

# Boggo Road Cross River Rail PDA

## Submissions Report

*Date:* November 2022

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# 1. Executive summary

The Cross River Rail Delivery Authority (Delivery Authority) undertook public notification of the Proposed Development Scheme (PDS), Draft Kent Street Movement Corridor Guideline (Draft Guideline), and Draft Development Charges and Offset Plan (Draft DCOP) for the Boggo Road Cross River Rail Priority Development Area (Boggo Road PDA) between 23 February 2022 and 6 April 2022 (submission period).

A total of 170 submissions were received, including four late submissions (i.e. received after the submission period closed).

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

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

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

- **Open Space** - feedback relating to a perceived lack of open space provision, the Outlook Park Opportunity Area, location and size of the new permanent Outlook Park, retention of existing open space, missed over rail corridor open space opportunities, and suggestions for particular park embellishments.
- **Community uses/ facilities** - submissions suggested that community facilities could be shared with local schools, that the existing community facilities are oversubscribed and there is a need for additional facilities in the area, and that community facilities should be focused at the Boggo Road Gaol.
- **Building Heights** - feedback relating to maximum building height approach, potential amenity impacts, clarification on how building heights are measured, perceived non-binding regulation of maximum building heights, public notification requirements, and support for building heights.
- **Traffic / Transport** - submitters queried the approach to prescribed maximum parking rates, raised safety concerns (particularly around intersections), suggested active transport improvements and queried the status of "potential" active transport connections.
- **Other** - submitters made suggestions about public notification requirements, expanding the PDA's boundary, flood mitigation, improving clarity as to the location of the CRR Boggo Road station plaza and improved integration with surrounding areas.
- **Heritage** - feedback relating to the protection, restoration and appropriate future use of the Boggo Road Gaol, including its curtilage and surrounding areas, prescribed building setbacks, preference for ongoing tour and additional community uses. The area's significance to first nations people was also raised.
- **Housing** - submitters suggested the PDA only permit residential development that is public housing, other submitters suggested the PDA should accommodate social and affordable housing.
- **Support** - submitters offered support for various aspects of the PDS including, improved public transport and connectivity, future development and activation of the area, the adaptive re-use of the Boggo Road Gaol, and other specific provisions of the PDS.
- **Preferred uses** - submitters suggested that community facilities should be focused at the Boggo Road Gaol, the PDA should accommodate markets and expand the range of preferred uses in Precincts 1, 2 and 3. Submitters suggested the PDA should accommodate future school expansion, particularly at the police station site at the corner of Annerley and Boggo Road.

- **Amenity** - feedback about the importance of maintaining city views, and also around the level of landscaping, pedestrian shade / shelter, and the need for deep tree planting and native trees.
- **Building design / requirements** - submitters made suggestions about crime prevention through environmental design (CPTED) principles, non-residential communal open space, sustainability and design requirements, including interfaces with sensitive land uses, greater recognition of surrounding/adjoining uses, open space, wildlife protection and built form. Submitters also sought greater clarity about some active transport connections, including their intended tenure.
- **Kent Street** - feedback relating to the designs of planned upgrades to the Kent Street Movement Corridor, how the corridor will connect to the central bridge and Princess Alexandra Hospital bikeway.

In summary, where considered warranted, changes made to the PDS, Draft Guideline, and Draft DCOP have been made in response to submissions.

## 2. Introduction

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

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

The Boggo Road Cross River Rail Priority Development Area (Boggo Road PDA) was declared on 2 October 2020. On 30 October 2020 the MEDQ delegated functions and powers for plan making and development assessment for the Boggo Road PDA to the Delivery Authority.

The Delivery Authority undertook public notification of the Proposed Development Scheme (PDS), Draft Kent Street Movement Corridor Guideline (Draft Guideline), and Draft Development Charges and Offset Plan (Draft DCOP) for the Boggo Road PDA between 23 February 2022 and 6 April 2022 (submission period), during which submissions were invited.

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

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

## 3. Overview of public notification process

### 3.1 Statutory requirements for public notification

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

#### 59 Public notification

After preparing the proposed development scheme, MEDQ must—

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

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

- the PDS, Draft Guideline, and Draft DCOP on both the Delivery Authority’s and Economic Development Queensland’s (EDQ) websites for the duration of the submission period
- a notice in the Courier Mail on 22 February 2022 (see **Appendix 1**) stating the PDS, Draft Guideline, and Draft DCOP were published on the Delivery Authority’s and EDQ’s websites and invited persons to make submissions.

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

### 3.2 Additional engagement

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

#### 3.2.1 Engagement materials

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

- Boggo Road PDA factsheet (providing key details about the public notification process, the PDA and wider CRR Project, the submissions review process and how to make a submission, inclusive of a QR code providing a direct link to the Delivery Authority’s dedicated webpage)
- electronic Submission Form (to assist the community in preparing submissions)
- comprehensive website content including frequently asked questions and background information.

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

### 3.2.2 Additional engagement activities

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

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

#### 3.2.2.1 Emails

A range of email distributions were made to stakeholders prior to and during the submission period, between 22 and 23 February 2022. These emails were designed to:

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

Key email groups are outlined in Table 1 below.

Table 1 - Email groups

Group	Stakeholders reached
<b>Community information mailing list</b>	2,585 community stakeholders
<b>Stakeholders in and surrounding Boggo Road PDA</b>	Electorate offices South Brisbane, Greenslopes Gabba Ward office and Tennyson Ward office PAH Corporate Services Director Principal Dutton Park State School Principal Brisbane South State Secondary College Operations Manager Ecosciences School Manager PACE Director of Building Operations, Translational Research Institute (TRI) Leukaemia Foundation Linen Services (PA Laundry) Peter Doherty Apartments body corporate
<b>Relevant industry peak bodies</b>	Urban Development Industry Association (UDIA) Planning Institute of Australia (PIA) Property Council of Australia (PCA)

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

### 3.2.2.2 Letterbox drops

Letterbox drops were completed on 1 March 2022 to distribute supporting engagement materials to stakeholders in and around the PDA. 1,050 copies of the Delivery Authority's Boggo Road PDA factsheet were distributed.

### 3.2.2.3 Further email to community stakeholders

On 7 March 2022 an email was sent to community stakeholders (2,585 in total) on the community information mailing list advising of the Delivery Authority's:

- online webinar
- meet the CRR team community information sessions.

### 3.2.2.4 In-person and online briefings

As shown in Table 2 below, in-person and online briefings were undertaken with a range of stakeholders between 24 February and 31 March 2022.

Table 2 – Stakeholder Briefings

Date	Group
24 February	Community Advisory Group (online)
1 March	Group Linen Services (PA Laundry) (online)
3 March	Boggo Road Gaol operator (teleconference)
7 March	Councillor Jonathan Sri - Gabba Ward
8 March	Ecosciences Joint Oversight Committee (online)
9 March	Dr Amy MacMahon MP - Member for South Brisbane
14 March	Gabba Ward Community Meeting
15 March	Dutton Park State School P&C
22 March	Queensland Walks and Bicycle User Groups (BUGS) (online)
22 March	Stockwell
28 March	Peter Doherty Street Apartments Body Corporate
31 March	Dutton Park State School Information Session (online)

### 3.2.2.5 Webinar and meet the CRR team community information sessions

A webinar was held on Wednesday 9 March 2022 between 5.00pm and 6.00pm whereby people could register for the event, watch it live and ask questions. The webinar was recorded, sent via email link to the webinar attendees, as well as other interested parties and individuals at their request.

Two meet the CRR team community information sessions were held, providing the community with opportunities to talk with the Delivery Authority's planning team. The sessions were purposefully held at the Temporary Outlook Park, 30 Boggo Road, Dutton Park for convenience and at differing times to maximise community reach.

Details of the meet the CRR team community information sessions are provided in Table 3 below.



Table 3 - Meet the CRR team sessions

Date and time	Location	Number of attendees
Saturday 19 March 9.00am-11.00am	Temporary Outlook Park 30 Boggo Road, Dutton Park	8
Thursday 24 March 7.30am-9.30am	Temporary Outlook Park 30 Boggo Road, Dutton Park	19

### 3.2.2.6 CRR website

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

- PDS
- Draft Guideline
- Draft DCOP
- Infrastructure Plan Background Report.

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

Table 4 - Website statistics

Item	Metric
<b>Document downloads</b>	
PDS	291 downloads
Draft Guideline	114 downloads
Draft DCOP	98 downloads
Infrastructure plan background report	236 downloads (comprising 83 downloads for Part 1, 44 downloads for Part 2, 40 downloads for Part 3, 34 downloads for Part 4, 35 downloads for Part 5)
Submission form (Word, PDF and online submission versions)	53 downloads (comprising 14 downloads for Word version, 5 downloads for PDF version, 34 downloads for online version)
Factsheet	47 downloads
<b>Engagement</b>	
Dedicated Boggo Road PDA webpage	1,679 page views
Unique visitors to webpage	1,286 visitors
Average time spent on webpage	6:22 minutes

### 3.2.2.7 Social media

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

A Facebook post and LinkedIn post were made on 23 February 2022. They advised recipients of the public notification process and submission period. Relevant statistics in terms of reach and engagement are provided as follows:

Facebook:

- 2,836 impressions
- 14 engagements.

LinkedIn:

- 13,798 impressions
- 228 engagements.

A further Facebook post was made on 17 March 2022 alerting recipients to the scheduled meet the CRR team community information sessions (see section 3.2.2.5 of this report). A link to the Delivery Authority's webpage containing dates and further information was also provided. Relevant statistics in terms of reach and engagement are provided as follows:

Facebook:

- 3,265 impressions
- 24 engagements.

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

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

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

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

Submissions were received via emails and the Delivery Authority's electronic submissions form. Various pieces of correspondence about the Boggo Road PDA, PDS, Draft Guideline, and/or Draft DCOP, that were sent or directed to the Delivery Authority, were also treated as submissions.

A total of 80 of the submissions were received via an online digital platform called "Dogooder.co" which provided pre-populated proforma wording about the Boggo Road PDA and the PDS. The proforma wording is reproduced at **Appendix 5**. It is important to note that submitters using the Dogooder.co platform also the ability to provide additional wording (i.e., free text).

