwater relief pipes are Brisbane City Council infrastructure projects identified on their LGIP. EDQ cannot commit to the delivery of infrastructure or bringing forward the delivery of infrastructure on behalf of Brisbane City Council.</p> <p>However, EDQ will consult with Council to ensure these upgrades are not prejudiced where they intersect with the proposed road upgrades on Butterfield Street. For example, stormwater upgrades in Butterfield Street.</p> <p>The associated footnote has been amended to refer to Brisbane City Council's Local Government Infrastructure Plan and Long Term Infrastructure Plan, as amended from time to time.</p>	<b>N</b>
72	<p>Suggest references in the footnotes to the 'Brisbane City Plan Priority Infrastructure Plan' should be amended to the 'Brisbane City Plan Local Government Infrastructure Plan'.</p>	<p>These amendments are supported.</p>	<b>Y</b>

## 4.3 Precinct provisions

Matter #	Summary of issue/comment	Response	Amendment Y/N
<b>General comments</b> All precincts			
73	Suggest 'health care services' should be amended to 'health care service' in accordance with the Planning Regulation 2017.	This amendment is supported.	Y
74	Suggest 'child care centre' should be amended to 'childcare centre' in accordance with Planning Regulation 2017.	This amendment is supported.	Y
75	Suggest that inclusion of a hotel, short-term accommodation and multiple dwelling as preferred land uses is not appropriate as these uses are not consistent with City Plan.	<p>The Brisbane City Council City Plan does not include a detailed neighbourhood plan for the Herston suburb, including the former Royal Children's Hospital site. As part of the PDA process, more detailed planning has been undertaken by the State Government including provision for a range of different land uses.</p> <p>Co-locating residential, retail and accommodation uses with health and knowledge employment centres like the Herston Quarter PDA can help facilitate efficient access to employment and education, optimise the use of infrastructure invested in the PDA and surrounding area and increase the overall vibrancy, safety and activation of the precinct, including outside of work hours and promote broader economic development.</p>	N
76	<p>Suggest there should be greater flexibility in the location of retail uses and the permitted size of retail tenancies across all precincts including:</p> <ul style="list-style-type: none"> <li>increasing the maximum GFA per tenancy for a food or drink outlet and shop from 200 m<sup>2</sup> to 1000 m<sup>2</sup></li> </ul>	It is agreed that a small supermarket (up to a 1000 m <sup>2</sup> GFA tenancy) is appropriate in the PDA to meet the needs of residents and staff in the Herston Health Precinct and the surrounding area. Precinct 4 is considered the most appropriate location in the PDA with smaller scale convenience shops reserved for the remainder of the PDA, especially near Herston station.	Y

	<ul style="list-style-type: none"> <li>allow for a supermarket up to 1000 m<sup>2</sup> GFA</li> </ul> <p>This would ensure the viability of the retail offering and ensure that the retail offer can evolve over time to meet the demand and service the residents of the proposed retirement home and aged care facilities, the surrounding residential community and staff of the Herston Health Precinct.</p>	<p>Larger food and drink outlets are also supported but not the extent suggested. City Plan provides for food and drink outlets up to 250 m<sup>2</sup> GFA per tenancy. This has been matched in the development scheme.</p>	
<p><b>Precinct provisions</b> Precinct 1 – Health</p>			
<p><b>77</b></p>	<p>Suggest increasing the height limit in Precinct 1 to the maximum permitted, to allow for the relocation of car parking uses and/or other uses away from the sensitive residential land uses on Garrick and Bramston Terrace and McLeod Street.</p>	<p>The development scheme aims to balance a number of competing objectives. The provision of an integrated vehicular parking solution to service the needs of residents, staff and visitors to the PDA and the remainder of the Herston Health Precinct, is fundamental to the success of the PDA and articulated in the vision of the development scheme. This includes the provision of a multi-storey car park in the vicinity of the existing multi-storey car park on Butterfield Street.</p> <p>This location is considered the most appropriate to:</p> <ul style="list-style-type: none"> <li>allow for the scale of facility required to support the ongoing operational requirements of the RBWH and the redevelopment in the PDA</li> <li>maximise connectivity to the RBWH</li> <li>minimise the physical impact by locating the facility adjacent to the existing cliff face in Precinct 4</li> <li>provide maximum parking options in this vicinity to limit the demand for parking on surrounding streets including Butterfield Street and Garrick Terrace</li> <li>provide a logical, legible and accessible parking option on the periphery of the Herston Health Precinct.</li> </ul> <p>Nevertheless, a parking station is also a preferred land use in Precinct 1. However, increase in building height to provide for increased intensity of this use is not supported.</p>	<p><b>N</b></p>

78	Suggest increasing the number of levels of car parking below the SRACC by excavating deeper to provide for more on site car parking and lessen the need for a larger car park on the Butterfield Road side of the PDA.	The development scheme does not specifically require basement car parking across the PDA due to topographical and geological constraints. However, this may be considered during the development assessment process.	<b>N</b>
79	Suggest increasing the minimum pedestrian pathway from Herston Road to the heritage buildings in Precinct 3 from eight metres to 20 metres. It is contended that 20 metres would help preserve views of the heritage building and reflect the concept images on the Australian Unity website.	The built form requirements in the Precinct 1 provisions require a 30 metre distance between buildings to ensure the delivery of the key public space is not compromised. The PDA-wide criteria also outline the importance of a visual link to the heritage buildings from Herston Road. The clear pedestrian width is a different matter and has been adapted to align more broadly to the provision of City Plan for publicly accessible pedestrian links.	<b>Y</b>
80	Suggest providing that there is no worsening effect to existing traffic on surrounding neighbourhood and local roads, including Bramston Terrace, and to delete reference to Herston Road and the Inner City Bypass. It is contended that increase in traffic volumes should be directed to the higher order roads such as Herston Road, the Inner City Bypass and Bowen Bridge Road, as these are designed to handle a higher capacity of traffic.	This provision was designed to specifically address vehicular access points in this precinct and not general impacts on the broader local road network which are covered elsewhere in the development scheme.	<b>N</b>
81	Support for the preferred land use of 'parking station' within Precinct 1 in preference to a new parking station in Precinct 4.	<p>The development scheme aims to balance a number of competing objectives. The provision of an integrated vehicular parking solution to service the needs of residents, staff and visitors to the PDA and the remainder of the Herston Health Precinct, is fundamental to the success of the PDA and articulated in the vision of the development scheme. This includes the provision of a multi-storey car park in the vicinity of the existing multi-storey car park on Butterfield Street.</p> <p>This location is considered the most appropriate to:</p> <ul style="list-style-type: none"> <li>• allow for the scale of facility required to support the ongoing operational requirements of the RBWH and the redevelopment in the PDA</li> <li>• maximise connectivity to the RBWH</li> <li>• minimise the physical impact by locating the facility adjacent to the</li> </ul>	<b>N</b>

		<p>existing cliff face in Precinct 4</p> <ul style="list-style-type: none"> <li>• provide maximum parking options in this vicinity to limit the demand for parking on surrounding streets including Butterfield Street and Garrick Terrace</li> <li>• provide a logical, legible and accessible parking option on the periphery of the Herston Health Precinct.</li> </ul> <p>Nevertheless, a parking station is also a preferred land use in Precinct 1.</p>	
<b>82</b>	Support for the built form provisions relating to the interface with Bramston Terrace and Herston Road	Support noted.	<b>N</b>
<b>83</b>	Suggest additional specific built form provisions should be included in relation to the interface of the built form and the pedestrian movement corridors and connections proposed within the site to improve or reinforce the quality of those connections.	The development scheme contains extensive provisions regarding the quality and pedestrian amenity of the street and movement network and for activation. However, a minor amendment has been made in section 2.4.3 to emphasise this outcome in relation to primary and secondary pedestrian connections and key public spaces.	<b>Y</b>
<b>84</b>	Suggest the development scheme should require that all car park access be from Bramston Terrace and that no car park access will be permitted off Herston Road.	It is noted that the provision of any car park access from Herston Road is to be treated carefully to avoid network impacts. However, a complete ban on access from Herston Road is not supported given the importance of the delivery of the Specialist Rehabilitation and Ambulatory Care Centre in Precinct 1 and associated access and parking arrangements. The development scheme includes a number of provisions to ensure the safety and operation of the public road network in not adversely impacted.	<b>N</b>
<b>85</b>	Suggest the primary cycle network connection along Herston Road to Bowen Bridge Road should be shown on Map 4.	The route between Bramston Terrace, Bowen Bridge Road and the RBWH Cycle Centre is acknowledged as an important connection. The plan has been amended to identify this connection as part of the primary cycle network.	<b>Y</b>
<b>86</b>	Suggest either deleting or amending the minimum eight metre pedestrian pathway from Herston Road to the heritage buildings, to be consistent with BCC standards for arcades (minimum corridor of six metres, minimum pavement of three metres).	Partially supported. Given the critical function of this primary pedestrian connection in the movement network of the PDA, deletion of a minimum clear pedestrian width is not support. Similarly, a reduction in the minimum clear pedestrian width to match the BCC standard for arcades (three metres unobstructed) is not considered appropriate for this location. However, a small reduction in minimum clear pedestrian pathway to six metres is supported	<b>Y</b>

		noting that the overall outcome of a 30/15 metre wide key public space requirement has been retained in the precinct provisions.	
87	Suggest an amendment to the 11 metre setback from Queensland Institute of Medical Research Bancroft Centre, to state the setback is from the main building structure only and does not relate to service vehicle and car park access, car parking, service areas, planting areas and integrated public realm to the Herston Health Precinct Level 6 Skywalk System.	This amendment is broadly supported acknowledging the servicing and public realm outcomes required in Precinct 1. A minor amendment has been made to the development scheme to allow for interventions in the setback where they relate to these requirements.	Y
88	Suggest adding childcare centre and indoor sport and recreation as preferred land uses to improve amenity and contribute to a strong sense of place, and be an essential element of the site's activation.	This amendment is supported.	Y
<b>Precinct provisions</b>			
Precinct 2 - Gateway			
89	Suggest that 'multiple dwelling' and 'residential' land uses (e.g. apartment building) are: <ul style="list-style-type: none"> <li>• inappropriate uses of scarce, inner city, public land for major public health care infrastructure</li> <li>• inconsistent with the purpose of the <i>Economic Development Act</i> (ED Act) and are not supported.</li> </ul>	The development scheme aims to balance a number of competing objectives. One of the core objectives of the PDA, as articulated in the vision, is to create a vibrant and active mixed-use precinct. On this basis, residential development is considered appropriate in the PDA as it will help to improve the activation and vibrancy of the area, including outside of work hours, and promote broader economic development. Further, locating residential development within walking distance of high frequency public transport such as the Herston busway station is supported by both Brisbane City Council and Queensland Government planning policies.  The specific provision for residential development is not considered to be inconsistent with the purpose of the <i>Economic Development Act 2012</i> , being to facilitate economic development, and development for community purposes, in the State. The Herston Quarter PDA development scheme creates a framework to enable delivery on both aspects of this main purpose.	N

90	<p>Concern regarding the proposed height of the residential tower. Suggest reducing the height limit in Precinct 2 to either:</p> <ul style="list-style-type: none"> <li>the height of the Nurses' Home towers (i.e. Spanish buildings), or lower</li> <li>20 storeys.</li> <li>no greater than the Queensland Institute of Medical Research (QIMR) building.</li> </ul>	<p>Having regard to the height of existing buildings in the Herston Health Precinct including the Queensland Institute of Medical Research, a reduction of building height in Precinct 2 is supported. Accordingly, the height in Precinct 2 has been reduced to 20 storeys or RL84, whichever is the lesser.</p>	Y
91	<p>Concern that a residential tower should not be built on hospital land and is not appropriate in Precinct 2 for the following reasons:</p> <ul style="list-style-type: none"> <li>land zoned for public health purposes is scarce and private residential uses will not contribute to the health, education and research function of the PDA</li> <li>a 30-storey building height will impact on views of heritage buildings, is grossly inconsistent with nearby residential zoned areas and conflicts with the purpose of the <i>Economic Development Act 2012</i></li> <li>the height, bulk, massing, scale and presence allowed for in the development scheme is excessive and will have unacceptable impacts on residential buildings in terms of visual intrusion, loss of amenity, privacy and overshadowing</li> <li>building should not be taller than those in Precincts 1 and 3</li> <li>there is an oversupply of residential units and mid-term demand can be</li> </ul>	<p>The vision for the PDA outlines that the emphasis of development is on health-related uses along with a mix of other uses that support this outcome. This includes residential, commercial and retail uses.</p> <p>The Queensland Government's Advancing Our Cities and Regions Strategy sets a framework for the renewing and repurposing of surplus and underutilised state property to deliver better community outcomes, create jobs and drive economic growth. The PDA including the former Royal Children's Hospital land is considered underutilised state property. The strategy identifies health and knowledge precincts, like Herston Quarter PDA, as one of eight economic and community zones. Co-locating residential uses that accommodate students and workers with health and knowledge employment centres like the Herston Quarter PDA can help to attract and retain residents and visitors, increase the overall vibrancy and activation of the precinct, including outside of work hours, and promote broader economic development. Additionally, locating residential development within walking distance of high frequency public transport such as the Herston busway station is supported by both Brisbane City Council and Queensland Government planning policies.</p> <p>It is recognised that 30 storeys is a significant building height within the Herston context. Accordingly, the height in Precinct 2 has been reduced to 20 storeys or RL84, whichever is the lesser.</p> <p>To address views of heritage buildings as well as privacy and amenity impacts, the PDA-wide criteria include adequate provisions to ensure that development:</p> <ul style="list-style-type: none"> <li>considers views to and from heritage places</li> </ul>	Y