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

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

#### **3.3.2 Submission registration and consideration processes**

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

Table 5 - Submission registration and consideration processes

Steps	Actions
<b>Receipt of submission</b>	<p>Upon receipt, submissions were checked to ensure contact details were provided together with comments relating to either the PDS, Draft Guideline, or Draft DCOP.</p> <p>For submissions via the Delivery Authority's online submission form, submitters received an acknowledgement of receipt at the end of the submission.</p> <p>For submissions received via email, they receipt was acknowledged by a return email.</p>
<b>Registration of submissions</b>	<p>Registration involved the allocation of a submitter number and recording of:</p> <ul style="list-style-type: none"> <li>• submitter details</li> <li>• submission date</li> <li>• method of delivery (e.g. email, submission form)</li> <li>• whether a submitter made multiple submissions.</li> </ul>
<b>Classification of submissions</b>	<p>Each submission was read and entered into a submissions database. Where possible, submissions were classified by topic(s) and/or section(s) relevant to the PDS, Draft Guideline and/or Draft DCOP.</p>
<b>Summarise submission issues</b>	<p>Once the submissions were classified and entered into the submissions database, each submission was reviewed, with key issue themes and sub-themes identified relative to each submission and submission section (where applicable). Where a submission dealt with several topics, relevant text was separated into sections allowing for classification into multiple themes and sub-themes.</p> <p>Each proforma submission was also reviewed individually.</p>
<b>Evaluation and response to issues</b>	<p>Once all the submissions were entered into the database and each section of each submission allocated theme(s) and sub-theme(s), the submissions were evaluated individually and collectively. Potential changes to the PDS, Draft Guideline, and/or Draft DCOP (as relevant) were considered and identified.</p> <p>Potential changes to the PDS, Draft Guideline, and/or Draft DCOP were informed by:</p> <ul style="list-style-type: none"> <li>• the frequency of which particular issues were raised</li> <li>• the merits of issues raised (e.g. evidence, research and facts)</li> <li>• an analysis of the PDS, Draft Guideline and Draft DCOP provisions</li> <li>• extent to which the issue could be addressed through a change to the PDS, Draft Guideline, and/or Draft DCOP.</li> </ul>
<b>Submissions report</b>	<p>This submissions report was prepared, providing a summary of the submissions received and issues raised, information about the merits of the submissions, and changes to the PDS, Draft Guideline, and Draft DCOP.</p> <p>Comments raised through submissions have been summarised to simplify the presentation and review of comments.</p>
<b>MEDQ approval</b>	<p>The final submissions report and Development Scheme, Kent Street Movement Corridor Guideline, and DCOP amendments were submitted to the MEDQ for review and approval.</p>
<b>Publishing and notification of development scheme amendments</b>	<p>As soon as practicable after the MEDQ approved the Development Scheme – Boggo Road Cross River Rail Priority Development Area (Development Scheme), Kent Street Movement Corridor Guideline – Boggo Road Cross River Rail Priority Development Area (Guideline) and Development Charges</p>

Steps	Actions
	<p>and Offset Plan – Boggo Road Cross River Rail Priority Development Area (DCOP), the MEDQ published:</p> <ul style="list-style-type: none"> <li>• a gazette notice which established the date the Development Scheme, Guideline, and DCOP came into effect</li> <li>• the Development Scheme, Guideline, DCOP and this submissions report on the Delivery Authority's and EDQ's websites</li> <li>• a notice in the Courier Mail stating the Development Scheme, Guideline, and DCOP have been approved and are available on the Delivery Authority's and EDQ's websites, along with this submissions report.</li> </ul> <p>In addition, the Delivery Authority notified relevant State agencies, BCC and submitters that the Development Scheme, Guideline, and DCOP are in effect.</p>

## 4. Overview of submissions received

### 4.1 Submissions breakdown

A total of 170 submissions were received from 163 submitters<sup>1</sup>. The submissions comprised both proforma submissions, received via the Dogooder.co digital platform, and standard submissions. A breakdown of the submissions is provided in Table 6 below.

Table 6 - Submissions breakdown

Method of delivery	Number of submissions	Commentary
<b>Proforma submissions</b>		
<b>Dogooder.co</b>	80	<p>Dogooder.co is an online platform designed to streamline community input into public consultation processes.</p> <p>Submissions received via this platform largely comprised the proforma wording, however users also had the ability to include additional wording (i.e. free text). 77 of the 80 proforma submissions included free text which was also considered. The proforma wording is reproduced at <b>Appendix 5</b>.</p> <p>One late submission was received after the submission period closed, however this was accepted and considered regardless.</p>
<b>Standard submissions</b>		
<b>Email</b>	59	<p>Standard submissions were received via email and the electronic submission form (<b>Appendix 3</b>). Additionally, various pieces of correspondence about the Boggo Road PDA, PDS, Draft Guideline and/or Draft DCOP, that were sent or directed to the Delivery Authority, were also treated as submissions. This approach ensured all community feedback was considered.</p> <p>One late submission was received after the submission period closed, however this was accepted and considered regardless.</p>
<b>Online submission form</b>	31	<p>An online submissions form was made available during the submissions period using Microsoft Forms.</p>

<sup>1</sup> Number of submitters identified to account for instances where submitters made multiple submissions.

		<p>The online submissions form used the same wording and layout as the digital submissions form in <b>Appendix 3</b>, however was able to be submitted digitally.</p> <p>Two late submissions were received after the submission period closed, however these were accepted and treated as submissions regardless.</p>
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### 4.1.1 Submitters

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

Table 7 - Breakdown of submitters

Submitter type	Number of submitters
Brisbane resident	136
No address provided	16
Outside Brisbane	2
Industry and advocacy group	12
Public sector entity	4
<b>Total</b>	<b>170</b>

## 4.2 Overarching areas of support and concern

### 4.2.1 Submissions relating to PDS - key themes

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

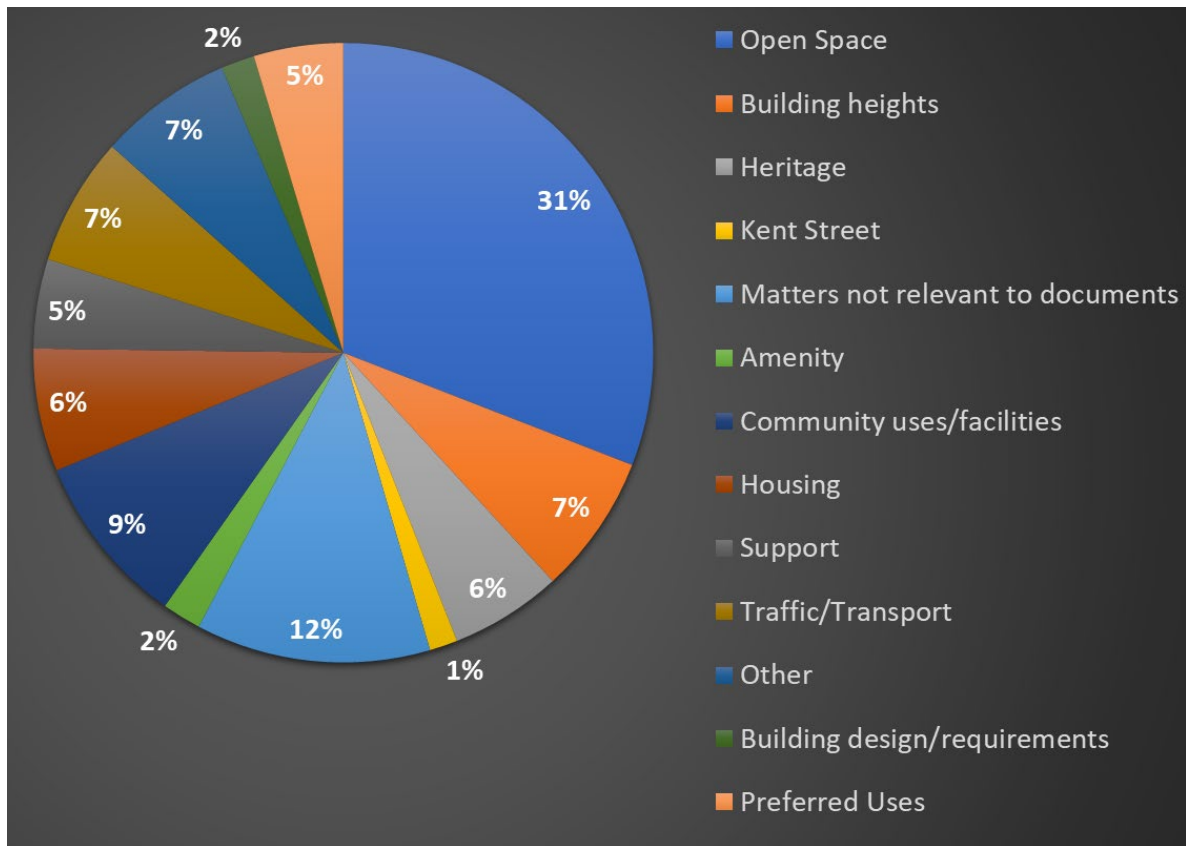
Table 8 - Key submission themes

Theme	Summary
<b>Open Space</b>	Feedback relating to a perceived lack of open space provision, the Outlook Park Opportunity Area, location and size of the new permanent Outlook Park, retention of existing open space, missed over rail corridor open space opportunities, and suggestions for particular park embellishments.
<b>Matters not relevant to documents</b>	A number of submissions provided comments unrelated to the provisions of the PDS, Draft Kent Street Movement Corridor Guideline and/or Draft DCOP, including concerns around private developer interests, the planning and assessment framework under the ED Act and perceived lack of meaningful engagement.
<b>Community uses/ facilities</b>	Submissions suggested that community facilities could be shared with local schools, that the existing community facilities are oversubscribed and there is a need for additional facilities in the area, that community facilities should be focused at the Boggo Road Gaol.
<b>Building Heights</b>	Feedback relating to maximum building height approach being unsympathetic to local character, potential amenity impacts, clarification on how building heights are measured, perceived non-binding regulation of maximum building heights, public notification requirements, and support for building heights.

Theme	Summary
<b>Traffic/ Transport</b>	Submitters queried the approach to prescribed maximum parking rates, raised safety concerns (particularly around intersections), suggested active transport improvements and queried the status of “potential” active transport connections.
<b>Other</b>	Submitters made suggestions about public notification requirements, expanding the PDA’s boundary, flood mitigation, improving clarity as to the location of the CRR Boggo Road station plaza and improved integration with surrounding areas.
<b>Heritage</b>	Feedback relating to the protection, restoration and appropriate future use of the Boggo Road Gaol, including its curtilage and surrounding areas, prescribed building setbacks, preference for ongoing tour and additional community uses. The area’s significance to first nations people was also raised.
<b>Housing</b>	Submitters suggested the PDA only permit residential development that is public housing, other submitters suggested the PDA should accommodate social and affordable housing.
<b>Support</b>	Submitters offered support for various aspects of the PDS including, improved public transport and connectivity, future development and activation of the area, the adaptive re-use of the Boggo Road Gaol, and specific provisions of the PDS.
<b>Preferred uses</b>	Submitters suggested that community facilities should be focused at the Boggo Road Gaol, the PDA should accommodate markets and expand the range of preferred uses in Precincts 1, 2 and 3. Submitters suggested the PDA should accommodate future school expansion, particularly at the police station site at the corner of Annerley and Boggo Road.
<b>Amenity</b>	Feedback highlighted the importance of maintaining city views, and also around the level of landscaping, pedestrian shade / shelter, and the need for deep tree planting and native trees.
<b>Building design / requirements</b>	Submitters made suggestions about crime prevention through environmental design (CPTED) principles, non-residential communal open space, sustainability and design requirements, including interfaces with sensitive land uses, greater recognition of surrounding/adjoining uses, open space, wildlife protection and built form. Submitters also sought greater clarity about some active transport connections, including their intended tenure.
<b>Kent Street</b>	Feedback relating to the designs of planned upgrades to the Kent Street Movement Corridor, how the corridor will connect to the central bridge and Princess Alexandra Hospital bikeway.

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

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



The sections that follow summarise the top five most frequently raised themes and their sub-themes, excluding “Matters not relevant to documents”. Given these comments are considered unrelated to the PDS, they are not addressed in the following sections.

#### 4.2.1.1 Open space

The most frequently raised key theme relates to concerns about open space. Within this key theme, nine sub-themes were identified and are listed in Table 9 below.

Table 9 – Open space - sub-themes

Sub theme	Details
<b>More open space should be provided</b>	Including rate of open space provision does not meet Brisbane City Council’s desired standards of service or anticipated population growth, open space should be provided over the rail corridor, and additional open space and associated car parking facilities should be provided.
<b>Outlook Park Opportunity Area not supported</b>	Including objection to Outlook Park Opportunity Area approach, suggestions about the specific location of the new permanent Outlook Park, preference for early delivery of the new permanent Outlook Park and ongoing community involvement / consultation.
<b>Expand Outlook Park Opportunity Area</b>	Including requests to expand the Outlook Park Opportunity Area to include land in and around the Boggo Road Gaol and the police station site located on the corner of Annerley and Boggo Roads.
<b>Perceived loss of existing open space</b>	Including concern around the development of land situated between the Boggo Road Gaol and the Ecosciences building.

<b>Perceived misrepresentation of existing open space</b>	Including concern about various informal open space areas not being identified or protected, concern about the Boggo Road Gaol Park being developed for purposes other than park.
<b>Area of new permanent Outlook Park</b>	Including concerns about the area / size of the new permanent Outlook Park.
<b>Benefits of open space and landscaping</b>	Including mitigating urban heat island effects, soaking up stormwater, providing places for recreation and relaxation, softening the built environment, improving amenity, positively impacting physical and mental health.
<b>Open space around the Boggo Road Gaol</b>	Including a preference for community uses / facilities and retention of existing open space areas.
<b>Particular park embellishments</b>	Including preferences for a range of facilities such as children's play equipment, fixed tables and chairs for socialising and study, community garden, gym / exercise equipment, BBQ areas and community garden.

#### 4.2.1.2 Community uses / facilities

The second most frequently raised key theme relates to community uses / facilities, including the following sub-themes:

- there are not enough community facilities in the area
- community uses / facilities should be in and around the Boggo Road Gaol
- community uses / facilities should be shared with local schools.

#### 4.2.1.3 Building heights

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

- maximum building heights are unsympathetic to the locality
- maximum building heights should be adjusted (too high and not high enough)
- clarification sought on how building height is measured
- maximum building heights are not binding
- amenity impacts
- building heights in Precinct 1 – Boggo Road knowledge and innovation precinct
- building height amenity impacts to Dutton Park State School.

#### 4.2.1.4 Traffic / transport

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

- maximum car parking rates should be adjusted (too high and not high enough)
- clarity sought on Merton Road overpass (upgrades, timing and certainty)
- safety – prioritisation of pedestrian and cycle movements
- safety – intersections
- clarity sought on potential elevated pedestrian connection towards Elliott Street
- additional / alternative active transport connections
- perceived lost opportunities for active transport.

#### 4.2.1.5 Other

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

- public notification
- expansion of the PDA boundary



- flood mitigation
- Boggo Road CRR station plaza (clarity on location)
- submitters' visions for the PDA
- PDA integration with surrounding area
- recognition and expansion of schools
- local wildlife
- recognition of fringe sites
- entire PDA should be open space – no built development
- clarity sought on key active transport connections, including those intended to traverse through new built form.

#### 4.2.2 Submissions relating to Draft Guideline - key themes

Six key themes, covering the key areas of concern and / or support for submitters regarding the Draft Guideline were identified through the submissions analysis. These are outlined in Table 10 below and are addressed in section 5.2 of this report. All changes made in finalising the Kent Street Movement Corridor Guideline are detailed under section 6.2 of this report.

Table 10 - Key submission themes – Draft Guideline

Theme	Summary
<b>Safety concerns</b>	Safety concerns relating to the interaction of vehicles and active transport users.
<b>Cycle street outcome</b>	Objection to cycle street outcome proposed as part of the interim upgrades.
<b>Two-way traffic flow</b>	Objection to the corridor accommodating two-way vehicle movements.
<b>Connection to surrounding network</b>	Clarification sought about how the corridor will connect to the surrounding transport network.
<b>General</b>	General support for the guideline and suggesting changes to conceptual designs.
<b>Not relevant to Draft Guideline</b>	Comments considered unrelated to the content or function of the guideline.

#### 4.2.3 Submissions relating to Draft DCOP - key themes

Six key themes, covering the key areas of concern and / or support for submitters regarding the Draft DCOP were identified through the submissions analysis. These are outlined in Table 11 below and are addressed in section 5.3 of this report. All changes made in finalising the DCOP are detailed under section 6.3 of this report.

Table 11 - Key submission themes – Draft DCOP

Theme	Summary
<b>Infrastructure charge rates</b>	Some submitters suggested that infrastructure charge rates should be increased. Comments were made relating to specific infrastructure charge rates for certain uses.
<b>Funding methodology</b>	Submitters were generally supportive of the Draft DCOP funding framework with some submitters suggesting charges should be paid on an on-going basis. Submitters were not supportive of the maximum offset able to be claimed being 70% of the total value of the Trunk infrastructure.

<b>Trunk infrastructure classification</b>	Clarification was sought on whether infrastructure may be classified as “Trunk Infrastructure”, where not identified in the Draft DCOP. Submitters also made suggestions on additional infrastructure that should be classified as “Trunk Infrastructure”.
<b>Cost of Trunk infrastructure</b>	Some submitters questioned the cost of certain “Trunk Infrastructure” items.
<b>Not relevant to DCOP document</b>	Comments were made which did not relate to the content or function of the Draft DCOP.
<b>General</b>	General supportive comments were received on the content of the Draft DCOP. Some suggestions were also made regarding minor editorial changes.

#### 4.2.4 Proforma submissions

As outlined in sections 3.3.1 and 4.1 of this report, 80 submissions were received via the Dogooder.co online digital platform, providing pre-populated proforma wording about the Boggo Road CRR PDA and PDS. A link to the Dogooder.co online digital platform was hosted on the Member for South Brisbane’s website.

In summary, the proforma wording encouraged submitters to include their own vision and ambitions for the site as well as outline concerns relating to:

- community need for additional parkland
- the PDA planning framework
- the Boggo Road Gaol’s future use and ownership
- ongoing public ownership of Government land
- active transport connectivity and safety, particularly for school children.

The proforma wording is reproduced at **Appendix 5** and has been considered as part of the submissions analysis.

## 5. Summary of submissions and amendments

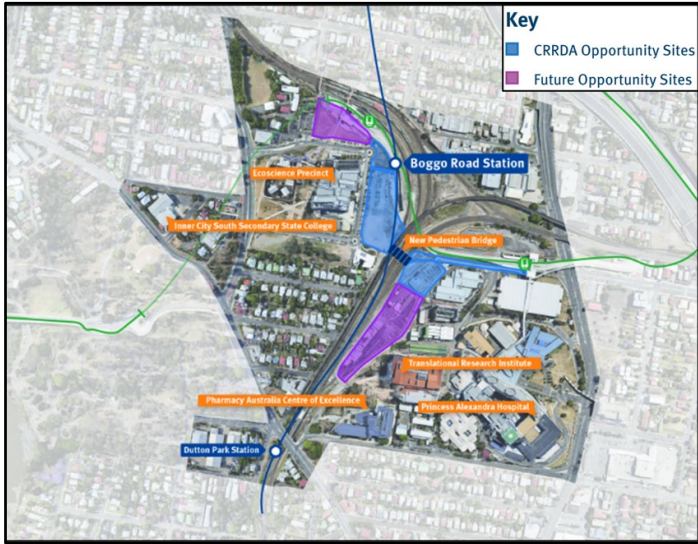
### 5.1 Development Scheme

Table 12 on the following page:

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

Table 12 - Summary of submissions and amendments - Development Scheme

Item number	Summary	Response	Amendment required?
<b>Open space</b>			
1.	<p>More open space should be provided</p> <ul style="list-style-type: none"> <li>• Concerns were raised by the majority of submitters regarding the amount of new open space required by the PDS, including: <ul style="list-style-type: none"> <li>– rate of provision does not meet Brisbane City Council’s desired standards of service</li> <li>– rate of provision does not meet population growth / higher densities – a minimum of three hectares of open space should be provided</li> <li>– open space should be provided over the rail corridor (e.g. akin to the New York High Line)</li> <li>– open space should be provided via publicly accessible roof top gardens</li> <li>– open space should be accompanied by additional car parking facilities.</li> </ul> </li> </ul>	<p>The PDS provides for the delivery of the following elements of the open space network:</p> <ul style="list-style-type: none"> <li>• Within Precinct 1 – Boggo Road knowledge and innovation precinct: <ul style="list-style-type: none"> <li>– New permanent Outlook Park (to Local Recreation Park standard) - approx. area 2100m<sup>2</sup></li> <li>– Enhanced Boggo Road Gaol Park (to Local Recreation Park standard) - approx. 3500m<sup>2</sup>.</li> </ul> </li> <li>• Within Precinct 3 – PAH precinct: <ul style="list-style-type: none"> <li>– New Urban Common Park – minimum area 800m<sup>2</sup>.</li> </ul> </li> </ul> <p>The CRR Project will add a further approx. area of 1100m<sup>2</sup> as new public plaza adjacent to the new CRR Boggo Road station. Collectively, these open space network elements represent an offering of approximately 7500m<sup>2</sup> of new or enhanced open space that will be further complemented by the following:</p> <ul style="list-style-type: none"> <li>• streetscape and landscape improvements delivered on Peter Doherty Street, Joe Baker Street and Boggo Road as part of the CRR Project.</li> <li>• landscaped public realm enhancements associated with both the eastern and western central bridge entrances and adjacent areas delivered as part of the CRR Project.</li> <li>• new public realm within the Princess Alexandra Hospital, provided through redevelopment in line with hospital master planning.</li> <li>• landscaping and streetscape works generally, including deep street tree and mature shade tree plantings.</li> </ul> <p>In contrast to the previous Outlook Park which, due to steep batters around its edges, had a useable area of approximately 1000m<sup>2</sup>, the new permanent Outlook Park is intended to deliver a fully usable area of approximately 2100m<sup>2</sup>, thereby uplifting the quality and useability of this important asset.</p> <p>Similarly, the planned enhancements to the existing Boggo Road Gaol Park will improve the quality of this underutilised element of the open space network, enabling greater community utility.</p>	Yes