	<p>satisfied by the Bowen Hills PDA</p> <ul style="list-style-type: none"> <li>• a residential tower may result in changes to helicopter flight paths with negative impacts on residential streets to the north and west.</li> </ul>	<ul style="list-style-type: none"> <li>• strengthens the physical and visual links to the heritage places including framing of heritage vistas along Herston Road and Bramston Terrace.</li> <li>• manages impacts from height, bulk and scale.</li> <li>• considers building orientation, overshadowing, landscape buffers, building separation including setbacks to the nearest building and orientation of windows of habitable rooms away from adjacent buildings.</li> </ul> <p>These provisions will need to be addressed in future relevant development applications in the PDA.</p> <p>The development scheme aims to balance a number of competing objectives to achieve an outcome that supports the purpose of the <i>Economic Development Act 2012</i> to promote both economic development and development for community purposes. A balanced approach to achieving this outcome will need to be addressed by the applicant during the development application process.</p> <p>Regarding residential oversupply, the development scheme establishes the overarching planning framework for the PDA and is intended to provide for a planning horizon of approximately 10 years. The development scheme provides for a range of preferred land uses in each precinct that support changes in demand over this period.</p> <p>EDQ has been advised by Metro North Hospital and Health Service that the development proposed for Precinct 2 would have no impact on current helicopter flight paths.</p>	
<b>92</b>	Suggests that the public should have input into the design of the residential tower.	The development scheme incorporates an extensive number and range of provisions that will influence the design of a future residential tower, and against which a development application will be assessed. Public notification of the proposed development scheme has provided the opportunity for comment on these provisions, and in response a number of changes were made in the final development scheme.	<b>N</b>
<b>93</b>	Suggest a reduction in the maximum building footprint for any tower component from 45% to 40% to align with Brisbane City Plan provisions for a High Density Residential	A direct comparison of site cover in City Plan with the building requirements in individual precincts is not appropriate as there are currently no individual lots within the PDA. The percentage of each precinct that is covered by buildings is a measure to ensure an appropriate balance of buildings and public and	<b>N</b>

	building and meet reasonable community standards.	landscaped areas across the whole PDA. The percentage building cover is approximately 50% across the whole PDA excluding Herston Road and Bramston Terrace. This broadly aligns with the requirements in other inner-city urban renewal precincts in Brisbane.	
<b>94</b>	Suggest if 30 storey height limit remains, state a maximum permissible height in meters to account for differing floor-to-floor heights depending on use.	It is recognised that 30 storeys is a significant building height within the Herston context. Accordingly, the height in Precinct 2 has been reduced to 20 storeys or RL84, whichever is the lesser. This removes the need to provide detail on floor-to-floor heights for this precinct.	<b>Y</b>
<b>95</b>	Suggest a reduction in the maximum wall length from 50 to 40 metres on any face. It is contended that this reduction would minimise impacts on dwelling in nearby streets, and preserve views and vistas to the heritage buildings in Precinct 3.	This suggestion is not supported. A 50 metre wall face is considered appropriate for this context and location and aligns with the equivalent requirements in the BCC City Plan.	<b>N</b>
<b>96</b>	Suggest the new buildings fronting Herston Road and Bramston Terrace, located directly opposite the busway (and proposed metro station) should have active uses at the ground floor, to promote vibrancy and ensure public safety and that the street frontages are not dominated by vehicular entries, driveways and patient set-down areas.	The development scheme includes provisions requiring an activated, inclusive and inviting public streetscape to Herston Road and Bramston Terrace. There are also provisions in the PDA-wide criteria to ensure vehicular access and service areas do not adversely impact on the public realm, including co-location of servicing and parking openings. No further changes are considered necessary to the development scheme.	<b>N</b>
<b>97</b>	Suggest limiting development to a scale broadly consistent with the surrounding development is more appropriate than the height limit of up to 30 storeys, particularly without a comprehensive assessment of the potential impacts on amenity and views.	It is recognised that 30 storeys is a significant building height within the Herston context. Accordingly, the height in Precinct 2 has been reduced to 20 storeys or RL84, whichever is the lesser.	<b>Y</b>
<b>98</b>	Suggest the development scheme does not provide sufficient detail to address how this form of development will avoid impacting upon the amenity of spaces adjacent to the building at ground level and within adjoining sites.	It is recognised that 30 storeys is a significant building height within the Herston context. Accordingly, the height in Precinct 2 has been reduced to 20 storeys or RL84, whichever is the lesser. In addition, the development scheme includes provisions that require buildings to contribute to and reinforce the attractiveness, quality and pedestrian amenity of the public realm.	<b>Y</b>

		This will be considered by EDQ during development assessment of a specific development proposal.	
<b>99</b>	Suggest further flexibility in the built form outcomes is required to ensure the delivery of appropriate uses that maximise the accessibility to the adjacent Herston busway station and the Herston Health Precinct.	The development scheme aims to balance a number of competing objectives. Delivering high quality urban design in the built form and public realm as well as maximising the amenity provided by the adjacent public transport are fundamental principles of the development scheme that are expressed in the vision. As well as a number of broader requirements, the development scheme also provides a number of specific metrics that provide for this outcome including building height, setback and building footprint where relevant. Given the importance of high quality built form, it is not considered necessary or appropriate to increase the level of flexibility in the development scheme.	<b>N</b>
<b>100</b>	Suggest an amendment to establish a single building site cover of 70% to replace the current podium and tower requirements. It is contended that this is appropriate given the small and irregularly shaped allotment with a substantial area of public realm adjoining its eastern edge.	It is agreed that a podium and tower form is not the only way to achieve a desirable outcome in this context; this requirement has been deleted. However, allowing a maximum 70% site cover in this form is not supported. On this basis, the requirement has been reassessed and an amendment has been made to reduce the site cover to 60%.	<b>Y</b>
<b>101</b>	Suggest adding childcare centre and indoor sport and recreation as preferred land uses to improve amenity and contribute to a strong sense of place, and be an essential element of the site's activation.	This amendment is supported.	<b>Y</b>
<b>102</b>	Suggest that consideration should be given to reducing the building height unless developer can provide a community need greater than the height limit.	It is recognised that 30 storeys is a significant building height within the Herston context. Accordingly, the height in Precinct 2 has been reduced to 20 storeys or RL84, whichever is the lesser.	<b>Y</b>
<b>103</b>	Suggest that allowable height should be reduced and setback criteria should be increased.	It is recognised that 30 storeys is a significant building height within the Herston context. Accordingly, the height in Precinct 2 has been reduced to 20 storeys or RL84, whichever is the lesser. The development scheme provides a range of setbacks to adjacent buildings including a 30 metre setback to the east to provide the opportunity to deliver a key public space. The scheme also provides a range of other requirements to address amenity and privacy aspects related to the placement and location of buildings.	<b>Y</b>

Precinct provisions			
Precinct 3 - Heritage			
104	Suggest that it is unclear how the 'primary vehicular movement network', 'secondary pedestrian connection' and 'key public space' come together between Bramston Terrace and the Nurses' Home (i.e. whether this is intended to be a shared zone, a road with footpath, a street or a laneway). The pedestrian experience should be prioritised, including provision of shade/amenity.	<p>The intent for this precinct is to deliver a low speed shared zone environment where vehicular access is secondary to pedestrian movements. An amendment has been made to the development scheme to clarify this outcome.</p> <p>It is also recognised that the provision of shade and amenity is important to improve the pedestrian experience. Several provisions in the PDA-wide criteria that discuss shade and shelter are considered sufficient to ensure an appropriate outcome in this precinct.</p>	Y
105	Suggest that the requirement to ensure that key public spaces and primary and secondary pedestrian connections are publicly accessible at all hours should reference a footnote that specifically refers to the 'arcade' definition within City Plan. It is suggested that a footnote be added stating: 'Refer to definition of arcade in Schedule 1 and Centre or Mixed use code in Brisbane City Plan 2014'.	It is considered that the arcade definition is not appropriate for the development scheme. For example, it does not take into account the challenging topography in the PDA and indicates that the pedestrian connections would only be publicly accessible in business hours. However, the key principles about accessibility, quality, wayfinding and activation are articulated in other provisions in the development scheme.	N
106	Support for the emphasis on retail and commercial activity in the heritage precinct is supported as the site will require a high level of amenity to meet the range of land uses required to bring this precinct to life.	Support noted.	N
107	Suggest an amendment regarding interface issues with heritage buildings to remove the 20 metre setback to the northern and western sides of the Edith Cavell Block. It is contended that this will not allow for the adaptive reuse of the building, achieve the activation and vibrancy of the precinct, and allow for a potentially safer and more efficient drop off to future child care and residential	This building setback is to provide appropriate consideration and preservation of the character of the heritage building and its setting. The policy intent is to avoid the construction of new buildings within 20 metres of the northern and western faces of this building. On this basis, this amendment is not supported. However, this outcome does not preclude the adaptive re-use of the Edith Cavell Block including servicing requirements.	N

	accommodation uses within the Edith Cavell building.		
<b>108</b>	Suggest specified building heights in the precinct to probably be acceptable for preserving views/vistas.	Noted.	<b>N</b>
<b>Precinct provisions</b>			
Precinct 4 - Lifestyle and care			
<b>109</b>	Suggest reducing the height limit near the single-storey residence at 46 Bramston Terrace from 5 storeys to 3 storeys.	<p>The development scheme aims to balance a number of competing objectives. Both the Queensland Government and Brisbane City Council recognise the need to deliver retirement living and aged care uses to cater for the ageing population. The Herston Quarter PDA provides the opportunity to deliver this type of development in an inner-city location that is supported by existing hospital and other infrastructure. This type of development is envisaged for Precinct 4 and requires a certain scale to meet operational requirements for the proposed land use. Further, the building height limit in this precinct is also intended to promote efficient use of land and support better public realm outcomes in the PDA. On this basis, a reduction in building height is not supported on Bramston Terrace.</p> <p>However, the development scheme includes a range of provisions that require the ultimate design of buildings to directly address privacy and other amenity impacts on adjacent buildings. These provisions ensure development respects the relationship between any new buildings in the PDA and existing residential buildings outside the PDA including requirements regarding:</p> <ul style="list-style-type: none"> <li>• articulation of buildings to break up the building bulk</li> <li>• building orientation</li> <li>• overshadowing</li> <li>• landscape buffers</li> <li>• building separation including setbacks to the nearest building</li> <li>• orientation of windows of habitable rooms away from adjacent buildings.</li> </ul>	<b>N</b>
<b>110</b>	Suggest expressly providing for a high-quality entrance statement, and other place-making features, for the Butterfield Street site entry and associated car parking station entry to:	Although the entry at Butterfield Street is outside of the PDA it is acknowledged that this is an important intersection and is fundamental to the access arrangements for the PDA. Any upgrades required to this intersection will need to be conditioned on a future development approval or form part of an	<b>Y</b>

	<ul style="list-style-type: none"> <li>• transition to a Character residential zoned area</li> <li>• create a sense of arrival</li> <li>• camouflage the car park using mature vegetation</li> <li>• promote pedestrian surveillance and pedestrian connection to the hospital</li> <li>• enhance visual street amenity.</li> </ul>	<p>infrastructure agreement and this will require the design to take into account the requirements of the development scheme. This includes provisions regarding a contribution to sense of place and identity as well as a high level of amenity along streetscapes. To emphasise this outcome, a new term and additional provision has been added to the PDA-wide criteria and relevant maps to distinguish this, and other intersections as key gateway intersections that are inviting, attractive, pedestrian friendly and clearly identifiable.</p>	
111	<p>Suggest relocation of the parking station from Precinct 4 to Precinct 2, or elsewhere, away from sensitive residential land uses or if not able to be moved include provisions in the development scheme to avoid, minimise, then manage adverse impacts to sensitive residential land uses outside of the PDA including:</p> <ul style="list-style-type: none"> <li>• reduction in height</li> <li>• provide as underground car parking</li> <li>• consideration of tiered structure to provide for plantings to screen on each level</li> <li>• provide visual relief and architectural interest on solid walls</li> <li>• address access to breezes and impact of winds</li> <li>• address urban heat island effect</li> <li>• making it aesthetically pleasing</li> <li>• provide vegetative shielding with mature trees</li> </ul>	<p>The development scheme aims to balance a number of competing objectives. The provision of an integrated vehicular parking solution to service the needs of residents, staff and visitors to the PDA and the remainder of the Herston Health Precinct is fundamental to the success of the PDA and articulated in the vision of the development scheme. This includes the provision of a multi-storey parking station in the vicinity of the existing multi-storey parking station on Butterfield Street.</p> <p>This location is considered the most appropriate to:</p> <ul style="list-style-type: none"> <li>• allow for the scale of facility required to support the ongoing operational requirements of the RBWH and the redevelopment in the PDA</li> <li>• maximise connectivity to the RBWH</li> <li>• minimise the physical impact by locating the facility adjacent to the existing cliff face in Precinct 4</li> <li>• provide maximum parking options in this vicinity to limit the demand for parking on surrounding streets including Butterfield Street and Garrick Terrace</li> <li>• provide a logical, legible and accessible parking option on the periphery of the Herston Health Precinct.</li> </ul> <p>The development scheme provides a range of provisions to address any amenity impacts resulting from the proposed above-ground parking station including:</p> <ul style="list-style-type: none"> <li>• avoiding blank walls facing public realm</li> <li>• varied building form and articulation of buildings to break up the building bulk and provide visual relief and improve the aesthetic appeal of the building</li> </ul>	Y

		<ul style="list-style-type: none"> <li>• air circulation including access to cooling breezes</li> <li>• landscape buffers and deep planting</li> <li>• landscaped rooftops to reduce the urban heat island effect.</li> </ul> <p>A minor amendment has been made to the provision in section 2.4.2 to ensure that car parking and service areas are concealed from existing residences as well as the public realm to address this comment.</p> <p>A range of solutions may be available to meet these requirements but the development scheme does not specify a particular outcome. Further, the development scheme does not specifically require basement car parking across the PDA due to topographical and geological constraints. However, this may be considered during the development assessment process.</p>	
112	<p>Concern about adverse amenity impacts on nearby residences relating to:</p> <ul style="list-style-type: none"> <li>• noise</li> <li>• night time light</li> <li>• adverse air quality.</li> </ul>	<p>The development scheme includes provisions that requires development to avoid, manage or mitigate adverse impacts from noise, light nuisance and air pollution. However, to emphasise the importance of this matter the precinct provisions that address a multi-storey parking station in Precinct 4 have been amended to specifically reference minimisation of light spillage into neighbouring properties.</p> <p>In addition, for further clarification, references to noise and air pollution in section 2.4.5 have been amended to directly reference the acoustic and air quality objectives in the Environmental Protection Policies under the <i>Environmental Protection Act 1994</i>.</p> <p>An appropriate strategy to manage significant impacts will need to accompany any future relevant development applications in the PDA.</p>	Y
113	<p>Suggest considering reference to an Australian Standard or similar that addresses adverse lighting impacts from the car parking station on existing sensitive residential uses has been included as the <i>Australian standard AS4282-1997 Control of obtrusive effects of outdoor lighting</i> only addresses outdoor lighting.</p>	<p>The Australian standard AS4282-1997 Control of obtrusive effects of outdoor lighting is referenced in a footnote to a PDA-wide criterion in the development scheme requiring development to protect community safety from the impacts of light nuisance. Inclusion of the footnote of references to other relevant Australian Standards (AS 2890.1 Off-street car parking and AS1158.3 Lighting for roads and public spaces) is supported.</p>	Y