Item number	Summary	Response	Amendment required?
		<p>When measured against Brisbane City Council's desired standards of service, the PDA can successfully accommodate forecasted growth whilst maintaining existing levels of service. Open space and active movement within the PDA is provided having also given consideration to how open space forms part of strategic network of spaces outside the PDA. For example, active transport connectivity provides for direct movement between Outlook Park, the Boggo Road Gaol, Gair Park, Dutton Park and ultimately via the green bridge to the University of Queensland.</p> <p>Although submitters' requests for up to a minimum three hectares of new open space and car parking facilities are acknowledged, it is important to consider the PDS's above-described open network elements and recognise that, excluding longer-term redevelopment sites such as the Princess Alexandra Hospital, the PDA currently comprises limited development opportunity sites (see Pic 1 – extract from the Queensland Government endorsed Precincts Delivery Strategy).</p> <p><i>Pic 1 – Extract: Precincts Delivery Strategy</i></p> 	

Item number	Summary	Response	Amendment required?
		<p>Accordingly, it is considered that the:</p> <ul style="list-style-type: none"> <li>• conversion of the majority of these areas for open space and car parking would compromise the PDA’s capacity to deliver the overarching development intent of delivering a world-class centre for health, science, research, innovation and education</li> <li>• proximate Woolloongabba CRR PDA represents a far superior opportunity to significantly expand open space provision in the wider catchment. This opportunity is reflected in the current Woolloongabba CRR PDA Interim Land Use Plan which requires a minimum 50% open space across the precinct.</li> </ul> <p>Notwithstanding the PDS’s policy settings relating to open space, the Development Scheme has been amended in response to submissions to:</p> <ul style="list-style-type: none"> <li>• to uplift the intent of delivering a network of high quality open space to the PDA’s Vision under Section 2.3, being the highest order statutory element of the Land use plan.</li> <li>• ensure the new permanent Outlook Park has a "minimum" area of 2161m<sup>2</sup> (being the area of the previous Outlook Park) rather than an "approximate" area of 2100m<sup>2</sup>.</li> <li>• improve clarity around the Boggo Road Gaol Park’s enhancements constituting trunk infrastructure, including associated updates to the Development Charges and Offset Plan (DCOP) to include: <ul style="list-style-type: none"> <li>– this item in the schedule of future trunk infrastructure works</li> <li>– a trunk establishment cost of circa \$2.8M.</li> </ul> </li> <li>• more clearly facilitate a new and enhanced open space network, including but not limited to: <ul style="list-style-type: none"> <li>– a new permanent Outlook Park which is to have a family focus, featuring embellishments such as children’s play equipment and BBQ areas as well as lawned / landscaped gardens, and</li> <li>– an enhanced Boggo Road Gaol Park which is to have a community, student and worker focus, featuring embellishments such as furniture (e.g. fixed tables and seating) and exercise equipment, as well as lawned / landscaped gardens</li> <li>– new Urban Common Park within the Princess Alexandra Hospital precinct, and</li> <li>– new station plaza adjacent to the CRR Boggo Road station.</li> </ul> </li> </ul>	

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>include additional PDA development requirements to ensure city views can be enjoyed from the new permanent Outlook Park.</li> <li>better enable and promote innovative approaches for the delivery of additional open space and public realm in Precinct 2 – Rail corridor precinct, by: <ul style="list-style-type: none"> <li>updating the precinct intent to acknowledge the potential for innovative approaches for the delivery of additional open space, movement and uses, and</li> <li>making associated updates to the Implementation strategy, Section 4.2.2 Public realm guideline to include a new action for the MEDQ (or its delegate) to work with relevant agencies to investigate innovative approaches for the provision of additional open space within Precinct 2 – Rail corridor precinct.</li> </ul> </li> </ul>	
2.	<p>Outlook Park Opportunity Area not supported</p> <ul style="list-style-type: none"> <li>Concerns were raised in submissions about: <ul style="list-style-type: none"> <li>the approach of requiring a new permanent Outlook Park within the Outlook Park Opportunity Area rather than a specific location, such as: <ul style="list-style-type: none"> <li>the Dutton Park State School drop-off zone</li> <li>adjacent to the Dutton Park State School generally</li> <li>the Temporary Outlook Park site</li> </ul> </li> <li>tying the delivery of a new permanent Outlook Park to a development application</li> <li>securing the early delivery of a new permanent Outlook Park</li> <li>Outlook Park not being located adjacent to its former location or having access to city views</li> <li>ongoing community involvement / consultation.</li> </ul> </li> </ul>	<p>The Outlook Park Opportunity Area captures the development opportunity sites (see Pic 1 under item 1 of this table – extract from the Government endorsed Precincts Delivery Strategy, prepared by the Cross River Rail Delivery Authority) which are forecast to develop first. Accordingly, it is considered that the PDS includes effective provisions to ensure:</p> <ul style="list-style-type: none"> <li>early delivery of the new replacement Outlook Park.</li> <li>continued community engagement through the new permanent Outlook Park public notification requirement.</li> </ul> <p>The approach of requiring the delivery of a new permanent Outlook Park within the Outlook Park Opportunity Area also facilitates an integrated design response to better enable an optimal design outcome and access to city views.</p> <p>Prescribing precisely where the park will be established could unnecessarily constrain options for making best use of this important element of the open space network. Furthermore, given the current construction activities associated with the CRR Project, it is not considered practical to deliver a new permanent Outlook Park prior to the completion of these works.</p> <p>Whilst the above-described provisions are considered fit-for-purpose, the Development Scheme has been amended in response to submissions to improve clarity around the importance of the city view ‘outlook’ for the new permanent Outlook Park. Specifically,</p>	Yes

Item number	Summary	Response	Amendment required?
		additional PDA development requirements have been included to ensure city views can be enjoyed from the new permanent Outlook Park.	
3.	<p>Expand Outlook Park Opportunity Area</p> <ul style="list-style-type: none"> <li>• Submitters suggested that the extent of the Outlook Park Opportunity Area should be expanded to provide greater flexibility and include other sites such as: <ul style="list-style-type: none"> <li>– the police station site located on the corner of Annerley and Boggo Roads</li> <li>– land in and around the Boggo Road Gaol.</li> </ul> </li> </ul>	<p>The extent of the Outlook Park Opportunity Area has been set to achieve the following intent:</p> <ul style="list-style-type: none"> <li>• capture available development opportunity sites, enabling early delivery.</li> <li>• ensure the new permanent Outlook Park is located in proximity to the previous Outlook Park.</li> <li>• capture land where city views can be enjoyed.</li> </ul> <p>Expanding the Outlook Park Opportunity Area as suggested is considered undesirable as it would compromise the intent described above.</p>	No
4.	<p>Perceived loss of existing open space</p> <ul style="list-style-type: none"> <li>• Submitters expressed concerns around the loss of existing public space due to the approval of a two-storey commercial development between the Boggo Road Gaol and the Ecosciences building.</li> </ul>	<p>The area located between the Boggo Road Gaol and the Ecosciences building is subject to a development approval granted by Brisbane City Council in March 2021. This area is currently subject to a public thoroughfare access easement and is improved by associated landscaping, with its primary function providing for pedestrian and cycle movements.</p> <p>It is noted that the existing Brisbane City Council development approval provides for modified and continued dedicated pedestrian and cyclist movements.</p>	No
5.	<p>Perceived misrepresentation of existing open space</p> <ul style="list-style-type: none"> <li>• Submitters expressed concern that areas of informal open space are not identified and protected by the PDS, including: <ul style="list-style-type: none"> <li>– Translational Park</li> <li>– landscaped public thoroughfare situated between the Boggo Road Gaol and the Ecosciences building.</li> </ul> </li> <li>• Submitters also suggested that the PDS does not include provisions to ensure certainty in</li> </ul>	<p>Translational Park and other areas of informal open space are not registered as part of Brisbane City Council's parks network. Accordingly, they have not been included on relevant PDS maps, including:</p> <ul style="list-style-type: none"> <li>• Map 2: Boggo Road CRR PDA context map.</li> <li>• Map 3: Boggo Road CRR PDA Structural elements plan.</li> <li>• Map 5: Boggo Road knowledge and innovation precinct.</li> <li>• Map 7: Princess Alexandra Hospital precinct.</li> </ul> <p>However, in response to submissions and to improve clarity, the above-listed maps in the Development Scheme have been updated. Specifically, the mapping legends now refer to "Existing parks" rather than "Existing open space".</p>	Yes



Item number	Summary	Response	Amendment required?
	<p>relation to the Boggo Road Gaol Park not being developed for purposes other than park.</p>	<p>Furthermore, it is noted that:</p> <ul style="list-style-type: none"> <li>the area referred to as Translational Park comprises the site of the Translational Research Institute – Building Two (TRI2) and incidental residual landscaped areas are subject to an Infrastructure Designation (ID) granted by the Planning Minister under the <i>Planning Act 2016</i>. Details of this ID are provided in Table 1: Infrastructure designations of the Development Scheme and were also included in the PDS.</li> <li>the area located between the Boggo Road Gaol and the Ecosciences building is currently subject to a public thoroughfare access easement and is improved by associated landscaping, with its primary function providing for pedestrian and cycle movements.</li> <li>as stated under item 4 of this table, this area located between the Boggo Road Gaol and the Ecosciences building is subject to Brisbane City Council development approval, granted in March 2021 under the <i>Planning Act 2016</i>, for a two-storey commercial development. The Brisbane City Council development approval includes conditions requiring ongoing dedicated pedestrian and cyclist movements through the site.</li> </ul> <p>In terms of submitters' concerns about the existing Boggo Road Gaol Park potentially being developed for purposes other than park, it is considered unnecessary to amend the PDS to include additional protections. This determination is supported as:</p> <ul style="list-style-type: none"> <li>Brisbane City Council is the trustee of the Boggo Road Gaol Park for park purposes only. As well as being responsible for the day-to-day management of the park, the trustee is also the relevant entity for the provision of landowner's consent for a development application. Accordingly, a potential proposal to materially change the use of the land for a purpose other than park would likely be inconsistent with Brisbane City Council's trusteeship. Additionally, trustees cannot sell or transfer the land. Put simply, it is the trustee's responsibility to maintain and manage the Boggo Road Gaol Park in accordance with the purpose of the trust land, being park purposes.</li> <li>Also, due to updates made in response to submissions, the Development Scheme and Development Charges Offset Plan make it explicit that Boggo Road Gaol Park's</li> </ul>	