		The PDA-wide criterion in the development scheme has also been amended to clarify that light nuisance may arise from internal or external sources.	
114	Suggest ensuring the car parking station achieves the Australian standard or better when: <ul style="list-style-type: none"> <li>incorporating acoustic design treatments and noise management strategies</li> <li>limiting exposure and risks associated with pollutants that could have an adverse effect on human health.</li> </ul>	There are no specific Australian standards for acoustic design measures in parking stations. However, the development scheme has been revised to include provisions to ensure the multi-storey parking structure manages amenity impacts to neighbouring residences including air quality, noise and light spillage.  For further clarification, references to noise and air pollution in section 2.4.5 have been amended to directly reference the acoustic and air quality objectives in the Environmental Protection Policies under the <i>Environmental Protection Act 1994</i> .	Y
115	Ensure sufficient traffic mitigation strategies through appropriate way-finding to direct traffic to Herston and Bowen Bridge Roads from the PDA, lessening the traffic impact on local and residential streets.	The PDA-wide criteria currently provide for wayfinding elements to improve connectivity and pedestrian permeability in the PDA and the surrounding area. To ensure vehicular wayfinding elements are considered, this provision has been amended to specifically provide for this as well.	Y
116	Concern regarding the plans for the Sir Albert Sakzewski Building (Block C28) and whether it will be demolished.	The development scheme precludes the demolition of PDA significant heritage buildings but does not prescribe or preclude the demolition of other buildings in the PDA. Consequently, demolition of the Sir Albert Sakzewski Building is a matter that may be considered as part of a future relevant development application in the PDA.	N
117	Concern regarding the height of the retirement living buildings and associated privacy concerns for adjoining residents.	The development scheme aims to balance a number of competing objectives. Both the Queensland Government and Brisbane City Council recognise the need to deliver retirement living and aged care uses to cater for the ageing population. The Herston Quarter PDA provides the opportunity to deliver this type of development in an inner-city location that is supported by existing hospital and other infrastructure.  The development scheme includes a range of provisions that require the ultimate design of buildings to directly address privacy and other amenity impacts. These provisions ensure development respects the relationship between any new buildings in the PDA and existing residential buildings outside the PDA including requirements regarding: <ul style="list-style-type: none"> <li>articulation of buildings to break up the building bulk</li> <li>building orientation</li> </ul>	N

		<ul style="list-style-type: none"> <li>overshadowing</li> <li>landscape buffers</li> <li>building separation including setbacks to the nearest building</li> <li>orientation of windows of habitable rooms away from adjacent buildings.</li> </ul> <p>These provisions will need to be addressed in any future relevant development application for any building in the PDA.</p>	
<b>118</b>	Concern regarding window treatment on retirement living buildings including whether they will be fixed and opaque on the north side.	<p>The development scheme does not prescribe specific window treatments for individual buildings. However, the development scheme includes a range of provisions that directly address privacy and other amenity impacts. These provisions ensure development respects the relationship between new buildings in the PDA and existing residential buildings outside the PDA including requirements regarding:</p> <ul style="list-style-type: none"> <li>articulation of buildings to break up the building bulk</li> <li>building orientation</li> <li>overshadowing</li> <li>landscape buffers</li> <li>building separation including setbacks to the nearest building</li> <li>orientation of windows of habitable rooms away from adjacent buildings.</li> </ul> <p>These provisions will need to be addressed in any future relevant development application for any building in the PDA.</p>	<b>N</b>
<b>119</b>	Concern regarding the form of the multi-storey car park building and how it will address light pollution at night.	<p>The development scheme provides a range of provisions to address amenity impacts resulting from the proposed above-ground parking station including light pollution. However, to emphasise the importance of this matter the precinct provisions that address a multi-storey parking station in Precinct 4 have been amended to specifically reference avoiding, managing or mitigating light spillage into neighbouring properties.</p>	<b>Y</b>
<b>120</b>	Concern regarding the proposed height of the car park including that it will block views to heritage buildings.	<p>The development scheme aims to balance a number of competing objectives. The provision of an integrated vehicular parking solution to service the needs of residents, staff and visitors to the PDA and the remainder of the Herston Health Precinct, is fundamental to the success of the PDA and articulated in the vision of the development scheme. This includes the provision of a multi-storey parking station in the vicinity of the existing multi-storey parking station on Butterfield Street.</p>	<b>N</b>

		<p>This location is considered the most appropriate to:</p> <ul style="list-style-type: none"> <li>• allow for the scale of facility required to support the ongoing operational requirements of the RBWH and the redevelopment in the PDA</li> <li>• maximise connectivity to the RBWH</li> <li>• minimise the physical impact by locating the facility adjacent to the existing cliff face in Precinct 4</li> <li>• provide maximum parking options in this vicinity to limit the demand for parking on surrounding streets including Butterfield Street and Garrick Terrace</li> <li>• provide a logical, legible and accessible parking option on the periphery of the Herston Health Precinct.</li> </ul> <p>The development scheme also includes a provision that requires consideration of views to and from heritage buildings.</p> <p>A balanced approach to achieving these outcomes will need to be addressed during the development application process. On this basis, a reduction in height is not supported.</p>	
<b>121</b>	Concern the car park will create traffic problems and put additional pressure on off-street parking.	<p>The development scheme aims to balance a number of competing objectives. The provision of an integrated vehicular parking solution to service the needs of residents, staff and visitors to the PDA and the remainder of the Herston Health Precinct, is fundamental to the success of the PDA and articulated in the vision of the development scheme. This includes the provision of a multi-storey car park in the vicinity of the existing multi-storey car park on Butterfield Street. This location is considered the least constrained to enable delivery of the car parking required to support the ongoing operation of the RBWH and redevelopment of Herston Quarter, as well as limit the demand for parking on surrounding streets. Further, locating car parking on the periphery of the Herston Health Precinct provides for the most logical, legible and accessible option for the general public.</p>	<b>N</b>
<b>122</b>	Concern that the proposed development scheme does not expressly require development within Precinct 4 (as it does for	<p>The provisions outlined in the vision apply to all precincts. These provisions will need to be addressed in any future relevant development application for any building in the PDA.</p>	<b>N</b>

	other precincts) to conserve, create or enhance a unique identity or sense of place as required in the PDA vision.		
123	<p>Suggest removing reference to the delivery of a parking station for the following reasons:</p> <ul style="list-style-type: none"> <li>• traffic volumes in Butterfield Street and Garrick Terrace and risk of accidents involving pedestrians and cyclists will increase</li> <li>• the northern entrance would have back-of-house appearance, continuation of unsightly car parking structures is an unacceptable impost on residents, views of heritage buildings are likely to be impinged</li> <li>• the access from Butterfield Street is known to flood regularly, the location is geographically distant from the remainder of the PDA, reuse of the Bramston Terrace car park would allow for more equitable distribution of parking stations, parking stations should preferably be assessed from a district or arterial road.</li> </ul>	<p>The development scheme aims to balance a number of competing objectives. The provision of an integrated vehicular parking solution to service the needs of residents, staff and visitors to the PDA and the remainder of the Herston Health Precinct, is fundamental to the success of the PDA and articulated in the vision of the development scheme. This includes the provision of a multi-storey parking station in the vicinity of the existing multi-storey parking station on Butterfield Street.</p> <p>This parking station location is considered the most appropriate to:</p> <ul style="list-style-type: none"> <li>• allow for the scale of facility required to support the ongoing operational requirements of the RBWH and the redevelopment in the PDA</li> <li>• maximise connectivity to the RBWH</li> <li>• minimise the physical impact by locating the facility adjacent to the existing cliff face in Precinct 4</li> <li>• provide maximum parking options in this vicinity to limit the demand for parking on surrounding streets including Butterfield Street and Garrick Terrace</li> <li>• provide a logical, legible and accessible parking option on the periphery of the Herston Health Precinct.</li> </ul> <p>The development scheme provides a range of provisions to address any amenity impacts or otherwise resulting from the proposed above-ground parking station including:</p> <ul style="list-style-type: none"> <li>• avoiding blank walls facing public realm</li> <li>• varied building form and articulation of buildings to break up the building bulk and provide visual relief and improve the aesthetic appeal of the building</li> <li>• air circulation including access to cooling breezes</li> <li>• landscape buffers and deep planting</li> <li>• landscaped rooftops to reduce the urban heat island effect.</li> </ul>	Y

		<p>Any upgrades required to the Butterfield Street intersection will need to be conditioned on a future development approval or form part of an infrastructure agreement and this will require the design to take into account the requirements of the development scheme. This includes provisions regarding a contribution to sense of place and identity as well as a high level of amenity along streetscapes. To emphasise this outcome, a new term and additional provision has been added to the PDA-wide criteria and relevant maps to distinguish this, and other intersections as key gateway intersections that are inviting, attractive, pedestrian friendly and clearly identifiable.</p> <p>The development scheme also includes a number of provisions to address flood hazard and ensure no net worsening on the surrounding road network.</p> <p>A range of solutions may be available to meet these requirements. These will need to be addressed by any future applicant and considered by EDQ during development assessment.</p>	
124	<p>Suggest amending the Precinct 4 map to:</p> <ul style="list-style-type: none"> <li>relocate primary pedestrian connection to traverse the existing open car park next to Ronald McDonald house to improve safety and permeability; existing footpaths need improvement and widening.</li> <li>relocate the car parking station to either: (a) the existing car parking station location at Bramston Terrace; or (b) an alternative location within the PDA with direct access to an arterial or district road.</li> <li>if the car parking station is not relocated, provide for vehicle access to Bramston Terrace and/or Bowen Bridge Rd - to provide flood free and multiple emergency access, share traffic load, improve traffic flow,</li> </ul>	<p>Providing a pedestrian connection through the existing car park adjacent to Ronald McDonald house is not within the scope of the development scheme. However, if additional analysis suggests an alternative solution for provision of this connection and it is discussed and agreed by the relevant stakeholders, the development scheme does not preclude this outcome.</p> <p>This parking station location is considered the most appropriate to:</p> <ul style="list-style-type: none"> <li>allow for the scale of facility required to support the ongoing operational requirements of the RBWH and the redevelopment in the PDA</li> <li>maximise connectivity to the RBWH</li> <li>minimise the physical impact by locating the facility adjacent to the existing cliff face in Precinct 4</li> <li>provide maximum parking options in this vicinity to limit the demand for parking on surrounding streets including Butterfield Street and Garrick Terrace</li> <li>provide a logical, legible and accessible parking option on the periphery of the Herston Health Precinct.</li> </ul>	N

	<ul style="list-style-type: none"> <li>• improve pedestrian and cyclist safety</li> <li>• relocate the primary cycle network from Central Drive to Herston Rd and Bowen Bridge Rd - to practically account for the steep grade of Bramston Terrace</li> <li>• provide for local area traffic management for Butterfield Street, west of the roundabout to Aberleigh Road.</li> <li>• provide for a pedestrian link to Enoggera Creek.</li> <li>• provide buffer planting to existing residential land uses.</li> <li>• provide new building/s and open space area adjoining the Butterfield Street roundabout.</li> <li>• provide a 'key public space' for the elderly and children</li> </ul>	<p>The intention to provide a second access to the parking station in Precinct 4 from the south has been clarified through the addition of a provision in section 2.5.4.</p> <p>The cycle route between Bramston Terrace, Bowen Bridge Road and the RBWH Cycle Centre is acknowledged as an important connection. The Structural elements plan has been amended to identify this connection as part of the primary cycle network. The cycle access through the PDA and along Central Drive is also considered important and has been maintained in the development scheme.</p> <p>It is acknowledged that development outside a PDA can be conditioned on a development approval or form part of an infrastructure agreement where impacts are directly related to development in a PDA, for example an intersection upgrade. However, the jurisdiction of EDQ and the development scheme does not extend to the general management of the public realm and local road network outside the PDA including the planned hierarchy of adjacent roads and relevant local area traffic management programs. Brisbane City Council is the relevant authority for these matters. On the finalisation of the development scheme, a letter was sent to the Lord Mayor of Brisbane City Council to advise of matters raised by the community that pertain to areas outside of the PDA. This includes further consideration of the form and function of Butterfield Street west of the Garrick Terrace intersection and a connection to Enoggera Creek.</p> <p>Under the <i>Economic Development Act 2012</i> there is no ability to extend a PDA boundary and therefore provide for new buildings, open space areas and key public space outside of the existing PDA boundary. Declaration of a new PDA would be required to facilitate this outcome.</p>	
125	<p>In regard to the parking station, suggest:</p> <ul style="list-style-type: none"> <li>• removing parking station from the list of preferred land uses due to amenity overshadowing and privacy issues</li> <li>• reducing the maximum height for a parking station from nine to six</li> </ul>	<p>The development scheme aims to balance a number of competing objectives. The provision of an integrated vehicular parking solution to service the needs of residents, staff and visitors to the PDA and the remainder of the Herston Health Precinct is fundamental to the success of the PDA and articulated in the vision of the development scheme. This includes the provision of a multi-storey</p>	<b>N</b>

	<p>storeys</p> <ul style="list-style-type: none"> <li>• removing the exception for an extra six storeys if accommodating hospital/healthcare services</li> <li>• reducing the maximum storeys from 15 to nine to achieve a more equitable balance between preserving the neighbourhood character (as in Brisbane City Plan) and economic development</li> <li>• inserting a new dot point about providing ingress only from Butterfield Street and egress from Bramston Terrace/Bowen Bridge Road.</li> </ul>	<p>parking station in the vicinity of the existing multi-storey parking station on Butterfield Street.</p> <p>This parking station location is considered the most appropriate location in the PDA to:</p> <ul style="list-style-type: none"> <li>• allow for the scale of facility required to support the ongoing operational requirements of the RBWH and the redevelopment in the PDA</li> <li>• maximise connectivity to the RBWH</li> <li>• minimise the physical impact by locating the facility adjacent to the existing cliff face in Precinct 4</li> <li>• provide maximum parking options in this vicinity to limit the demand for parking on surrounding streets including Butterfield Street and Garrick Terrace</li> <li>• provide a logical, legible and accessible parking option on the periphery of the Herston Health Precinct.</li> </ul> <p>Metro North Hospital and Health Service has been consulted throughout the preparation of the development scheme to ensure their plans for the future expansion of the hospital were considered including provision for a future hospital or health-related use on top of the proposed parking station.</p>	
126	<p>Suggest inserting a new dot point about protecting the existing amenity of residential dwellings located within and outside the PDA, by avoiding overshadowing and overlooking of private open space, windows and balconies.</p>	<p>The development scheme includes a range of provisions that require the ultimate design of buildings to directly address privacy and other amenity impacts. These provisions ensure development respects the relationship between any new buildings in the PDA and existing residential buildings outside the PDA including requirements regarding:</p> <ul style="list-style-type: none"> <li>• articulation of buildings to break up the building bulk</li> <li>• building orientation</li> <li>• overshadowing</li> <li>• landscape buffers</li> <li>• building separation including setbacks to the nearest building</li> <li>• orientation of windows of habitable rooms away from adjacent buildings.</li> </ul> <p>These provisions will need to be addressed in any future relevant development application for any building in the PDA.</p>	N

127	Concern that Precinct 4 will generate the greatest increase in traffic volumes and congestion on the site due to the proposed 9 storey car park, and that it also has the greatest interface with existing residential homes and streets.	Traffic modelling and analysis has been undertaken including consideration of potential upgrades to the local network which has and will continue to inform the plan preparation, from drafting through to finalisation of the development scheme.	<b>N</b>
128	Regarding pedestrian connections in Precinct 4, suggest also including connecting to existing public open space.	General connectivity principles are provided for in the PDA-wide criteria of the development scheme. Although it is acknowledged that development outside a PDA can be conditioned on a development approval or form part of an infrastructure agreement where impacts are directly related to development in a PDA, the jurisdiction of EDQ and the development scheme does not extend to the delivery of the public realm network outside the PDA including provision of a new connections to public open space outside of the PDA. Brisbane City Council is the relevant authority for these matters. On the finalisation of the development scheme, a letter was sent to the Lord Mayor of Brisbane City Council to advise of matters raised by the community that pertain to areas outside of the PDA. This includes further consideration of linkages to existing public open space in the vicinity of the PDA.	<b>N</b>
129	Suggest that development adjoining houses along the western and northern boundaries should be stepped and set back to ensure an appropriate interface.	This is dealt with by the development scheme provisions which require a sensitive transition to adjacent dwellings which avoids adverse amenity impacts through consideration of appropriate building heights, setbacks, articulation, landscaping, bulk and massing, including a setback of nine metres to the nearest building.	<b>N</b>
130	Suggest that potential 15-storey building heights will have a significant impact on the amenity and character of nearby residential areas and appropriate building height transition requirements should be provided including additional provisions relating to building bulk, setbacks, building materials and articulation, landscaping, minimising overshadowing and avoiding any loss of privacy. Suggest that the Community Facilities Code in City Plan could be adopted.	<p>The development scheme provisions require a sensitive transition to adjacent dwellings which avoids adverse amenity impacts through consideration of appropriate building heights, setbacks, articulation, landscaping, bulk and massing.</p> <p>The development scheme includes a range of provisions that require the ultimate design of buildings to directly address privacy and other amenity impacts. These provisions ensure development respects the relationship between any new buildings in the PDA and existing residential buildings outside the PDA including requirements regarding:</p> <ul style="list-style-type: none"> <li>• articulation of buildings to break up the building bulk</li> <li>• building orientation</li> </ul>	<b>N</b>

		<ul style="list-style-type: none"> <li>overshadowing</li> <li>landscape buffers</li> <li>building separation including setbacks to the nearest building</li> <li>orientation of windows of habitable rooms away from adjacent buildings.</li> </ul> <p>These provisions will need to be addressed in any future relevant development application for any building in the PDA.</p>	
<b>131</b>	Support the new consolidated parking station in Precinct 4, however the development scheme should include more detailed requirements on the height and appearance of this structure and how it impacts the public realm and the adjoining residential areas.	<p>Support noted.</p> <p>The development scheme provides a range of provisions to address amenity impacts resulting from the proposed above-ground parking station including:</p> <ul style="list-style-type: none"> <li>avoiding blank walls facing public realm</li> <li>varied building form and articulation of buildings to break up the building bulk and provide visual relief and improve the aesthetic appeal of the building</li> <li>air circulation including access to cooling breezes</li> <li>landscape buffers and deep planting</li> <li>landscaped rooftops to reduce the urban heat island effect.</li> </ul> <p>A range of solutions may be available to meet these requirements but the development scheme does not specify a particular outcome. These will need to be addressed by any future applicant and considered by EDQ during development assessment.</p>	<b>N</b>
<b>132</b>	Suggest provisions should be included to require trees to be retained, where possible.	<p>The development scheme includes provisions that support the retention of significant vegetation for street trees, feature trees, in public realm areas and private open space where possible. In response to this issue, this provision has been enhanced to provide for retention of significant vegetation that provides a buffer to existing residences outside the PDA.</p> <p>Further, the development scheme provision regarding deep planting of large subtropical shade trees has also been amended to refer to buffering to existing residences outside the PDA.</p>	<b>Y</b>
<b>133</b>	Suggest a cross-precinct pedestrian connection should be provided.	It is acknowledged that connectivity through this precinct forms an important part of the pedestrian network. In light of this, the precinct plan has been amended to include this as a new primary pedestrian connection.	<b>Y</b>

<b>134</b>	Suggest that the inclusion of a secondary entrance to the parking station will promote a higher degree of vehicle permeability and allow for improved traffic management outcomes.	The intention to provide a second access to the parking station in Precinct 4 from the south has been clarified through the addition of a provision in section 2.5.4.	<b>Y</b>
<b>135</b>	Suggest flexibility in the built form provisions within the precinct need to be accommodated to ensure that appropriate retirement living and care services for elderly outcomes are able to be delivered.	The development scheme aims to balance a number of competing objectives. As well as flexibility to deliver a range of different outcomes, the provisions provide some parameters to minimise the bulk, scale and amenity impacts of development in the precinct. Some minor amendments have been made to the provisions to provide for a range of different outcomes including the application of an average building footprint provision.	<b>Y</b>
<b>136</b>	Suggest an amendment to remove the specific reference to children in this precinct. This recognises other suggestions to provide flexibility in providing for child care centres in all precincts.	An amendment has been made to reflect this comment given childcare centre is now a preferred land use in all precincts of the PDA.	<b>Y</b>
<b>137</b>	Suggest an amendment regarding maximum building height of five storeys fronting Bramston Terrace, to take account of topography by adding the words: 'above the highest part of the road level along the Bramston Terrace frontage'.	This amendment is not supported. A range of solutions may be available to meet the development scheme requirements for building height and must be balanced with the other amenity provisions to achieve the best outcome. These will need to be addressed by any future applicant for development in the PDA and considered by EDQ during development assessment.	<b>N</b>
<b>138</b>	Suggest an amendment regarding maximum building height of 15 storeys for other buildings, to take account of topography by adding the words: 'measured from the highest point of Natural Ground Level within each individual building envelope'.	This amendment is not supported. A range of solutions may be available to meet the development scheme requirements for building height and must be balanced with the other amenity provisions to achieve the best outcome. These will need to be addressed by any future applicant for development in the PDA and considered by EDQ during development assessment.	<b>N</b>
<b>139</b>	Suggest removing the requirement for a minimum setback of 15 metres between buildings. It is contended this will enable flexibility of building locations, outlook and design, and that the outcomes are internal to the precinct only.	Partially supported. The building separation of 15 metres has been amended to be only relevant to habitable rooms. Appropriate building separation to non-habitable rooms will need to be addressed in detail by any future applicant for development in the PDA and considered by EDQ during development assessment.	<b>Y</b>

140	Suggest that commercial retirement living development does not support a health and knowledge precinct.	The development scheme identifies a range of residential development including residential apartments, student accommodation and retirement living which are all envisioned in different parts of the PDA as part of creating a vibrant, mixed use hub. Retirement living also provides for people to remain in their community as they age. Convenient access to health services for the older population is also appropriate.	<b>N</b>
141	Suggest that no new building should be higher than existing buildings in the precinct.	<p>The development scheme aims to balance a number of competing objectives. Both the Queensland Government and Brisbane City Council recognise the need to deliver retirement living and aged care uses to cater for the ageing population. The Herston Quarter PDA provides the opportunity to deliver this type of development in an inner-city location that is supported by existing hospital and other infrastructure. This type of development is envisaged for Precinct 4 and requires a certain scale to meet operational requirements for the proposed land use. Further, the building height limit in this precinct is also intended to promote efficient of land and support better public realm outcomes in the PDA. On this basis, the suggestion is not supported.</p> <p>However, the development scheme includes a range of provisions that require the ultimate design of buildings to directly address privacy and other amenity impacts on adjacent buildings. These provisions ensure development respects the relationship between any new buildings in the PDA and existing residential buildings outside the PDA including requirements regarding:</p> <ul style="list-style-type: none"> <li>• articulation of buildings to break up the building bulk</li> <li>• building orientation</li> <li>• overshadowing</li> <li>• landscape buffers</li> <li>• building separation including setbacks to the nearest building</li> <li>• orientation of windows of habitable rooms away from adjacent buildings.</li> </ul>	<b>N</b>

## 4.4 Infrastructure, implementation and funding

Matter #	Summary of issue/comment	Response	Amendment Y/N
<b>Infrastructure plan</b>			
142	Suggest including an elevated, covered walkway to connect the health precinct and the dental building on Bramston Terrace.	The development scheme provided for a secondary pedestrian connection from Bramston Terrace to the core of the PDA in Precinct 3. This has been amended to provide for connection to the University of Queensland Dental School. A range of solutions may be available to meet the development scheme requirements, including an elevated walkway, but the scheme does not specify a particular outcome.	Y
143	Suggest amending Table 2 listing roads and intersections that may require upgrading to include roads internal to RBWH and Bowen Bridge Road. It is contended that it is unreasonable for EDQ and Metro North Hospital and Health Service to require the local road network to accept all traffic flows to RBWH and the PDA. In particular, an effort should be made to provide access to the site directly from the arterial road (Bowen Bridge Road). Central Drive is considered suitable for upgrade to accept either one-way or two-way public road access.	The structural elements plan acknowledges the function of Central Drive as part of the broader internal vehicular network to Bowen Bridge Road. However, upgrading Central Drive to provide increased general vehicular access to the PDA is not supported. Central Drive serves an important function as the primary access to the RBWH for emergency vehicles. The emergency vehicle access function must retain primacy over other traffic and access matters.	N
144	Suggest further clarity as to whether Council will ultimately be required to fund the provision of infrastructure within the PDA.	Infrastructure internal to the PDA and external to the PDA which is required to service the PDA will be either funded through development charges or conditioned as part of the development approval process or form part of an infrastructure agreement. This is made clear through the definitions of trunk and non-trunk infrastructure and supported by the identification of trunk infrastructure in the Development Charges and Offset Plan.	N

145	Suggest that the development scheme should be based on an analysis of existing infrastructure capacity and should identify upgrades necessary to support development and provide a strategy for delivery of that infrastructure.	The items in the infrastructure plan are supported by analysis of what infrastructure is required to service the PDA. The Development Charges and Offset Plan outlines trunk infrastructure upgrades which are required to service the growth in the PDA and a strategy for delivery of those upgrades. Lower order infrastructure items that service the site or connect to the broader network (i.e. non-trunk infrastructure) will be delivered by the applicant as relevant for each stage of development and will be subject to further analysis and compliance with the development scheme. The delivery of this infrastructure will be considered by EDQ during development assessment.	<b>N</b>
146	Suggest that an infrastructure strategy needs to be prepared providing for the staged provision of infrastructure, which is consistent with Council's Local Government Infrastructure Plan (LGIP) and infrastructure/planning assumptions including: <ul style="list-style-type: none"> <li>• how development charges will be collected, recorded and reconciled</li> <li>• how it will integrate</li> <li>• how development charges levied will be used to fund trunk infrastructure delivered by Council or Queensland Urban Utilities (noting the current LGIP does not take into account the infrastructure requirements of the site).</li> </ul>	The items in the infrastructure plan are supported by analysis of what infrastructure is required to service the PDA. The Development Charges and Offset Plan outlines: <ul style="list-style-type: none"> <li>• development charges applicable to the PDA</li> <li>• how those charges are calculated, levied and administered (i.e. credits and offsets)</li> <li>• infrastructure upgrades which are required to service the growth in the PDA</li> <li>• a strategy for delivery of those upgrades.</li> </ul> <p>In drafting the Development Charges and Offset Plan, EDQ undertook analysis of the growth proposed in the PDA development scheme and potential impacts on Council's and Queensland Urban Utilities infrastructure. The upgrades outlined in the Development Charges and Offset Plan are designed to mitigate the impacts on trunk infrastructure resulting from development in the PDA.</p> <p>Lower order infrastructure items that service the site or connect to the broader network (i.e. non-trunk infrastructure) will be delivered by the applicant as relevant for each stage of development and will be subject to further analysis and compliance with the development scheme. The delivery of this infrastructure will be considered by EDQ during development assessment.</p>	<b>N</b>
147	Suggest that the development scheme should not be finalised until the required infrastructure planning reports have been fully reviewed and their recommendations agreed upon by all parties.	The items in the infrastructure plan are supported by analysis of what infrastructure is required to service the PDA. EDQ has worked with Council and Queensland Urban Utilities to understand impacts on the broader network. For example, various strategic level traffic and transport studies have been undertaken for the Herston Quarter PDA, in consultation with Council, identifying	<b>N</b>