Item number	Summary	Response	Amendment required?
		ongoing function is as park, providing for its upgrade by way of embellishment improvements and its inclusion as a trunk infrastructure item.	
6.	<p>Area of new permanent Outlook Park</p> <ul style="list-style-type: none"> <li>• Some submitters suggested: <ul style="list-style-type: none"> <li>– the area of the new permanent Outlook Park should be increased</li> <li>– the area of the new permanent Outlook Park should be reduced to be more reflective of the useable area of the previous Outlook Park</li> <li>– the area of the new permanent Outlook Park should be expressed as a minimum rather than an approximate to improve certainty around this outcome.</li> </ul> </li> </ul>	<p>In response to submissions, the area of the new permanent Outlook Park has been increased to a minimum of 2161m<sup>2</sup>. This size reflects the area of the previous Outlook Park prior to its removal.</p>	Yes
7.	<p>Benefits of open space and landscaping</p> <ul style="list-style-type: none"> <li>• Submitters outlined a range of benefits provided by open space and landscaping, including: <ul style="list-style-type: none"> <li>– mitigating urban heat island effect</li> <li>– soaking up stormwater</li> <li>– providing places for recreation and relaxation</li> <li>– softening the built environment</li> <li>– uplifting amenity</li> <li>– positively impacting physical and mental health.</li> </ul> </li> </ul>	<p>The benefits of open space and landscaping are understood. The Development Scheme ensures that a network of new and enhanced high-quality open space, as outlined under items 1 and 9 of this table, will be delivered to cater for diverse community needs and preferences. The open space network elements will be further complemented by new development and public realm which exemplifies best-practice in sub-tropical landscaping and building design.</p> <p>The PDS includes a range of provisions to ensure these outcomes are realised, including:</p> <ul style="list-style-type: none"> <li>• Section 2.3 Vision, being the highest order statutory element of the Land use plan, which requires development to exhibit sub-tropical design excellence that is embellished with greenery.</li> <li>• PDA-wide criteria, Section 2.5.1 Urban design and built form, which: <ul style="list-style-type: none"> <li>– requires new buildings to incorporate landscape treatments and water features to make the most of Brisbane’s climate, provide shade and shelter and soften building edges</li> </ul> </li> </ul>	No

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>– identifies and applies the provisions of Brisbane City Council’s New World City Design Guide: Buildings that Breathe and Brisbane City Council’s Landscape work code as guidance for achieving relevant PDA development requirements included under this section.</li> <li>• PDA-wide criteria, Section 2.5.2 Streetscape and public realm, which: <ul style="list-style-type: none"> <li>– requires generous and lush landscaping</li> <li>– identifies and applies the provisions of Brisbane City Council’s Landscape work code as guidance for achieving the PDA development requirements imposed under this section.</li> </ul> </li> <li>• PDA-wide criteria, Section 2.5.3 Sustainability, which: <ul style="list-style-type: none"> <li>– requires buildings and outdoor spaces which minimise solar heat gain effects and are comfortable all year round</li> <li>– encourages biodiversity through the provision of mature trees and landscaping</li> <li>– identifies and applies the provisions of BCC’s New World City Design Guide: Buildings that Breathe as guidance for achieving the PDA development requirements included under this section.</li> </ul> </li> <li>• PDA-wide criteria, Section 2.5.6 – Impacts and amenity, which: <ul style="list-style-type: none"> <li>– requires well-integrated landscape design constructed to a high standard</li> <li>– protect existing significant vegetation and, where protection is not possible, requires replacement at a minim rate of 3:1.</li> </ul> </li> <li>• Precinct provisions, Section 2.6.1 Precinct 1 - Boggo Road knowledge and innovation precinct, Connectivity, access and public realm, which: <ul style="list-style-type: none"> <li>– requires the delivery of public realm that includes frequent shade trees.</li> </ul> </li> <li>• Section 3 Infrastructure Plan, Section 3.3.4 Infrastructure catalogue, Table 5, which: <ul style="list-style-type: none"> <li>– provides specification for landscaping and design requirements within parks, plazas and public realm.</li> </ul> </li> <li>• Section 4 Implementation Strategy, section 4.2.2 Public realm guideline which: <ul style="list-style-type: none"> <li>– requires an implementation action for the preparation of a guideline that deals with the coordinated urban, landscape and movement design across the PDA.</li> </ul> </li> </ul> <p>Further to the above-listed provisions, it should be noted that:</p> <ul style="list-style-type: none"> <li>• PDA-wide criteria apply to all development applications.</li> </ul>	

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>the Development Scheme's definition of "significant vegetation" under Schedule 3: Definitions is broad capturing almost all vegetation, thereby applying effective and strong provisions that prevent, minimise and offset vegetation loss (where unavoidable).</li> </ul>	
8.	<p>Open space around the Boggo Road Gaol</p> <ul style="list-style-type: none"> <li>Submitters suggested community uses be incorporated in the area between Annerley Road and the Boggo Road Gaol.</li> <li>Submitters also requested the retention of open space around the Boggo Road Gaol, including the Boggo Road Gaol Park.</li> </ul>	<p>The establishment of buildings and structures in the open space areas between Annerley Road and the Boggo Road Gaol is considered unlikely given the Development Scheme's robust heritage provisions, which:</p> <ul style="list-style-type: none"> <li>require development to maintain view corridors and respect the setting, character, and appearance of the heritage place.</li> <li>reference and apply the relevant State heritage requirements and assessment benchmarks of the State Development Assessment Provisions (SDAP) – State code State Code 14: Queensland Heritage.</li> </ul> <p>Regarding concerns about the existing Boggo Road Gaol Park potentially being developed for purposes other than open space, it is considered unnecessary to amend the PDS to include additional protections as:</p> <ul style="list-style-type: none"> <li>Brisbane City Council is the trustee of the Boggo Road Gaol Park for park purposes only. As well as being responsible for the day-to-day management of the park, the trustee is also the relevant entity for the provision of landowner's consent for a development application. Accordingly, a potential proposal to materially change the use of the land for a purpose other than park would likely be inconsistent with Brisbane City Council's trusteeship. Additionally, trustees cannot sell or transfer the land. Put simply, it is the trustee's responsibility to maintain and manage the Boggo Road Gaol Park in accordance with the purpose of the trust land, being park purposes.</li> <li>due to updates made in response to submissions, the Development Scheme and Development Charges Offset Plan make it explicit that Boggo Road Gaol Park's ongoing function is as park, providing for its upgrade by way of embellishment improvements and its inclusion as a trunk infrastructure item.</li> </ul>	No

Item number	Summary	Response	Amendment required?
9.	<p>Particular park embellishments</p> <ul style="list-style-type: none"> <li>• Submitters expressed a desire for the following park embellishments to be established within the PDA's open space network: <ul style="list-style-type: none"> <li>– children's play equipment</li> <li>– tables and chairs for socialising and study</li> <li>– BBQ area</li> <li>– gym/exercise equipment</li> <li>– community garden.</li> </ul> </li> </ul>	<p>As outlined under item 1 of this table, the PDA enables a network of new and enhanced open space elements including, but not limited to:</p> <ul style="list-style-type: none"> <li>• a new permanent Outlook Park</li> <li>• enhanced Boggo Road Gaol Park, comprising new park embellishments.</li> </ul> <p>In response to submitters, the Development Scheme has been updated to make it clear that the new permanent Outlook Park and enhanced Boggo Road Gaol Park will have a different focus, accommodating distinct mixes of embellishments, to ensure the broad needs and preferences of the community are better catered for. In particular, the Development Scheme has been amended to make it clear that:</p> <ul style="list-style-type: none"> <li>• the new permanent Outlook Park should have a family focus, accommodating embellishments such as children's play equipment and BBQ area, as well as lawned / landscaped gardens</li> <li>• the enhanced Boggo Road Gaol Park should have a community / worker / student focus, accommodating embellishments such as fixed tables and seating, exercise equipment, as well as lawned / landscaped gardens.</li> </ul> <p>The distinct focuses of the new permanent Outlook Park and Boggo Road Gaol Park will be further complimented by other elements of the planned open space network, including:</p> <ul style="list-style-type: none"> <li>• new Urban Common Park within the Princess Alexandra Hospital precinct.</li> <li>• new station plaza adjacent to the CRR Boggo Road station.</li> </ul>	Yes
<b>Community uses and facilities</b>			
10.	<p>Community use focus</p> <ul style="list-style-type: none"> <li>• Submitters suggested that: <ul style="list-style-type: none"> <li>– there needs to be a greater focus on, and provision of, community uses and facilities in the PDA</li> </ul> </li> </ul>	<p>Submitters showed a preference for the Boggo Road Gaol to comprise land uses that are aligned with a community focus. In response to submissions, the Development Scheme has been updated as follows:</p>	Yes

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>– there are not enough community uses / facilities in the area</li> <li>– there is a need for more community uses / facilities in the area</li> <li>– nearby community facilities are over-subscribed.</li> <li>• Submitters suggested that community uses / facilities should be focused in and around the Boggo Road Gaol.</li> </ul>	<ul style="list-style-type: none"> <li>• the Precinct intent for Precinct 1 - Boggo Road knowledge and innovation precinct has been updated to promote the adaptive re-use of the Boggo Road Gaol in a manner which provides a community focal point, including community uses</li> <li>• Map 3: Boggo Road CRR PDA Structural elements plan and Map 5: Boggo Road knowledge innovation precinct have been updated to reflect the more-specific intent of facilitating community uses at the Boggo Road Gaol</li> <li>• Table 2: Preferred uses has been updated to include “Community use” (where within the Boggo Road Gaol) as a preferred use.</li> </ul> <p>Related to the above-described updates, the intended community focus at the Boggo Road Gaol is further reinforced by the PDA’s updated development charges framework. Specifically, the PDA’s DCOP has been updated to make it explicit that “community uses” delivered as part of the adaptive re-use of the Gaol are not subject to development charges. These changes seek to incentivise the realisation of community uses at the Boggo Road Gaol, thereby enabling both additional community uses within a focused location aligned with submitters’ feedback.</p> <p>For easy reference, the applicable definition of “community use” is reproduced below.</p> <p><i>Community use means the use of premises for—</i></p> <p><i>a. providing artistic, social or cultural facilities or community services to the public; or</i></p> <p><i>b. preparing and selling food and drink, if the use is ancillary to the use in paragraph (a).</i></p> <p>Examples of a community use include:</p> <ul style="list-style-type: none"> <li>• art gallery</li> <li>• community centre</li> <li>• community hall</li> <li>• library</li> <li>• museum.</li> </ul> <p>Community uses specific to the Boggo Road Gaol, as mentioned in submissions, are considered further in item 29 of this table.</p>	