		<p>the need for road network upgrades to support planned renewal and development in the PDA.</p> <p>The Development Charges and Offset Plan outlines trunk infrastructure upgrades which are required to service the growth in the PDA and a strategy for delivery of those upgrades. Lower order infrastructure items that service the site or connect to the broader network (i.e. non-trunk infrastructure) will be delivered by the applicant as relevant for each stage of development and will be subject to further analysis and assessment of compliance with the development scheme. The delivery of this infrastructure will be considered by EDQ during development assessment.</p>	
<b>148</b>	<p>Suggest that the development scheme does not identify any growth assumptions, infrastructure eligible for development charge offsets, standards of service or specific trunk or non-trunk infrastructure projects to support the proposed scheme. It is essential that these are integrated and consistent with Council's assumptions and Desired Standard of Service, and that the associated criteria required by EDQ are satisfied in a consistent manner.</p>	<p>The Development Charges and Offset Plan and supporting documentation identifies growth assumptions, infrastructure eligible for an offset, standard of service and infrastructure upgrades required to service the growth in the PDA.</p> <p>The Development Charges and Offset Plan is currently available on EDQ's website as a supporting document to the draft Development Scheme. Other supporting material including growth assumptions and standards of service, are available on request.</p>	<b>N</b>
<b>149</b>	<p>Suggest that the development scheme does not provide any direction on when the infrastructure is required to be provided on the site. This information is critical given that development in the PDA is likely to affect planning assumptions in the broader area and therefore the infrastructure provision sequencing.</p>	<p>The items in the infrastructure plan are supported by analysis of what infrastructure is required to service the PDA. The Development Charges and Offset Plan outlines trunk infrastructure upgrades which are required to service the growth in the PDA and a strategy for delivery of those upgrades. Lower order infrastructure items that service the site or connect to the broader network (i.e. non-trunk infrastructure) will be delivered by the applicant as relevant for each stage of development and will be subject to further analysis and assessment of compliance with the development scheme. The delivery of this infrastructure will be considered by EDQ during development assessment.</p>	<b>N</b>
<b>150</b>	<p>Suggest that it is critical that for significant redevelopment precincts, infrastructure upgrades relevant to that precinct are identified and a strategy put in place for</p>	<p>The items in the infrastructure plan are supported by analysis of what infrastructure is required to service the PDA. The Development Charges and Offset Plan outlines trunk infrastructure upgrades which are required to service the growth in the PDA and a strategy for delivery of those upgrades. Lower order</p>	<b>N</b>

	delivery. As the redevelopment of the site will occur over an extended period, the development scheme should include a requirement for the staged provision of infrastructure to be approved within the ultimate scenario.	infrastructure items that service the site or connect to the broader network (i.e. non-trunk infrastructure) will be delivered by the applicant as relevant for each stage of development and will be subject to further analysis and assessment of compliance with the development scheme. The delivery of this infrastructure will be considered by EDQ during development assessment.	
<b>151</b>	Suggest that the definitions of trunk and non-trunk infrastructure in the development scheme do not align with the <i>Planning Act 2016</i> , in that infrastructure becomes trunk if it is servicing more than one site within the PDA.	<p>The definition of trunk infrastructure and non-trunk infrastructure in the <i>Planning Act 2016</i> is as follows:</p> <p>trunk infrastructure, for a local government, means—</p> <ul style="list-style-type: none"> <li>(a) development infrastructure identified in a LGIP as trunk infrastructure; or</li> <li>(b) development infrastructure that, because of a conversion application, becomes trunk infrastructure; or</li> <li>(c) development infrastructure that is required to be provided under a condition under section 128 (3).</li> </ul> <p>non-trunk infrastructure means development infrastructure that is not trunk infrastructure</p> <p>It is not practical to use these definitions in the PDA framework under the <i>Economic Development Act 2012</i> framework as:</p> <ul style="list-style-type: none"> <li>• Local Government Infrastructure Plans (LGIP) do not apply in PDAs</li> <li>• Conversion applications do not apply within a PDA</li> <li>• Section 128(3) of the <i>Planning Act 2016</i> does not apply within a PDA.</li> </ul> <p>However, the description of trunk and non-trunk infrastructure provided in the Development Scheme aligns with the same policy intent that trunk infrastructure provides a benefit to the wider community while non-trunk infrastructure generally services one development site.</p>	<b>N</b>
<b>152</b>	Concern that the Infrastructure Plan identifies the infrastructure items required to service the PDA area only; not benefitting the broader catchment outside of the PDA. It is likely that the development will also have impacts on Council's networks external to the	The Development Charges and Offset Plan outlines the requirement for developers within the PDA to pay development charges which align with Council and Queensland Urban Utilities charge rates amounts. Council and Queensland Urban Utilities charge rate amounts represent equitable compensation for the impacts a development has on infrastructure networks within the Brisbane City Council area. As such, development in the PDA will be required to mitigate the	<b>N</b>

	PDA that are not addressed in the development scheme.	impact on infrastructure networks through the provision of development charges or through the provision of trunk infrastructure which will attract an offset or non-trunk infrastructure (which will not attract an offset).	
<b>153</b>	Concern regarding the negative impacts development within the Herston Quarter PDA could have on the existing operation and future growth capacity of the surrounding transport network.	EDQ has undertaken traffic modelling and analysis to determine the potential impacts on existing roads of the proposed growth from the PDA. To mitigate these impacts, the Development Charges and Offset Plan proposes a number of trunk road upgrades between now and 2026.	<b>N</b>
<b>154</b>	Suggest stormwater improvements are needed in Butterfield Street and Bowen Bridge Road.	The flooding impacts on Butterfield Street are an existing issue. Detailed stormwater assessments will be undertaken in response to development applications made within the PDA to ensure development in the PDA does not worsen flooding on Butterfield Street.  Additionally, Brisbane City Council's transitional Local Government Infrastructure Plan and the long term infrastructure planning identifies several items of stormwater infrastructure which are to be upgraded in and around Butterfield Street. EDQ will consult with Council to ensure these upgrades are not prejudiced where they intersect with development for the PDA, such as road upgrades on Butterfield Street.	<b>N</b>
<b>155</b>	Suggest that road widening will not alleviate congestion.	EDQ has undertaken traffic modelling and analysis to determine the potential impacts on existing roads of the proposed growth from the PDA. The analysis canvassed a variety of options to alleviate congestion in the area including enhancing signalisation of intersections, reconfiguration of lanes to ensure the most effective use of the existing roads and road upgrades. A range of solutions may be available to meet the development scheme requirements pertaining to vehicular movements which could include, but not be limited to road widening. However, it is not the role of the development to specify a particular outcome.	<b>N</b>
<b>Implementation strategy</b>			
<b>156</b>	Support the maximisation of community benefit and ongoing community engagement during the redevelopment of the PDA.	Support noted.	<b>N</b>
<b>157</b>	Allow retail, food and beverage outlets in the residential area along Butterfield Street facing the bikeway and creek.	The jurisdiction of EDQ and the development scheme does not extend to allowing this type of development outside the PDA. On the finalisation of the development scheme, a letter was sent to the Lord Mayor of Brisbane City Council to advise him of matters raised by the community that pertained to areas outside of the	<b>N</b>

		PDA. This includes further consideration of the current zoning along Butterfield Street.	
158	Support for the Implementation strategy.	Support noted.	N

## 4.5 Other matters

Matter #	Summary of issue/comment	Response	Amendment Y/N
<b>Schedules</b>			
159	Suggest the definition of minor work needs to be clarified i.e. whether it is as per City Plan or another definition.	Schedule 2 specifies that unless defined in the schedule or the <i>Economic Development Act 2012</i> , the definitions of the City Plan apply. As there is no definition of minor work in the Act, the definition in City Plan is applicable.	N
160	Suggest the definition of 'Significant vegetation' should be clarified as it is unclear what is protected (neither the Significant landscape tree overlay or Biodiversity areas overlay under City Plan or the State Planning Policy interactive mapping identify any environmental values over the site). Concern that no vegetation within the PDA is currently protected, including the existing Poinciana trees. A tree survey should be conducted to identify and document the Significant vegetation within the PDA using the methodology employed by Council for its Natural Asset Local Law 2003.	The definition of significant vegetation includes those protected under local, state or national law as well as a range of other vegetation including vegetation with a cultural or historical value, or amenity value to the general public. To clarify the intent, a requirement for a tree survey during development assessment has been included in section 2.4.4 to establish whether vegetation has these values and can therefore be protected.	Y
<b>General comments on development scheme</b>			
161	Suggest public notification is required if an application is for development that does not comply with the development requirements	The development scheme requires public notification if the application is for development which, in the opinion of the MEDQ, may have adverse impacts on the amenity or development potential of adjoining land under separate ownership.	N

	including a note to that effect in section 2.2.6 (Development consistent with the land use plan).	<p>It also requires public notification in other circumstances if the development application is for a use or of a size or nature which, in the opinion of the MEDQ, warrants public notification.</p> <p>Stakeholders and the community can then have an opportunity to comment on the relevant development application.</p> <p>As the development scheme is a performance based framework, a requirement for public notification for all development that does not comply with any one of the development requirements is not supported.</p> <p>Under the <i>Economic Development Act 2012</i>, the MEDQ can also, within 20 business days after an application is made, give the applicant notice that they must publicly notify the application.</p>	
<b>162</b>	Concern that the proposed development scheme does not provide sufficient traffic mitigation strategies for the PDA site as a whole.	<p>EDQ has undertaken traffic modelling and analysis to determine the potential impacts on existing roads of the proposed growth from the PDA. The analysis canvassed a variety of options to alleviate congestion in the area including enhancing signalisation of intersections, reconfiguration of lanes to ensure the most effective use of the existing roads, and road upgrades.</p> <p>Additionally, the PDA is located in an area which is well serviced by public transport and active transport infrastructure. It is anticipated that some of the transport needs of the future PDA residents, workers and visitors will be met by these alternative transport options.</p>	<b>N</b>
<b>163</b>	Suggest amending the table to make development prohibited if it is not specified as exempt, self-assessable or permissible development. It is contended that the burden of proof is currently upon EDQ to refuse a land use that is 'not preferred'. If a land use is not conceived as being permissible on hospital and health land, it should be prohibited. This outcome would be consistent with the 'level of assessment tables' in the Bowen Hills PDA development scheme.	Identifying development as prohibited needs to be approached with caution because within a PDA very limited appeal rights apply, unlike outside a PDA. The PDA is not just for hospital/health uses but is intended to develop as a vibrant mixed-use hub. The preferred land uses identify a policy position on what land uses are considered appropriate in each precinct. However, it does not completely exclude other land uses being put forward that meet all the other requirements of the scheme. As per the requirements of the scheme, these development applications will need to be publicly notified. On this basis, this amendment is not supported.	<b>N</b>

<b>164</b>	Support for the need for additional health and research facilities in Brisbane.	Support noted.	<b>N</b>
<b>165</b>	Support for the exemplary urban design outcome for proposed buildings and open space addressing Herston Road.	Support noted.	<b>N</b>
<b>166</b>	Suggest the development scheme should clarify which components of City Plan are being incorporated in the development scheme and which are provided for guidance only.	The development scheme provides footnotes that reference relevant City Plan provisions where they are considered appropriate and support the relevant policy intent. The development scheme also applies certain City Plan definitions as identified in Schedule 1. To provide greater clarity, the wording in section 2.2.10 has been improved.	<b>Y</b>
<b>167</b>	Suggest ensuring the web links to the EDQ Plan of Development practice note works.	This amendment is supported and the web link has been amended in the development scheme.	<b>Y</b>
<b>168</b>	Suggest that public notification should be triggered for any proposal that includes an increase in height or for a hotel, short-term accommodation and multiple dwellings as these uses aren't consistent with City Plan.	<p>The development scheme requires public notification if the application is for development which, in the opinion of the MEDQ, may have adverse impacts on the amenity or development potential of adjoining land under separate ownership. It also requires public notification in other circumstances if the development application is for a use or of a size or nature which, in the opinion of the MEDQ, warrants public notification</p> <p>Between 7 August and 18 September 2017, the proposed development scheme was publicly notified. This provided an opportunity for stakeholders and the community to make a submission on the proposed development scheme including the preferred land uses for each precinct. Some changes have been made to the preferred land uses in response of submissions received. On this basis, public notification of particular preferred land uses is not supported noting that non-preferred land uses must be publicly notified. This is generally consistent with the approach to public notification taken by Brisbane City Council in City Plan.</p> <p>Stakeholders and the community can then have an opportunity to comment on the relevant development application.</p> <p>Under the <i>Economic Development Act 2012</i>, the MEDQ can also, within 20 business days after an application is made, give the applicant notice that they must publicly notify the application</p>	<b>N</b>

<b>169</b>	Suggest stakeholders should be provided with a copy of the urban design study which informs general and precinct-specific built form provisions.	EDQ has undertaken urban design analysis that has informed the drafting of the development scheme provisions including reference to existing urban design and built form provisions in the Brisbane City Plan. The results of this analysis must be balanced with other competing objectives to achieve an outcome that promotes both economic development and development for community purposes in the PDA.  If not submitted with an application, an urban context report may be requested to demonstrate the built form interface with the site and its broader context. A minor amendment has been made to footnote 10 to specifically refer to 3D imagery being made available as part of the urban context report to demonstrate the impacts on amenity of neighbouring properties. This will be made available on the EDQ website with any future relevant development application.	<b>Y</b>
<b>170</b>	Concern that some text is missing at the end of the footnote 12.	The words 'time to time' were mistakenly omitted in the proposed development scheme. These have now been added to footnote 12.	<b>Y</b>
<b>171</b>	Support for the diversity of uses proposed for the Priority Development Area.	Support noted.	<b>N</b>
<b>172</b>	Concern that the development will not benefit the community and would like to see the land used only for future hospital expansion.	The Herston Quarter PDA was declared to establish the necessary policy framework to support the intended development and community outcomes for the area. The redevelopment of the PDA will include health related uses, specifically a Specialist Rehabilitation and Ambulatory Care Centre, a private hospital and aged care facilities in addition to retirement living, residential accommodation, childcare facilities and retail and restaurant facilities to support the new mixed-use community.  The major catalyst for redevelopment was the transfer of children's health services from the Royal Children's Hospital to the new Lady Cilento Children's Hospital in late 2014 which resulted in the vacancy of the majority of buildings in the PDA.	<b>N</b>
<b>173</b>	General support for the proposed development scheme including mixed-uses that support health and knowledge uses	Support noted.	<b>N</b>
<b>174</b>	Suggest that the principles of age friendly design principles are adopted across the development including the SRACC.	It is acknowledged that universal access across the whole PDA is an important principle. This is already articulated in the PDA-wide criteria.	<b>N</b>

Other matters relating to Herston Quarter PDA			
175	Suggest EDQ has not fulfilled its legislative obligation to consult with residents 'likely to be affected by the development scheme'.	<p>The statutory requirement in section 58(2)(b)(ii) of the <i>Economic Development Act 2012</i> requires the MEDQ to make reasonable endeavours to consult, in the way it considers appropriate, with a government entity, Government Owned Corporation or another person or entity where likely to be affected by a development scheme for the PDA.</p> <p>During the preparation of the proposed development scheme EDQ consulted with Brisbane City Council and other government entities. In February 2017, EDQ also sent a newsletter to 1400 households in the Herston community to invite them to register interest, ask questions and get involved in the future formal public notification process. The newsletter also outlined the broad vision for the site, frequently asked questions and the PDA process going forward.</p> <p>Between 7 August and 18 September 2017, the proposed development scheme was publicly notified. This provided an opportunity for stakeholders and the community to make a submission on the proposed development scheme. During the submission period two community information sessions were held in the local area and a meeting was held with the Herston Quarter Residents Action Group. This process has informed the finalisation of the proposed development scheme which was put forward to the MEDQ for approval. The final development scheme has now been approved by the MEDQ and given effect by regulation.</p>	N
176	<p>Suggest that the 'public consultation' that occurred at the end of 2015, that 'helped shape the proposed master plan', was:</p> <ul style="list-style-type: none"> <li>• positioned as redevelopment of the Royal Children's Hospital site</li> <li>• poorly advertised, and</li> <li>• appears to have been limited to health professionals.</li> </ul>	<p>This is not a matter for the development scheme. However, EDQ can confirm that Queensland Treasury undertook public consultation at the end of 2015 that was attended by members of the community. Further information on community engagement prior to the declaration of the Herston Quarter PDA is available on the Metro North Hospital and Health Service website at <a href="http://www.health.qld.gov.au/metronorth/herston-quarter">www.health.qld.gov.au/metronorth/herston-quarter</a></p>	N
177	Concern that public land for major health care infrastructure should not be given over to private commercial interests.	<p>The Queensland Government's Advancing Our Cities and Regions Strategy sets a framework for the renewing and repurposing of surplus and underutilised State property to deliver better community outcomes, create jobs and drive economic growth. The former Royal Children's Hospital is considered underutilised State property. The strategy identifies health and knowledge precincts, like Herston</p>	N

		Quarter PDA, as one of eight economic and community zones. Co-locating residential, retail and accommodation uses with health and knowledge employment centres like the Herston Quarter PDA can help facilitate efficient access to employment and education, optimise the use of infrastructure invested in the PDA and surrounding area and increase the overall vibrancy, safety and activation of the precinct, including outside of work hours and promote broader economic development.	
<b>178</b>	Concern regarding allowing commercial interests to override or impede good planning outcomes.	The feasibility of developing land is an important consideration in any strategic planning exercise and must be balanced with other important planning considerations. The development scheme aims to balance a number of competing objectives to achieve an outcome that promotes both economic development and development for community purposes.	<b>N</b>
<b>179</b>	Suggest that a detailed traffic impact assessment be released addressing the planned ultimate development of the Herston Quarter PDA for public consultation.	The impact of development in the PDA on the local road network is a key consideration in the future planning of the site. As Brisbane City Council maintains the road network in the immediate vicinity of the PDA, Brisbane City Council and other stakeholders have been, and will continue to be, consulted regarding traffic matters. Various strategic level traffic and transport studies have been undertaken for the Herston Quarter PDA, in consultation with Council, identifying the need for road network upgrades to support planned renewal and development in the PDA. EDQ's traffic investigations have informed the drafting of the development scheme and Development Charges and Offsets Plan. Detailed planning and design work will be undertaken as individual development applications are assessed and any future relevant development application in the PDA will be assessed in terms of traffic impacts and car parking needs.	<b>N</b>
<b>180</b>	Ensure car parking costs for hospital staff and visitors is affordable to limit car parking on local residential streets; car parking charges should not discourage users from parking in the site.	<p>The jurisdiction of EDQ and the development scheme does not extend to setting the cost of car parking in the PDA. This will require further analysis and discussion with Metro North Hospital and Health Service, the developer and the relevant car parking operators.</p> <p>The Queensland Government recently announced they would spend \$7.5 million over four years, providing an additional 100,000 free and concessional car parks in public hospitals across the State each year. The implementation arrangements for the Herston Health Precinct will need to be considered further by Metro North Hospital and Health Service.</p>	<b>N</b>

<b>181</b>	Suggest consideration of a 24/7 hotline for residents concerned with construction related issues.	This is not a matter within the scope of the development scheme. However, the implementation strategy does provide for ongoing communications and engagement with the community throughout project delivery.	<b>N</b>
<b>182</b>	Suggest the Kidsafe House on Bramston Terrace should not be removed as the site is both a local and State heritage place and contributes to the character of the area.	Kidsafe house is not identified on the Queensland Heritage Register and is therefore not a State heritage place. It is acknowledged that the whole PDA, which is currently one parcel of land, is listed as a local heritage place in Brisbane City Council's City Plan. However, local heritage places are only applied to entire parcels of land without detailed assessment of heritage values. The State heritage listing provides a more detailed understanding of the specific heritage values in the PDA and their precise location.	<b>N</b>
<b>183</b>	Suggest plans shown to date have been inconsistent and the community are unsure of the proponent's intentions for building, demolishing, heights, materials and precise locations of buildings.	The development scheme is the overarching planning document that provides for the planning and carrying out of development of land in the PDA. The development scheme outlines a range of requirements that address different aspects of development including land uses, built form outcomes, movement, public safety, infrastructure and implementation. The detailed design of the buildings including specific height, building materials and their precise location will need to respond to these requirements in a future relevant development application.	<b>N</b>
<b>184</b>	Suggests accurate 3D artist impressions from multiple aspects around the site would be helpful.	<p>The development scheme is the overarching planning document that provides for the planning and carrying out of development of land in the PDA. The development scheme outlines a range of requirements that address different aspects of development including land uses, built form outcomes, movement, public safety, infrastructure and implementation. A range of solutions may be available to meet the development scheme requirements, therefore 3D artist impressions are unlikely to represent the actual development that will be constructed on the ground. The detailed design of the buildings, public realm and movement network will need to respond to these requirements in a future relevant development application.</p> <p>If not submitted with an application, an urban context report may be requested to demonstrate the built form interface with the site and its broader context. A minor amendment has been made to footnote 10 to specifically refer to 3D imagery being made available as part of the urban context report to demonstrate the impacts on amenity of neighbouring properties. This will be made available on the EDQ website with any future relevant development application.</p>	<b>Y</b>

185	Concern that impacted residents are not being told exactly what is planned.	The development scheme is the overarching planning document that provides for the planning and carrying out of development of land in the PDA. The development scheme outlines a range of requirements that address different aspects of development including land uses, built form outcomes, movement, public safety, infrastructure and implementation. The detailed design of the buildings, public realm and movement network will need to respond to these requirements in a future relevant development application.	N
186	Suggest that EDQ has not undertaken a full and proper consultation with the local residents and landowners to ensure local considerations are taken into account.	<p>During the preparation of the proposed development scheme EDQ consulted with Brisbane City Council and other government entities. In February 2017, EDQ also sent a newsletter to 1400 households in the Herston community to invite them to register interest, ask questions and get involved in the public notification process. The newsletter also outlined the broad vision for the site, frequently asked questions and the PDA process going forward.</p> <p>Between 9 August and 18 September 2017, the proposed development scheme was publicly notified. This provided an opportunity for stakeholders and the community to make a submission on the proposed development scheme. During the submission period two community information sessions were held in the local community and a meeting was held with the Herston Quarter Residents Action Group. This process has informed the finalisation of the proposed development scheme incorporating a wide range of amendments which was put forward to the MEDQ for approval. The final development scheme has now been approved by the MEDQ and given effect by regulation.</p>	N
187	Concern the development will create too many people without the supporting infrastructure.	The infrastructure plan in the development scheme supports the land use plan by identifying the primary items of infrastructure that are required to facilitate the redevelopment of the Herston Quarter PDA. This is accompanied by a Development Charges and Offset Plan that outlines what development charges apply and the trunk infrastructure required to support the redevelopment. The delivery of this infrastructure will be conditioned on development approvals by EDQ through the development assessment process or form part of an infrastructure agreement.	N
188	Concern regarding political sign off on the decision to construct a 30 storey tower on the corner of Bramston Terrace and Herston	The Brisbane City Council City Plan does not include a detailed neighbourhood plan for the Herston suburb, including the former Royal Children's Hospital site, and therefore no existing height limit. As part of the PDA process, more detailed planning has been undertaken by the State Government.	Y

	Road as it conflicts with the existing residential zoning and height limit.	The MEDQ approved the proposed development scheme proceed to public notification. Following this, the statutory consultation period for the proposed development scheme provided stakeholders and the community the opportunity to lodge a submission. In light of submissions, it is recognised that 30 storeys is a significant building height within the Herston context. Accordingly, the height in Precinct 2 has been reduced to 20 storeys or RL84, whichever is the lesser.	
189	Suggests meeting minutes which discussed the 30 storey tower should be made available.	This is not a matter within the scope of the development scheme.	<b>N</b>
190	Suggest clarity is provided regarding the intention of the non-lease area in Precinct 4.	The development scheme does not identify a non-lease area in Precinct 4. Irrespective of any tenure arrangements between the Queensland Government and the developer of land in the PDA, any development in the precinct will need to be delivered in accordance with the provisions of the development scheme.	<b>N</b>
191	Suggest residents need to be allowed to make comment on the Traffic Impact Analysis and the proposed means by which the issues raised will be addressed.	The impact of development in the PDA on the local road network is a key consideration in the future planning of the site. As Brisbane City Council maintain the road network in the immediate vicinity of the PDA, Brisbane City Council and other stakeholders have, and will continue to be consulted regarding traffic matters. Various strategic level traffic and transport studies have been undertaken for the Herston PDA, in consultation with Council, identifying the need for road network upgrades to support planned renewal and development in the PDA. EDQ's traffic investigations have to be integrated with Council's work and therefore there is no single 'model'. The outcomes of these various studies have informed the drafting of the PDA development scheme and Development Charges and Offsets Plan. Both of these documents are on the EDQ website. Detailed planning and design work will be undertaken as individual development applications are assessed and any future relevant development application in the PDA will be assessed in terms of traffic impacts and car parking needs.	<b>N</b>
192	Suggest the pubic submission has been token granted far too late in the project and there was insufficient time for submitters to respond.	In February 2017, EDQ sent a newsletter to 1400 households in the Herston community to invite them to register interest, ask questions and get involved in the future formal public notification process. The newsletter also outlined the broad vision for the site, frequently asked questions and the PDA process going forward.  Between 7 August and 18 September 2017, the proposed development scheme was publicly notified for the statutory period prescribed by the <i>Economic</i>	<b>N</b>

		<p><i>Development Act 2012</i>. This provided an opportunity for stakeholders and the community to make a submission on the proposed development scheme. During the submission period two community information sessions were held in the local area and a meeting was held with representatives of the Herston Quarter Residents Action Group. This process has informed the finalisation of the proposed development scheme, incorporating a wide range of amendments which was put forward to the MEDQ for approval. The final development scheme has now been approved by the MEDQ and given effect by regulation.</p> <p>EDQ can confirm that Queensland Treasury undertook public consultation at the end of 2015 that was attended by members of the community. Further information on community engagement prior to the declaration of the Herston Quarter PDA is available on the Metro North Hospital and Health Service website at <a href="http://www.health.qld.gov.au/metronorth/herston-quarter">www.health.qld.gov.au/metronorth/herston-quarter</a></p>	
<b>193</b>	General support for the great benefits to the community if traffic concerns are worked out between developers and Brisbane City Council.	Agree. The impact of development in the PDA on the local road network is a key consideration in the future planning of the site. As Brisbane City Council maintain the road network in the immediate vicinity of the PDA, Brisbane City Council and other stakeholders, including the developers, have been, and will continue to be, consulted regarding traffic matters.	<b>N</b>
<b>194</b>	Concern regarding the general lack of communication and community support. Noise restrictions on demolition is being breached. Propose the proponent buy surrounding residential property and maintain a green area around boundary.	<p>As part of project implementation and development approvals, EDQ will require the developer to prepare a construction management plan. This plan typically defines the arrangements and procedures to be put in place to minimise adverse impacts on local amenity including traffic, dust, noise and vibration. This is especially important given its proximity to residential homes and the Royal Brisbane and Women's Hospital. The development will also need to meet a number of acoustic and air quality standards to ensure construction and ongoing operation of the development mitigates any potential adverse impacts.</p> <p>It is beyond the scope and jurisdiction of EDQ and the development scheme to require Australian Unity to buy surrounding residential properties.</p>	<b>N</b>
<b>195</b>	Suggest that early community input would have added more value and there should be opportunities for ongoing, pro-active consultation and co-designing.	In February 2017, EDQ sent a newsletter to 1400 households in the Herston community to invite them to register interest, ask questions and get involved in the future formal public notification process. The newsletter also outlined the broad vision for the site, frequently asked questions and the PDA process going forward.	<b>N</b>

		<p>Between 7 August and 18 September 2017, the proposed development scheme was publicly notified for the statutory period prescribed by the <i>Economic Development Act 2012</i>. This provided an opportunity for stakeholders and the community to make a submission on the proposed development scheme. During the submission period two community information sessions were held in the local area and a meeting was held with the Herston Quarter Residents Action Group. This process has informed the finalisation of the proposed development scheme, incorporating a wide range of amendments, which was put forward to the MEDQ for approval. The final development scheme has now been approved by the MEDQ and given effect by regulation.</p> <p>EDQ can confirm that Queensland Treasury undertook public consultation at the end of 2015 that was attended by members of the community. Further information on community engagement prior to the declaration of the Herston Quarter PDA is available on the Metro North Hospital and Health Service website at <a href="http://www.health.qld.gov.au/metronorth/herston-quarter">www.health.qld.gov.au/metronorth/herston-quarter</a></p>	
<b>196</b>	Suggest that Enoggera Creek flooding needs to be addressed and a village-style retail strip be placed along Butterfield Street.	The jurisdiction of EDQ and the development scheme does not extend outside the PDA. Brisbane City Council is the relevant authority for these matters. On the finalisation of the development scheme, a letter was sent to the Lord Mayor of Brisbane City Council to advise of matters raised by the community that pertain to areas outside of the PDA.	<b>N</b>
<b>197</b>	Suggest a new precinct is created that connects Butterfield Street and the northern boundary of the PDA.	Under the <i>Economic Development Act 2012</i> there is no ability to extend a PDA boundary. Declaration of a new PDA would be required.	<b>N</b>
<b>198</b>	Concern that this development is just a grab for funds from private enterprise by the State and then in turn, profit making for the developer at the detriment to the local community.	<p>The purpose of the PDA is to facilitate the redevelopment of the Herston Quarter as a mixed-use precinct with a strong emphasis on health-related uses. The major catalyst for redevelopment was the transfer of children's health services from the Royal Children's Hospital to the new Lady Cilento Children's Hospital in late 2014 which resulted in the vacancy of the majority of buildings in the PDA. The PDA will deliver community benefits including:</p> <ul style="list-style-type: none"> <li>• preservation and adaptive reuse of significant state-listed heritage places including the Lady Lamington Nurses Home, Edith Cavell and Lady Norman buildings</li> <li>• a Specialist Rehabilitation and Ambulatory Care Centre</li> <li>• a private hospital</li> </ul>	<b>N</b>