Item number	Summary	Response	Amendment required?
11.	<p>Shared use of community uses / facilities</p> <ul style="list-style-type: none"> <li>Submitters expressed a desire for the shared use of future community uses / facilities with nearby schools.</li> </ul>	<p>There is nothing in the Development Scheme that precludes the potential for shared use of community uses / facilities.</p> <p>Ultimately, shared use arrangements are subject to agreement by relevant parties.</p>	No
<b>Building heights</b>			
12.	<p>Maximum building height</p> <ul style="list-style-type: none"> <li>Submitters expressed concerns that the PDS's maximum buildings heights are too high and are unsympathetic to the local area.</li> <li>Submitters sought clarification about how maximum building height is measured and queried whether or not exclusions such as building plant and equipment are intended to be captured.</li> <li>Submitters objected to the definition of "building height" as it excludes storeys of a building dedicated as communal open space.</li> </ul>	<p>The maximum building heights prescribed in the PDS are informed by a contextual precinct-wide analysis of relevant influencing factors, such as:</p> <ul style="list-style-type: none"> <li>existing building heights, approved development building heights and relevant Brisbane City Council City Plan 2014 maximum building heights within and surrounding the PDA.</li> <li>Princess Alexandra Hospital helicopter flight path and helipad.</li> <li>overshadowing and amenity impacts.</li> <li>topography.</li> <li>prevailing character and built form.</li> </ul> <p>Maximum building heights respond to the influencing factors, as well as other considerations such as building mass, scale, envisaged land uses and making efficient use of serviced and extremely well-positioned urban land.</p> <p>It was determined that maximum building height, expressed as a "Reduced Level" (RL) vertical elevation above the adopted Australian Height Datum (AHD), provides a greater level of precision when measuring building height, ensuring potential adverse overshadowing and protrusions into the Princess Alexandra's helicopter flight path are effectively regulated.</p> <p>In contrast to the approach adopted in the PDS, a reliance on a total number of storeys provides for a significant degree of variance and uncertainty as some envisaged land uses (e.g. research and technology industry, hospital, educational establishment, health care service) often require greater floor to floor heights when compared against buildings intended for other purposes. Accordingly, the approach to regulating building height, through the use of maximum RLs (in metres), has been adopted. Maximum RLs</p>	Yes

Item number	Summary	Response	Amendment required?
		<p>expressed as approximate storeys are also identified on relevant PDS mapping to help convey a more relatable metric relative to building height. The indicative maximum number of storeys shown on Maps 6 and 8 of the PDS are based on a typical 3.5m floor to floor height and 4.5m ground floor height.</p> <p>To support the adopted approach to maximum building height, the PDS includes two key defined terms, being “Reduced Level” and “Building Height”. The definitions of these terms are reproduced below:</p> <p><i>“Building height means:</i></p> <p><i>a. the vertical distance, measured in metres, between the ground level of the building and the highest point on the roof of the building, other than a point that is part of an aerial, chimney, flagpole or loadbearing antenna; or</i></p> <p><i>b. the number of storeys in the building above ground level.</i></p> <p><i>Note – building height includes the ground storey and all street building and tower storeys above ground level. Building height does not include a storey where that storey is dedicated as communal open space.”</i></p> <p><i>“Reduced level means the elevation of a point above or below the adopted datum.”</i></p> <p>Notwithstanding the above-described approach to maximum building height, the Development Scheme has been updated in response to submissions to improve clarity. In particular:</p> <ul style="list-style-type: none"> <li>• the definition of “Building height” has been updated to: <ul style="list-style-type: none"> <li>– make it explicit that building height is measured in meters as a reduced level. This change ensures direct alignment to the regulating metric relative to maximum building height, being “reduced level”.</li> <li>– delete reference to point b “the number of storeys in the building above ground level”. This update is considered necessary as the PDS regulates building height through the use of vertical measurements in metres relative to maximum reduced levels, not storeys.</li> </ul> </li> </ul>	



Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>– delete the accompanying note. This change is considered necessary as building height is not regulated in storeys and dispensations on building height, due to storeys comprising communal open space, is not intended</li> <li>– exclude building plant and equipment.</li> <li>• the definition of “reduced level” has been updated to specifically include the relevant datum, being “Australian Height Datum”.</li> <li>• the following note on Maps 6 and 8 of the PDS have been deleted: “<i>Note: Maximum RL taken from the midpoint of the site.</i>” This notation was included for explanatory purposes in relation to how the indicative maximum number of storeys were determined, however, following consideration of submissions, it has been deleted to eliminate ambiguity about how the maximum relevant reduced levels are applied in practice. Put simply, maximum reduced levels apply regardless of where they are measured on a particular site.</li> </ul>	
13.	<p>Maximum building heights are not binding</p> <ul style="list-style-type: none"> <li>• Submitters expressed concern that maximum building heights are not binding / fixed and developers may readily seek and secure approvals for buildings which exceed prescribed maximum building heights.</li> </ul>	<p>In addition to the PDS’s policy settings in relation to maximum building height, the PDS includes statutory mechanisms to facilitate development that would typically be considered inconsistent with the Land use plan, provided the development accords with the Vision for the PDA and there are sufficient grounds to justify approval.</p> <p>These statutory mechanisms are included in the PDS under Section 2.2.4 - Development consistent with the Land use plan. Under this section, “grounds” means matters of public interest as well as demonstration of:</p> <ol style="list-style-type: none"> <li>1. superior design outcomes, and</li> <li>2. overwhelming community need.</li> </ol> <p>Where development accords with the PDA’s Vision (Section 2.3 of the PDS) and successfully demonstrates sufficient “grounds”, the PDS may enable outcomes that would typically be considered inconsistent with the Land use plan (e.g. building height). This approach:</p> <ul style="list-style-type: none"> <li>• provides a degree of flexibility, subject to a rigorous performance-based assessment involving, amongst other things, a consideration of matters of public interest and demonstration of superior design outcomes and overwhelming community need</li> </ul>	No

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>is consistent with all other PDA development schemes.</li> </ul> <p>In summary, approval of development over and above prescribed maximum building heights is considered both:</p> <ul style="list-style-type: none"> <li>technically possible</li> <li>challenging, due to the high-bar performance-based assessment requirements.</li> </ul>	
14.	<p>Amenity impacts</p> <ul style="list-style-type: none"> <li>Submitters stated that the maximum building heights prescribed in the PDS will result in a range of amenity impacts, including: <ul style="list-style-type: none"> <li>overlooking of Dutton Park State School and surrounding / neighbouring dwellings</li> <li>adverse wind-tunnelling and the blocking of breezes and views.</li> </ul> </li> </ul>	<p>The PDS includes a number of requirements to effectively identify and manage potential amenity impacts resulting from new development. For example, the provisions included under PDA-wide criteria, Section 2.5.6 Impacts and amenity apply to all PDA development applications and impose requirements for development to address adverse lighting, noise, odour, wind and air quality impacts. These provisions are further reinforced with mandatory requirements for all PDA development applications to be supported by an Urban Context Report (refer to Schedule 6: Guideline for preparing an Urban Context Report), demonstrating, amongst other things, how a proposal:</p> <ul style="list-style-type: none"> <li>provides a site-responsive built form taking into account site characteristics and surrounding development and the relationship with other buildings and infrastructure, including: <ul style="list-style-type: none"> <li>overshadowing</li> <li>setbacks</li> <li>site cover</li> <li>privacy</li> <li>acoustics</li> <li>wind</li> <li>light, and</li> <li>air quality.</li> </ul> </li> <li>provides a contextually responsive built form.</li> <li>delivers outstanding architecture.</li> <li>respects the setting of heritage places, landmarks and natural assets.</li> <li>maintains or creates views from public vantage points to heritage places, landmarks and natural assets.</li> </ul>	Yes

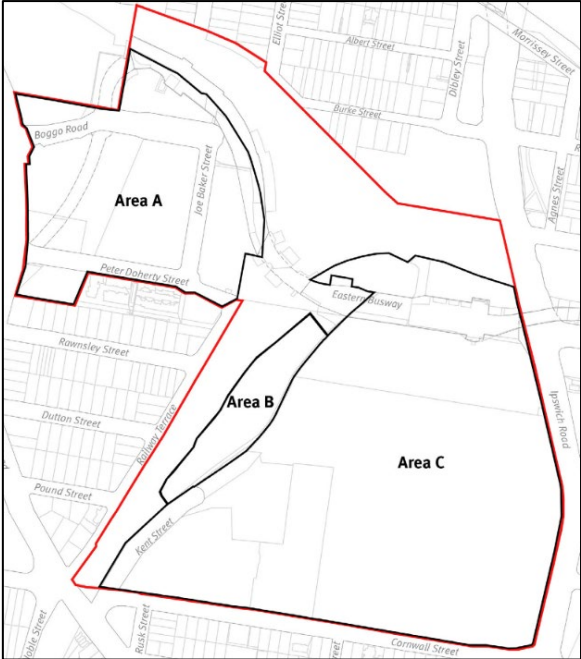
Item number	Summary	Response	Amendment required?
		<p>As outlined in Schedule 6: Guideline for preparing an Urban Context Report, an Urban Context Report consists of plans, diagrams, shadow impact analysis and supporting design rationales to demonstrate how the proposal achieves the outcomes stipulated in the Development Scheme.</p> <p>Furthermore, additional precinct and site-specific requirements relating to amenity impacts are included under relevant precinct provisions. For example, under Section 2.6.1 Precinct 1 - Boggo Road knowledge and innovation precinct, the built form provisions require new development:</p> <ul style="list-style-type: none"> <li>• to be of a scale and design that: <ul style="list-style-type: none"> <li>– minimises impacts to established amenity through mitigation measures, including: <ul style="list-style-type: none"> <li>○ siting buildings to avoid overlooking</li> <li>○ applying setbacks, landscape treatments and screening to preserve privacy</li> <li>○ noise attenuation</li> <li>○ stepping buildings down to less intensive development.</li> </ul> </li> </ul> </li> <li>• to provide prescribed minimum building setbacks (e.g. those identified as rear and side interface buffers on Map 5: Boggo Road knowledge and innovation precinct)</li> <li>• to preserve particular sightlines.</li> </ul> <p>Notwithstanding the PDS's existing provisions in relation to amenity, the Development Scheme has been updated in response to submissions to impose additional requirements under Section 2.6.1 Precinct 1 - Boggo Road knowledge and innovation precinct, Built form. In particular, additional PDA development requirements relative to amenity have been included for instances where development adjoins the Dutton Park State School.</p> <p>The additional provisions:</p> <ul style="list-style-type: none"> <li>• specifically recognise the sensitive interface between Dutton Park State School and new development.</li> <li>• require mitigation measures, such as building and landscape design treatments to effectively manage potential adverse amenity impacts to privacy, noting that a degree</li> </ul>	