		<ul style="list-style-type: none"> <li>• aged care and retirement living,</li> <li>• residential accommodation</li> <li>• childcare facilities and</li> <li>• retail and restaurant facilities to support the new mixed-use community.</li> </ul>	
<b>199</b>	Suggest clearly specifying that Victoria Park will not under any circumstances be used as a temporary construction parking or equipment storage site for the duration of construction or beyond.	<p>As part of project implementation and development approvals, EDQ will require the developer to prepare a construction management plan. This plan typically defines the arrangements and procedures to be put in place to minimise adverse impacts on local amenity including traffic, dust, noise and vibration. This is especially important given its proximity to residential homes and the Royal Brisbane and Women’s Hospital. The development will also need to meet a number of acoustic and air quality standards to ensure construction and ongoing operation of the development mitigates any potential adverse impacts.</p> <p>The development scheme cannot identify a specific laydown area for construction including any areas outside the PDA boundary. This will need to be negotiated by the applicant with relevant landowners during project delivery.</p>	<b>N</b>
<b>200</b>	Suggest new development should incorporate Transit Oriented Development principles that maximise the value of existing public transport infrastructure.	The provisions of the development scheme strongly support the delivery of development that accords with key Transit Oriented Development principles including intensification of mixed-use development near public transport stations and better integration and connectivity of the stations into the development. On this basis, it isn’t considered necessary to include additional provisions to deliver this outcome.	<b>N</b>

## 5. List of all amendments to the development scheme

Amendment #	Section details	Nature of/reason for amendment
<b>General</b>		
1	Throughout the document	To reflect finalisation and adoption of the scheme amend the terminology through the document from 'proposed development scheme' to now read 'development scheme'.
2	Throughout the document	To reflect the month the scheme was adopted amend the date through the document from ' <i>August 2017</i> ' to ' <i>December 2017</i> '
3	Throughout the document	<p>For accuracy, amend minor formatting, typographical errors, word omissions or referencing including:</p> <ul style="list-style-type: none"> <li>• changing the naming of land uses to align with City Plan definitions (e.g. child care centre to childcare centre)</li> <li>• missing words from footnotes</li> <li>• incorrect links to online documentation</li> <li>• removing Herston Quarter branding</li> <li>• incorrect terminology</li> <li>• consistency of terminology including reference to heritage buildings</li> <li>• cross-referencing</li> <li>• references to the Herston Quarter PDA Development Charges and Offset Plan</li> <li>• accuracy and alignment of maps.</li> </ul>
4	Throughout the document	To ensure longevity of the development scheme and allow for current and future changes to the infrastructure nomenclature, references to Herston and RBWH busway station have been amended to reference Herston and RBWH station.

## Section 2: Land use plan

5	Section 2.2.10	<p>To provide clarity regarding the effect of references to Brisbane City Plan in the development scheme amend the section to read:</p> <p><i>...However, where the development scheme applies certain definitions of the Brisbane City Plan this is not a conflict and is not inconsistent with the development scheme.</i></p> <p><i>The Brisbane City Plan, where identified in a footnote of the development scheme, may be used as guidance material when assessing PDA development applications and applying the development scheme requirements...</i></p>
6	Section 2.3	<p>To reaffirm the policy intent of the vision regarding the importance of co-location of new uses with other health and knowledge uses in the Herston Health Precinct and acknowledge the new provision for a shop where a supermarket, amend dot point 2 of the vision to read:</p> <ul style="list-style-type: none"> <li>• <i>co-locating a range of other uses with the existing health and knowledge uses in the Herston Health Precinct to create a vibrant and highly active mixed-use precinct including health, commercial, residential, student accommodation, short-term accommodation, retirement, child care, aged care, community and retail uses.</i></li> </ul>
7	Section 2.3	<p>To reaffirm the importance of providing improved public amenity to the surrounding area not just the Herston Health Precinct, amend dot point 3 to read:</p> <ul style="list-style-type: none"> <li>• <i>providing improved amenity for users of facilities in the PDA, the broader Herston Health Precinct and the surrounding area including delivery of a range of diverse, interconnected and activated key public spaces that encourage formal and informal interactions and promote wellbeing</i></li> </ul>
8	Section 2.3	<p>To provide clarity around policy intent and ensure longevity of the development scheme and allow for current and future changes to the infrastructure nomenclature, amend dot point 7 to read:</p> <ul style="list-style-type: none"> <li>• <i>maximising the investment in adjacent public transport infrastructure by focussing land uses that generate high pedestrian traffic near the Herston and RBWH stations and promoting their integration with development in the PDA</i></li> </ul>
9	Section 2.3	<p>To align with other amendments proposed in the development scheme, amend Map 2 to:</p> <ul style="list-style-type: none"> <li>• add the primary cycle network along Herston and Bowen Bridge Roads</li> <li>• Change three intersections at Bramston/Herston, Bramston and Butterfield Street to 'key gateway intersections'.</li> </ul>

	Section 2.4.1	To require urban context reports to include 3D imagery, amend footnote 10 to read: <ul style="list-style-type: none"> <li>• <i>An urban context report (including 3D imagery) must be provided to demonstrate the built form interface with the site and its broader urban context including heritage, streetscape, public realm, pedestrian movement network and road hierarchy.</i></li> </ul>
10	Section 2.4.1	To ensure climatic impacts are considered when assessing the relationship with existing residential development outside the PDA, amend dot point 24 to read: <ul style="list-style-type: none"> <li>• <i>respect the relationship between new development in the PDA and existing residential development outside the PDA including consideration of appropriate building orientation, setback, landscape buffers, bulk and massing that minimise the impacts on residential amenity and privacy and consider climatic impacts including access to prevailing breezes.</i></li> </ul>
11	Section 2.4.1	To ensure the policy intent regarding private open space is accurately reflected in the provision, amend dot point 25 to read: <ul style="list-style-type: none"> <li>• <i>deliver useable, landscaped and attractive communal private open space areas in varied settings including landscaped rooftops and podiums that contribute to improved resident, patient and visitor amenity.</i></li> </ul>
12	Section 2.4.1	To avoid confusion with the previous provision, amend dot point 26 to read: <ul style="list-style-type: none"> <li>• <i>for residential buildings, ensure visual and noise privacy, adequate storage space, adequate room sizes and functional room relationship.</i></li> </ul>
13	Section 2.4.1	To ensure private open space is well integrated into development, amend dot point 27 to read: <ul style="list-style-type: none"> <li>• <i>deliver integrated private open space in all residential development.</i></li> </ul>
14	Section 2.4.2	To reinforce consideration of pedestrian and cyclist connectivity to the broader Herston Health Precinct, amend dot point 2 to read: <ul style="list-style-type: none"> <li>• <i>establish a permeable, highly connected and legible urban environment for pedestrians and cyclists, offering a choice of routes into, within and through the PDA including connections to the broader Herston Health Precinct.</i></li> </ul>
15	Section 2.4.2	To reinforce the outcomes sought for key gateway intersections into the PDA, insert the following new dot point and associated footnote: <ul style="list-style-type: none"> <li>• <i>provide inviting, attractive, pedestrian friendly and clearly identifiable key gateway intersections* that reinforce a sense of arrival into the PDA.</i> <i>*refer to section 4.3 regarding the key gateway intersection on Butterfield Street.</i></li> </ul>
16	Section 2.4.2	To distinguish pedestrian and vehicular wayfinding and allow for current and future changes to the infrastructure nomenclature, amend former dot point 8 to read:

		<ul style="list-style-type: none"> <li>incorporate pedestrian wayfinding elements to improve connectivity and pedestrian permeability in the PDA and the surrounding area including guiding visitors and residents to the Herston and RBWH stations, key public spaces and heritage places.</li> </ul>
17	Section 2.4.2	<p>To distinguish pedestrian and vehicular wayfinding, insert the following new dot point:</p> <ul style="list-style-type: none"> <li>incorporate vehicular wayfinding elements that appropriately direct traffic into, within and through the PDA and to the surrounding road network.</li> </ul>
18	Section 2.4.2	<p>To ensure future growth in ride share and car share initiatives is accommodated, amend former dot point 11 to read:</p> <ul style="list-style-type: none"> <li>provide vehicular maneuvering and service areas that meet the functional requirements of the PDA including passenger drop-off and pick-up areas.</li> </ul>
19	Section 2.4.2	<p>To ensure the visual amenity relating to car parking and service areas also applies to residential development, amend dot point 12 to read:</p> <ul style="list-style-type: none"> <li>ensure car parking and service areas are concealed from the public realm and residential dwellings by:</li> </ul>
20	Section 2.4.2	<p>To clarify the application of end-of-trip facility requirements where in buildings, amend footnote 17 to read:</p> <ul style="list-style-type: none"> <li>Refer to Queensland Development Code MP 4.1 - Sustainable buildings in relation to end-of-trip facilities and applicable buildings.</li> </ul>
21	Section 2.4.3	<p>To ensure the high level of amenity and relevant requirements for landscaping apply to key public spaces also, amend dot point 5 to read:</p> <ul style="list-style-type: none"> <li>creates a high level of amenity along streetscapes and in key public spaces including:</li> </ul>
22	Section 2.4.3	<p>To ensure a high degree of pedestrian amenity is delivered in primary and secondary pedestrian connections, amend dot point 10 to read:</p> <ul style="list-style-type: none"> <li>ensures key public spaces and primary and secondary pedestrian connections are publicly accessible at all hours and deliver a high degree of pedestrian amenity</li> </ul>
23	Section 2.4.4	<p>To ensure significant vegetation is retained where possible to provide landscape buffers to existing residences outside the PDA, amend dot point 3 to read:</p> <ul style="list-style-type: none"> <li>retaining significant vegetation for street trees, feature trees in other public realm areas and in private open space where possible, to support biodiversity, provide landscape buffers to existing residences outside the PDA, and provide shade and shelter for pedestrians.</li> </ul>
24	Section 2.4.4	<p>To clarify the requirements regarding protection of significant vegetation, the following footnote has been inserted:</p> <ul style="list-style-type: none"> <li>As part of a relevant development application, a tree survey will be required to determine what is considered significant vegetation.</li> </ul>

25	Section 2.4.4	<p>To provide guidance on deep planting species and a water sensitive urban design outcome, the following footnote has been inserted:</p> <ul style="list-style-type: none"> <li>• <i>For guidance, refer to the Brisbane City Plan Landscape design guidelines for water conservation planning scheme policy and Planting species planning scheme policies.</i></li> </ul>
26	Section 2.4.5	<p>To improve readability, clarify the source of light nuisance, incorporate consideration of helicopter operations and incorporate the principle of no net worsening on the surrounding area including the road network in relation to flood hazard, amend dot point 1 to read:</p> <ul style="list-style-type: none"> <li>• <i>avoiding, to the greatest extent practicable, then managing or mitigating significant adverse impacts:</i> <ul style="list-style-type: none"> <li>○ <i>from air pollution including a high degree of air quality in proximity to sensitive uses</i></li> <li>○ <i>from light nuisance arising from within buildings or structures, or from external sources</i></li> <li>○ <i>on the environment, amenity and accessibility during and after construction including acid sulfate soil erosion and siltation</i></li> <li>○ <i>on people, property and the environment from contaminated land</i></li> <li>○ <i>from noise emissions on sensitive uses, including those from transport noise corridors and RBWH helicopter operations</i></li> <li>○ <i>from high vibration velocities during demolition and construction</i></li> <li>○ <i>from overland flow and flood hazard including demonstrating a no net worsening effect on the surrounding area including the road network.</i></li> </ul> </li> </ul>
27	Section 2.4.5	<p>To clarify reference to the relevant components of the Environmental Protection (Air) Policy 2008, amend footnote 25 to read:</p> <ul style="list-style-type: none"> <li>• <i>For guidance, refer to the air quality objectives in the Environmental Protection (Air) Policy 2008.</i></li> </ul>
28	Section 2.4.5	<p>To clarify reference to the relevant Australian standards for lighting, amend footnote 26 to read:</p> <ul style="list-style-type: none"> <li>• <i>For guidance, refer to Australian standards including AS4282-1997 Control of obtrusive effects of outdoor lighting, AS2890.1 Off-street car parking, AS1158.3 Lighting for roads and public spaces and AS1680 Interior Lighting Levels.</i></li> </ul>
29	Section 2.4.5	<p>To incorporate consideration of the relevant components of the Environmental Protection (Noise) Policy 2008, amend footnote 29 to read:</p> <ul style="list-style-type: none"> <li>• <i>For guidance on acoustic amenity, refer to the Brisbane City Plan Centre or mixed use code and acoustic quality objectives in the Environmental Protection (Noise) Policy 2008.</i></li> </ul>

30	Section 2.4.5	<p>To incorporate consideration of the relevant components of the Environmental Protection (Noise) Policy 2008, amend footnote 30 to read:</p> <ul style="list-style-type: none"> <li>• <i>Refer to the acoustic quality objectives, requirements, standards and guidance identified in the Environmental Protection (Noise) Policy 2008, as well as the 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 Corridor', each as amended or replaced from time to time. Transport noise corridors are mapped on the Department of Infrastructure, Local Government and Planning's State Planning Policy Interactive Mapping System.</i></li> </ul>
31	Section 2.4.5	<p>To ensure continuity of emergency vehicle access is addressed, amend dot point 6 to read:</p> <ul style="list-style-type: none"> <li>• <i>ensuring the continuity of services and continuous operation of surrounding critical health facilities and their ancillary infrastructure including RBWH and associated emergency vehicle access.</i></li> </ul>
32	Section 2.4.6	<p>To clarify to policy intent regarding planned development infrastructure outside the PDA, insert the following dot point and associated footnote:</p> <ul style="list-style-type: none"> <li>• <i>providing planned development infrastructure* outside the PDA where associated with other infrastructure for the PDA</i></li> </ul> <p><i>*Refer to Brisbane City Council's Local Government Infrastructure Plan, Long Term Infrastructure Plan and Queensland Urban Utilities Water Netserv Plan.</i></p>

33	Section 2.5	<p>To provide certainty regarding the area of each precinct used for calculating the area covered by buildings, insert the following additional text and table:</p> <p><i>Table 1 - Precinct areas identifies the precinct area of each of the four precincts. The precinct area excludes road casements of Herston Road and Bramston Terrace.</i></p> <table border="1" data-bbox="719 392 1346 759"> <thead> <tr> <th>Precinct</th> <th>Precinct area* (m2)</th> </tr> </thead> <tbody> <tr> <td>Precinct 1</td> <td>17,055</td> </tr> <tr> <td>Precinct 2</td> <td>1780</td> </tr> <tr> <td>Precinct 3</td> <td>14,312</td> </tr> <tr> <td>Precinct 4</td> <td>19,769</td> </tr> <tr> <td>Total</td> <td>52,916</td> </tr> </tbody> </table>	Precinct	Precinct area* (m2)	Precinct 1	17,055	Precinct 2	1780	Precinct 3	14,312	Precinct 4	19,769	Total	52,916
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34	Section 2.5.1	<p>To recognise the increased retail provision in other parts of the PDA, amend dot point 2 to read:</p> <ul style="list-style-type: none"> <li><i>ensure any retail activities are small in scale and support the convenience needs of patients and visitors to the precinct.</i></li> </ul>												
35	Section 2.5.1	<p>To clarify the policy intent regarding balancing built form and open space by excluding privately-owned public spaces in buildings and concurrently recognising the size of buildings required to service health uses, amend dot point 1 in 'built form' to read:</p> <ul style="list-style-type: none"> <li><i>provide an appropriate balance of built form and useable, inviting and accessible open space and landscaped areas in the precinct by ensuring the proportion of the precinct area covered by buildings does not exceed 65%.</i></li> </ul>												
36	Section 2.5.1	<p>To simplify the wording regarding building height, amend dot point 3 in 'built form' to read:</p> <ul style="list-style-type: none"> <li><i>provide for a maximum building height of 10 storeys.</i></li> </ul>												

37	Section 2.5.1	<p>To clarify that interventions in the setback are permitted where adjacent to the Queensland Institute of Medical Research Bancroft Centre, amend dot point 6 in 'built form' to read:</p> <ul style="list-style-type: none"> <li>• <i>where adjacent to the Queensland Institute of Medical Research Bancroft Centre, provide a minimum building setback of 11 metres to this building excluding structures or interventions required for servicing, access and pedestrian connections.</i></li> </ul>
38	Section 2.5.1	<p>To broadly align with existing standards for minimum width of pedestrian connections in City Plan, amend dot point 2 in 'movement' to read:</p> <ul style="list-style-type: none"> <li>• <i>deliver the principal visual and pedestrian movement corridor from Herston Road to the heritage buildings in Precinct 3 via a primary pedestrian connection (refer map 4) that provides a minimum clear pedestrian pathway of six metres.</i></li> </ul>
39	Section 2.5.1	<p>To clarify the function of the secondary pedestrian connection in the east of the precinct, amend dot point 4 in 'movement' to read:</p> <ul style="list-style-type: none"> <li>• <i>where adjacent to the Queensland Institute of Medical Research Bancroft Centre, provide a secondary pedestrian connection to promote interconnectivity with the RBWH and provide direct access into the RBWH elevated walkway system to complement at-grade connections.</i></li> </ul>
40	Section 2.5.1	<p>To provide for a range of uses that will contribute to the activation and vibrancy of the precinct add 'childcare centre' and 'indoor sport and recreation' to the list of preferred land uses.</p>
41	Section 2.5.1	<p>To align with Brisbane City Plan provision for both shop and food and drink outlet uses, increase the GFA per tenancy to 250 m<sup>2</sup>.</p>
42	Section 2.5.2	<p>To recognise the increased retail provision in other parts of the PDA, amend dot point 3 in 'land use' to read:</p> <ul style="list-style-type: none"> <li>• <i>deliver small scale commercial and retail activities act ground level that contribute to activation along Herston Road and Bramston Terrace and support the convenience needs of residents and visitors to the PDA.</i></li> </ul>
43	Section 2.5.2	<p>To clarify the policy intent regarding balancing built form and open space by excluding privately-owned public spaces in buildings, amend dot point 1 in 'built form' to read:</p> <ul style="list-style-type: none"> <li>• <i>provide an appropriate balance of built form and useable, inviting and accessible open space and landscaped areas in the precinct by ensuring the proportion of the precinct area covered by buildings does not exceed 60%.</i></li> </ul>
44	Section 2.5.2	<p>To provide flexibility in the built form design outcome for development in Precinct 2, amend dot point 2, sub dot point 4 to read:</p> <ul style="list-style-type: none"> <li>• <i>contributes to a human scale and pedestrian focussed interface with the public realm including treatments that reduce the visual bulk of the building.</i></li> </ul>

45	Section 2.5.2	To provide for a reduction in building height in Precinct 2, amend dot point 3 to read: <ul style="list-style-type: none"> <li>• <i>provide for a maximum building height of 20 storeys or RL84, whichever is the lesser.</i></li> </ul>
46	Section 2.5.2	To recognise that a specific height in metres is now provided for Precinct 2, remove footnote 38.
47	Section 2.5.2	To reduce the building footprint to align with the revised 60% provision regarding maximum precinct area, amend dot point to read: <ul style="list-style-type: none"> <li>• <i>have a maximum building footprint of 1000 m<sup>2</sup>.</i></li> </ul>
48	Section 2.5.2	To provide for a range of uses that will contribute to the activation and vibrancy of the precinct add 'childcare centre' and 'indoor sport and recreation' to the list of preferred land uses.
49	Section 2.5.3	To recognise the increased retail provision in other parts of the PDA, amend dot point 1 in 'land use' to read: <ul style="list-style-type: none"> <li>• <i>provide a range of land uses that contribute to the activation and vibrancy of the precinct, activate the PDA significant heritage buildings and complement other activities in the PDA including residential, food and beverage, retail, commercial and accommodation uses.</i></li> </ul>
50	Section 2.5.3	To recognise the increased retail provision in other parts of the PDA, remove dot point 2 in 'land use'.
51	Section 2.5.3	To clarify the policy intent regarding balancing built form and open space by excluding privately-owned public spaces in buildings while also preserving cultural heritage values, amend dot point 1 in 'built form and heritage' to read: <p><i>provide an appropriate balance of built form and useable, inviting and accessible open space and landscaped areas in the precinct by ensuring the proportion of the precinct area covered by buildings does not exceed 40%.</i></p>
52	Section 2.5.3	To clarify the policy intent for a low-speed, shared zone environment in Precinct 3, amend dot point 1 in 'movement' to read: <ul style="list-style-type: none"> <li>• <i>provide a welcoming, activated, legible, permeable and pedestrian-friendly shared zone environment that acknowledges the important central movement function of the precinct including:</i> <ul style="list-style-type: none"> <li>○ connectivity to the broader Herston Health Precinct and Herston station</li> <li>○ low speed vehicular access into the core of the PDA.</li> </ul> </li> </ul>
53	Section 2.5.3	To provide for a range of uses that will contribute to the activation and vibrancy of the precinct add 'bar (where less than 250 m <sup>2</sup> GFA per tenancy) to the list of preferred land uses.
54	Section 2.5.4	To emphasise north-south connectivity through this precinct, add an additional secondary pedestrian connection to map 7.

55	Section 2.5.4	<p>To clarify the land use policy intent, amend dot point 1 in 'land use' to read:</p> <ul style="list-style-type: none"> <li>• provide for a range of uses with a focus on the delivery of: <ul style="list-style-type: none"> <li>○ retirement living and aged care services</li> <li>○ a parking station to service the current and future car parking needs of residents, staff and visitors to the Herston Health Precinct; and</li> <li>○ future hospital expansion.</li> </ul> </li> </ul>
56	Section 2.5.4	<p>To provide for a medium-size supermarket outcome in this precinct, amend dot point 2 in 'land use' to read:</p> <ul style="list-style-type: none"> <li>• <i>provide commercial and retail activities that contribute to the activation of the precinct including a limited line supermarket that supports the convenience needs of residents of the precinct, visitors and residents in the surrounding area.</i></li> </ul>
57	Section 2.5.4	<p>To clarify the policy intent regarding balancing built form and open space by excluding privately-owned public spaces in buildings, amend dot point 1 in 'built form' to read:</p> <ul style="list-style-type: none"> <li>• <i>provide an appropriate balance of built form and useable, inviting and accessible open space and landscaped areas in the precinct by ensuring the proportion of the precinct area covered by buildings does not exceed 50%.</i></li> </ul>

58		<p>To clarify access arrangements and manage amenity impacts from the parking station, amend dot point 3 to read:</p> <ul style="list-style-type: none"> <li>• <i>deliver a multi-storey parking station that will:</i> <ul style="list-style-type: none"> <li>○ <i>provide for future development above the parking station for hospital and health care services</i></li> <li>○ <i>have a maximum building height of nine storeys, except where delivering hospital or health care services above the parking station, an additional six storeys is permitted where accommodating these and ancillary uses only</i></li> <li>○ <i>avoid adverse traffic impacts on the public road network including surrounding residential streets</i></li> <li>○ <i>enhance pedestrian connectivity between the RBWH and Research Road</i></li> <li>○ <i>include active uses at pedestrian entrances to maximise surveillance, improve safety, add visual interest and activate the building at different times of the day</i></li> <li>○ <i>avoiding, to the greatest extent practicable, then managing or mitigating adverse impacts from its use including air quality, noise and light spillage into neighbouring properties</i></li> <li>○ <i>provide legible ingress and egress to the north and south to provide access to both Butterfield and Bramston Terrace</i></li> <li>○ <i>provide a building setback from both street frontages that creates adequate space for streetscape including deep planting to screen the structure, other landscaping, street furniture and pedestrian pathways.</i></li> </ul> </li> </ul>
59	Section 2.5.4	<p>To simplify the wording regarding building height, amend dot point 4 in 'built form' to read:</p> <ul style="list-style-type: none"> <li>• <i>for buildings fronting Bramston Terrace, provide for a maximum building height of five storeys.</i></li> </ul>
60	Section 2.5.4	<p>To simplify the wording regarding building height, amend dot point 5 in 'built form' to read:</p> <ul style="list-style-type: none"> <li>• <i>for all other buildings, provide for a maximum building height of 15 storeys.</i></li> </ul>
61	Section 2.5.4	<p>To clarify the policy intent regarding building separation, amend dot point 8 in 'built form' to read:</p> <ul style="list-style-type: none"> <li>• <i>ensure visual privacy to adjacent dwellings is maintained and the need for screening is minimised by:</i> <ul style="list-style-type: none"> <li>○ <i>providing appropriate building separation</i></li> <li>○ <i>delivering a building setback of no less than 15 metres to habitable rooms in the nearest building in the PDA where above four storeys</i></li> <li>○ <i>orienting windows of habitable rooms away from adjacent buildings.</i></li> </ul> </li> </ul>
62	Section 2.5.4	<p>To provide some variation in built form, amend dot point 10 in 'built form' to read:</p> <ul style="list-style-type: none"> <li>• <i>where not a residential care facility or parking station, have an average building footprint of 1000 m<sup>2</sup> and maximum wall length of 50 metres on any one face.</i></li> </ul>

63	Section 2.5.4	<p>To emphasise the importance of built form treatments in this precinct given the interface with nearby dwellings, amend dot point 11 in 'built form' to read:</p> <ul style="list-style-type: none"> <li>• <i>include high quality facade treatments, recesses and projections or other treatments to substantially reduce building bulk and improve attractiveness and climate responsiveness.</i></li> </ul>
64	Section 2.5.4	<p>To emphasise north-south connectivity through this precinct, amend dot point 1 in 'movement' to read:</p> <ul style="list-style-type: none"> <li>• <i>deliver primary and secondary pedestrian connections to improve connectivity through the precinct as well as between Precinct 4, the PDA and the surrounding area including Bramston Terrace, Butterfield Street and the RBWH.</i></li> </ul>
65	Section 2.5.4	<p>To emphasise the importance function of public realm in this precinct, the following section was added:</p> <p><b>Public realm</b>  <i>Development in Precinct 1 will:</i></p> <ul style="list-style-type: none"> <li>• <i>provide high quality public realm treatments that enhance the legibility, safety and functionality of the public realm and respond innovatively and intuitively to the significant ground level change from the north of the precinct to the ridgeline in the south</i></li> <li>• <i>provide indoor and outdoor public realm spaces for residents, family and friends to encourage rehabilitation and socialisation, and provide opportunities for recreation and activity for all users.</i></li> </ul>
66	Section 2.5.4	<p>To provide for a medium-size supermarket outcome in this precinct, add the following preferred land use and amend the preferred land use for shop to the following:</p> <ul style="list-style-type: none"> <li>• <i>shop, other than a supermarket (where less than 250 m<sup>2</sup> GFA per tenancy)</i></li> <li>• <i>shop, where a supermarket (where less than 1000 m<sup>2</sup> GFA per tenancy).</i></li> </ul>
<b>Section 3: Infrastructure Plan</b>		
67	Section 3.4	<p>To clarify the relevant infrastructure standards applicable, amend paragraph 2 in this section to read:  <i>Non-trunk infrastructure will be provided by the applicant as specified in a condition of a PDA development approval.</i></p>

68	Section 3.4	To clarify that the Development Charges and Offset Plan identifies relevant infrastructure standards, amend this section to read: <i>Infrastructure will be delivered in accordance with the standards identified in the Development Charges and Offsets Plan.</i>
69	Section 3.4	To ensure consideration of augmentations to Butterfield Street where necessary, amend 'details' in line item 4 to read: <ul style="list-style-type: none"> <li>• <i>as required to manage the impacts of the PDA and may include augmentations to Butterfield Street.</i></li> </ul>
<b>Section 4: Implementation strategy</b>		
70	Section 4.3	To provide for improved continuity and connection between the PDA and the broader Herston Health Precinct, insert a new dot point to read: <ul style="list-style-type: none"> <li>• <i>investigate an appropriate wayfinding and lighting strategy to improve continuity and connectivity between the PDA and the broader Herston Health Precinct.</i></li> </ul>
71	Section 4.3	To provide for collaboration and quality outcome that considers the broader network context, insert a new dot point to read: <ul style="list-style-type: none"> <li>• <i>Consult with Brisbane City Council and MNHHS to ensure the delivery of effective, cost-efficient and attractive outcomes at key gateway intersections and access routes into the PDA.</i></li> </ul>
<b>Section 5: Schedules</b>		
72	Schedule 2	To clarify the precinct areas specified in section 2.5, remove the definition of 'total precinct area' and replace with: <i>Precinct area - The area of land for each precinct identified in section 2.5.</i>
73	Schedule 2	To ensure consistency in definitions between the development scheme and Herston Quarter PDA Development Charges and Offset Plan (DCOP), insert definitions for 'development charge', 'trunk infrastructure', 'non-trunk infrastructure' and 'gross floor area' that match those in the DCOP.