Item number	Summary	Response	Amendment required?
		of casual surveillance of the school drop-off zone represents a desirable outcome aligned with Crime Prevention Through Environmental Design (CPTED) principles.	
15.	<p>Maximum building heights should be adjusted</p> <ul style="list-style-type: none"> <li>Submitters suggested that maximum building heights should be both decreased and increased across the PDA.</li> </ul>	<p>The approach taken in limiting building heights is summarised under item 12 of this table and is considered appropriate. Following consideration of submissions seeking both increases and decreases to prescribed maximum building heights, no changes have been made.</p>	No
16.	<p>Building heights in Precinct 1 – Boggo Road knowledge and innovation precinct</p> <ul style="list-style-type: none"> <li>Submitters suggested that building heights are unsympathetic to the Boggo Road Gaol.</li> <li>Submitters suggested building heights on the police station site should be no taller than the perimeter walls of the Boggo Road Gaol.</li> <li>Submitters suggested that buildings should be three or four storeys (depending on existing ground level) on the police station site.</li> <li>Submitters suggested that future buildings on the Ecosciences site should be no taller than the existing Ecosciences building.</li> <li>Submitters suggested that all buildings within Precinct 1 should not be taller than the Ecosciences building in order to not detract from the heritage values of the Boggo Road Gaol.</li> </ul>	<p>The PDS adopts a height limit of RL 52m on AHD for the Boggo Road Gaol site within Precinct 1 – Boggo Road knowledge and innovation precinct. Based on a typical 3.5m floor to floor height and 4.5m ground floor height, this equates to 4 storeys which is consistent with the maximum building height prescribed by Brisbane City Council’s City Plan 2014, and applying to the site prior to declaration of the PDA. Accordingly, the PDS remains consistent with City Plan 2014 and does not seek to increase building height limits for the Boggo Road Gaol site.</p> <p>The highest point of the existing Ecosciences building is circa RL 68.9m on AHD. The maximum height limit for this site is RL 69m on AHD, thus no change is needed as the prescribed height limit for that site is generally consistent with the existing building’s height.</p> <p>In relation to submitters’ suggestions about Precinct 1 – Boggo Road knowledge and innovation precinct building heights being limited to no taller than the Ecosciences building, the rationale and drafting approach to maximum building height is outlined under item 12 of this table. Drawing on this, it is considered that the PDS’s policy settings in relation to maximum building height represent a sound approach, striking the appropriate balance between facilitating an appropriate scale of development that leverages off the significant infrastructure investment, whilst ensuring impacts are effectively mitigated.</p> <p>Furthermore:</p> <ul style="list-style-type: none"> <li>the development opportunity sites within Sub-area 1A are physically separated by the Boggo Road and Joe Baker Street Road reserves, providing ample separation from the Boggo Road Gaol.</li> </ul>	No

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>• it is important to recognise that the PDS includes a suite of provisions which protect the rich heritage values of the Boggo Road Gaol, ensuring new development respects the setting and character of this important State heritage place. These provisions are summarised as follows:               <ul style="list-style-type: none"> <li>– PDA-wide criteria, Section 2.5.4 Heritage apply to all PDA development applications, requiring new development to:                   <ul style="list-style-type: none"> <li>○ respect the setting, character and appearance of state heritage places within the PDA and not destroy or substantially reduce the cultural heritage significance of a state heritage place</li> <li>○ promote the historic identify of the area by showcasing heritage places within the PDA as key civic landmarks by maintaining view corridors and improving access to them.</li> <li>○ address the State Development Assessment Provisions (SDAP). SDAP considers matters of state interest, such as state heritage places, protecting them from the impacts of development.</li> </ul> </li> <li>– Section 2.6.1 Precinct 1 - Boggo Road knowledge and innovation precinct, Built form contains specific provisions to enhance views to the Boggo Road Gaol, including:                   <ul style="list-style-type: none"> <li>○ a minimum setback of 6m from Annerley Road</li> <li>○ truncated built form at the corner of Annerley and Boggo Roads to enhance Gaol views.</li> </ul> </li> </ul> </li> </ul> <p>It is also relevant to note that all PDA development applications are required to include an Urban Context Report (see PDS's Schedule 6: Guideline for preparing an Urban Context Report). Urban Context Reports are required to address, amongst other things, how a proposed development respects the streetscape and public realm, context and setting of heritage places and landmarks which include the Boggo Road Gaol. Urban Context Reports are also required to include demonstration of how a development maintains or creates views and vistas from public vantage points to heritage places, which includes the Boggo Road Gaol.</p>	

Item number	Summary	Response	Amendment required?
		Following consideration of the PDS's policy settings around maximum building height in and around the Boggo Road Gaol, together with relevant heritage provisions, no updates to the Development Scheme have been made.	
17.	<p>Building height amenity impacts to Dutton Park State School</p> <ul style="list-style-type: none"> <li>• Submitters expressed concern about amenity impacts to Dutton Park State School resulting from the potential future development of the police station site and Lot 1 on SP217441, such as: <ul style="list-style-type: none"> <li>– overshadowing</li> <li>– overlooking.</li> </ul> </li> </ul>	<p>The PDS includes a range of provisions to effectively mitigate potential adverse amenity impacts such as overlooking and overshadowing. These provisions include the following:</p> <ul style="list-style-type: none"> <li>• PDA-wide criteria, Section 2.5.1 Urban design and built form, which: <ul style="list-style-type: none"> <li>– requires development to minimise overshadowing and maximise amenity and privacy for both occupants and neighbours.</li> </ul> </li> <li>• Schedule 6: Guideline for preparing and Urban Context Report, which: <ul style="list-style-type: none"> <li>– requires, amongst other things, demonstration of how a new development provides a site-responsive design, taking into account site characteristics and form, including the relationship with surrounding development</li> <li>– in terms of setbacks, site cover, privacy, overshadowing, acoustics (i.e. noise and vibration), wind / breezes, light and air quality.</li> </ul> </li> </ul> <p>The above-described provisions apply to all PDA development applications regardless of where development is proposed. This drafting approach ensures all new development identifies, minimises and mitigates potential negative amenity impacts to surrounding properties.</p> <p>Notwithstanding the above-described provisions, and in response to submissions, the precinct provisions identified under Section 2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct, Built form have been updated to impose additional amenity mitigation requirements, where development adjoins the Dutton Park State School.</p> <p>The additional provisions:</p> <ul style="list-style-type: none"> <li>• specifically recognise the PDA's sensitive interface with Dutton Park State School.</li> <li>• require effective mitigation measures, such as building and landscape design treatments to manage potential adverse impacts to privacy.</li> </ul>	Yes

Item number	Summary	Response	Amendment required?
<b>Traffic and transport</b>			
18.	<p>Maximum car parking rates are too high</p> <ul style="list-style-type: none"> <li>• Submitters suggested prescribed maximum car parking rates allow too much car parking</li> <li>• Submitters suggested there should be strict maximum rates, not minimum rates.</li> </ul>	<p>In response to the abundance of existing and planned public and active transport infrastructure, the PDS prescribes maximum parking rates only. This approach accords with Brisbane City Council's City Plan 2014 as it relates to the defined "city core" and immediately surrounding "city frame", both of which do not include the PDA.</p> <p>The PDS extends this approach beyond the defined "city core" and "city frame" extents to the PDA and, for some areas, prescribes car parking rates which permit less parking than is prescribed in the "city core" under Brisbane City Council's City Plan 2014. In particular, other than for the defined land uses of "Hospital", "Multiple dwelling", "Rooming accommodation" and "Short-term accommodation", the PDS's prescribed maximum parking rates range as follows relative to Areas A, B and C as shown on Map 13: Car parking rates, which is reproduced below in Pic 2:</p> <ul style="list-style-type: none"> <li>• Area A - maximum of 1 space per 100m<sup>2</sup> of GFA (i.e. consistent with Brisbane City Council's city frame rates)</li> <li>• Area B - maximum of 1 space per 300m<sup>2</sup> of GFA (i.e. a third less parking than permitted under Brisbane City Council's city plan rates for city core)</li> <li>• Area C - maximum of 1 space per 200m<sup>2</sup> of GFA (i.e. consistent with Brisbane City Council's city core rates).</li> </ul> <p><i>Pic. 2 Extract – Map 13: Car parking rates</i></p>	No

Item number	Summary	Response	Amendment required?
		 <p>For the following defined land uses, it is noted that the PDS adopts Brisbane City Council's applicable maximum rates relative to the "city core":</p> <ul style="list-style-type: none"> <li>• "Multiple dwelling"</li> <li>• "Short-term accommodation"</li> <li>• "Rooming accommodation"</li> </ul> <p>Further, a maximum approach has also been applied to the prescribed car parking rates for the defined land use of "Hospital".</p> <p>Collectively, the PDS's approach to prescribed maximum car parking rates, as outlined above, is considered fit-for-purpose, effectively limiting car parking to rates more commonly associated with Brisbane's CBD to help encourage modal shift to public and</p>	



Item number	Summary	Response	Amendment required?
		active transport and reflect the PDA containing South East Queensland's second busiest public transit interchange. In some instances, notably Area B shown on Map 13: Car parking rates, maximum car parking rates are approximately a third less than those permitted in Brisbane City Council's defined "city core".	
19.	<p>Maximum car parking rates are too low</p> <ul style="list-style-type: none"> <li>Submitters suggested prescribed maximum car parking rates should be increased.</li> </ul>	<p>As outlined in item 18 of this table, the prescribed maximum car parking rates in the PDS:</p> <ul style="list-style-type: none"> <li>are reflective of the PDA's abundance of existing and planned public and active transport infrastructure.</li> <li>have been adopted to help promote modal shift to public and active transport.</li> </ul>	No
20.	<p>Merton Road overpass</p> <ul style="list-style-type: none"> <li>Submitters suggested that additional provisions be included requiring the Merton Road overpass be upgraded and reconfigured to improve safety</li> <li>Submitters also wanted certainty about the timing / triggers for upgrades to the Merton Road overpass.</li> </ul>	<p>The PDS identifies the following active transport connections, with the Department of Transport and Main Roads (DTMR) being the relevant entity to determine optimal design and funding arrangements:</p> <ul style="list-style-type: none"> <li>potential upgraded active transport link (at grade) between Boggo Road and Merton Road (map reference: AT11a)</li> <li>potential upgraded active transport link (elevated) between Boggo Road and Merton Road (map reference: AT11b).</li> </ul> <p>Pursuant to the PDS's Implementation strategy, Section 4.2.7 Key active transport connections, the MEDQ (or its delegate) will collaborate with relevant entities, such as DTMR, to investigate the timing, funding, ownership, and management arrangements of key active transport connections such as these. Comments around safety and upgrades of these connections will be passed on to DTMR to ensure they are considered as part of an optimal design response.</p> <p>Regarding certainty on delivery, it is understood that the above-described active transport upgrades' statuses remain "potential" at this stage. Accordingly, the Development Scheme maintains the approach of identifying this infrastructure item as "potential", with DTMR identified as the relevant agency to determine optimal design and funding arrangements.</p>	No

Item number	Summary	Response	Amendment required?
		More generally, and as outlined under item 21 of this table, the PDS includes a range of PDA development requirements to ensure pedestrian safety is a principal consideration in enhancing, upgrading and establishing the PDA's movement network.	
21.	<p>Safety - General</p> <ul style="list-style-type: none"> <li>• Submitters highlighted the importance of prioritising pedestrian safety, particularly for children, at all road crossings throughout the precinct.</li> <li>• Submitters suggested the PDS should focus on prioritising active transport movements, providing direct, convenient connections across the PDA.</li> <li>• Submitters suggested distinct transport modes (e.g. cars, bikes and e-scooters) should be required to be physically separated.</li> </ul>	<p>The PDS includes a range of robust PDA development requirements to ensure new development gives priority to active transport users, providing a safe and functional movement network for all transport modes.</p> <p>For example, such provisions are located under the following sections of the PDS and are further reinforced by precinct-specific PDA development requirements under relevant precinct provisions:</p> <ul style="list-style-type: none"> <li>• Section 2.3 Vision, which requires development to: <ul style="list-style-type: none"> <li>– deliver a highly permeable environment which encourages and prioritises active transport over private vehicles</li> <li>– provide safe, activated, and direct linkages within and through the PDA to surrounding areas.</li> </ul> </li> <li>• PDA-wide criteria, Section 2.5.2 Streetscape and public realm, which requires: <ul style="list-style-type: none"> <li>– a safe public realm</li> <li>– universal access</li> <li>– integration with the central bridge and wider PDA, reinforcing active transport functionality and improved access to the surrounding area</li> <li>– direct active transport connections between transport stations, surrounding streets and new and existing open space</li> <li>– the provision of shared zones and/or the physical separation of distinct active transport modes that prioritise high-volume active transport movements which are safe and convenient.</li> </ul> </li> <li>• PDA-wide criteria, Section 2.5.5 Connectivity, which requires: <ul style="list-style-type: none"> <li>– the prioritisation of active transport modes over private vehicle use</li> <li>– the delivery of safe and convenient active transport connections that follow desire lines, cater for peak volumes of active transport modes</li> <li>– integration with surrounding active transport networks</li> </ul> </li> </ul>	No

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>– seamless and legible active transport connectivity to and between public transport infrastructure (e.g. Boggo Road station, Dutton Park Station, existing busway and rail stations and Brisbane Metro station)</li> <li>– the protection and enhancement of active transport access from the V1 Veloway through the PDA via the central bridge</li> <li>– wayfinding improvements to enhance pedestrian legibility.</li> </ul> <p>In noting the above provisions, it should be recognised that:</p> <ul style="list-style-type: none"> <li>• the Vision is the highest order element of the Land use plan</li> <li>• PDA-wide criteria apply to all PDA development applications.</li> </ul> <p>Regarding submitters' suggestions about mandating the physical separation of distinct transport modes, it is considered that the above-described provisions are fit-for-purpose as, importantly, the design emphasis is on safety and the prioritisation of active transport movements. In some instances, physical separation may represent the optimal design outcome in terms of safety and functionality. Conversely, in other situations, a shared zone or alternate design solution may result in a superior safety and/or functional outcome. Ultimately, it is considered that the policy settings in the Development Scheme establish an effective suite of PDA development requirements to ensure active transport safety and functionality are principal drivers in the design of new development.</p>	
22.	<p>Safety – Intersections</p> <ul style="list-style-type: none"> <li>• Submitters raised safety concerns about the Annerley Road / Cornwall Steet intersection.</li> <li>• Submitters sought further clarity on the delivery of new / upgraded intersections.</li> </ul>	<p>The CRR delivered Dutton Park station upgrades will result in pedestrian and cycle access being achieved via an underpass under Annerley Road and an overpass landing in Noble Street. These upgrades will enable safer active transport access by facilitating sub-surface Annerley Road crossings, as well as movement over the rail corridor.</p> <p>In addition, individual PDA development applications will be assessed on their merits against the provisions of the Development Scheme. In doing so, it is standard practice to require preparation of a Traffic Impact Assessment Report detailing, amongst other things, anticipated traffic generation and necessary safety mitigation measures, such as road and / or intersection upgrades.</p>	No

Item number	Summary	Response	Amendment required?
		<p>The Annerley Road / Cornwall Street intersection forms part of the established mature road network and falls under Brisbane City Council's jurisdiction. Submitters' comments about the need to upgrade this intersection will be passed on to Brisbane City Council.</p>	
23.	<p>Potential elevated pedestrian connection (Elliott Street)</p> <ul style="list-style-type: none"> <li>• Submitters questioned why this connection: <ul style="list-style-type: none"> <li>– has been included in the PDS</li> <li>– is not a certain outcome</li> <li>– what its impacts are to the area.</li> </ul> </li> </ul>	<p>The Potential elevated pedestrian connection is identified in the PDS:</p> <ul style="list-style-type: none"> <li>• on Map 3: Boggo Road CRR PDA Structural elements plan.</li> <li>• on Map 5: Boggo Road knowledge and innovation precinct.</li> <li>• in Section 3 Infrastructure Plan under Table 5: Infrastructure catalogue for the Boggo Road CRR PDA and on Map 11: Interim 2031 Pedestrian and Cycle connections as AT08.</li> </ul> <p>This pedestrian connection over the rail corridor constitutes a piece of potential infrastructure, with DTMR being the relevant entity to determine optimal design and funding arrangements, pursuant to Section 4.2.7 Key active transport connections in the PDS's Implementation strategy.</p> <p>The Potential elevated pedestrian connection has been included at the request of DTMR. The rationale for its inclusion is that this connection would, subject to funding and optimal design, serve an important dual function as both:</p> <ul style="list-style-type: none"> <li>• a direct interchange connection between three major passenger transport stations (i.e. Park Road Rail Station, Boggo Road Rail Station and Eastern Busway Station).</li> <li>• a broader northern connection between the PDA and the Elliott Street accessed wider neighbourhood external to the PDA.</li> </ul> <p>Without confirmation of funding or design, the status of the connection remains "potential" and is reflected in the PDS as such. Its inclusion is considered necessary as:</p> <ul style="list-style-type: none"> <li>• PDA development requirements under Section 2.6.1 Precinct 1 – knowledge and innovation precinct, Connectivity, access and public realm have been included to ensure new development preserves the ability for the Potential elevated connection's future delivery.</li> <li>• the connection would benefit the PDA and wider neighbourhood by functioning as both: <ul style="list-style-type: none"> <li>– a direct interchange linking three major passenger transport stations</li> </ul> </li> </ul>	No

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>– an additional active transport option.</li> </ul> <p>In terms of potential impacts to the area, it is understood that such matters will be considered as part of the determination of an optimal design response.</p>	
24.	<p>Additional active transport connections</p> <ul style="list-style-type: none"> <li>• Submitters suggested additional / alternative connections should be provided as part of the PDS's active transport network, including: <ul style="list-style-type: none"> <li>– underground or bridge crossings connecting the Brisbane South State Secondary College with the PDA</li> <li>– various underground (tunnels) and at-grade connections (e.g. between Tottenham Street and the PDA) both internal and external to the PDA</li> <li>– replacing the Potential elevated pedestrian connection (to Elliott Street) with an underground (tunnel) connection.</li> </ul> </li> </ul>	<p>Following consideration of the suggested additional / alternative active transport connections, no updates have been made to the Development Scheme. This determination is supported as:</p> <ul style="list-style-type: none"> <li>• several of the suggested connections are external to the PDA, falling under Brisbane City Council's planning jurisdiction.</li> <li>• it is considered an unreasonable impost to require developer built and funded underground connections.</li> <li>• due to significant physical and engineering constraints, it is considered cost-prohibitive to replace overground and / or bridge connections with sub-surface connections.</li> </ul>	No
25.	<p>Perceived lost opportunities for active transport</p> <ul style="list-style-type: none"> <li>• Submitters made several suggestions to improve active transport outcomes, including: <ul style="list-style-type: none"> <li>– upgrading all roads in the PDA to provide for full separation of all transport modes</li> <li>– the imposition of greater building setbacks to facilitate separated cycleways (not just pedestrian thoroughfares).</li> </ul> </li> </ul>	<p>Delivery of the areas required to achieve full separation of all transport modes on all roads is considered unrealistic given existing physical constraints and does not represent value through investment proportional to anticipated use.</p> <p>Further, it is considered an unnecessary and unreasonable impost to require additional building setbacks (to those already required) for the provision of separated modes of transport as a matter of course. Instead, the Development Scheme provides for the staged delivery of a strategic active transport network, informed by specialist technical analysis which responds to and considers:</p> <ul style="list-style-type: none"> <li>• the established wider active transport network.</li> <li>• planned growth and committed infrastructure.</li> <li>• anticipated active transport use.</li> </ul>	No

Item number	Summary	Response	Amendment required?
<b>Housing</b>			
26.	<p>Residential development, including social, affordable and public housing</p> <ul style="list-style-type: none"> <li>• Submitters expressed concern about the PDS's approach to residential development (i.e. not encouraging residential development, other than on the southern side of Peter Doherty Street).</li> <li>• Some submitters suggested the PDS be amended to accommodate only residential development that is public housing, whilst other submitters suggested the PDS include provisions that require affordable and / or social housing (e.g. minimum 15% of residential gross floor area).</li> <li>• Some submitters also suggested the PDS be amended to accommodate short-term accommodation, such as hotel or serviced apartments, on the basis these uses complement the Vision for the PDA, including: <ul style="list-style-type: none"> <li>– alignment with knowledge and health outcomes</li> <li>– day and night precinct activation.</li> </ul> </li> </ul>	<p>The PDS seeks to ensure that the PDA enables the delivery of a world-class centre for health, science, research, innovation and education focused land uses. Accordingly, residential development, other than on the southern side of Peter Doherty Street and within Precinct 1 – Boggo Road knowledge and innovation precinct, is discouraged. The rationale underpinning this approach is that by encouraging additional residential development, opportunities for development aligned with the PDA's knowledge and health focus could be diminished.</p> <p>In contrast, preserving the PDA's overarching development intent for the realisation of a world-class centre for health, science, research, innovation and education accords with the basis for declaring the PDA and is consistent with the following relevant planning instrument and urban strategies:</p> <ul style="list-style-type: none"> <li>• Shaping SEQ – South-East Queensland Regional Plan 2017, in particular the Dutton Park / Buranda Knowledge and Technology Precinct, Capital City Regional Economic Cluster.</li> <li>• Government endorsed, Cross River Rail Precincts Delivery Strategy.</li> <li>• Brisbane City Council Boggo Road Precinct Renewal Strategy.</li> </ul> <p>When considering the PDS's policy settings in relation to residential development, it is important to recognise that the PDS includes statutory mechanisms capable of enabling development that would typically be considered inconsistent with the Land use plan, provided:</p> <ul style="list-style-type: none"> <li>• the development accords with the Vision for the PDA, and</li> <li>• there are sufficient grounds to justify approval despite the inconsistency.</li> </ul> <p>These statutory mechanisms are included in the PDS under Section 2.2.4 Development consistent with the Land use plan. Under this section, "grounds" means matters of public interest as well as demonstration of:</p> <ul style="list-style-type: none"> <li>• superior design outcomes, and</li> <li>• overwhelming community need.</li> </ul>	No

Item number	Summary	Response	Amendment required?
		<p>Put simply, residential development (e.g. public, social and / or affordable housing and short-term accommodation) could technically be enabled in the PDA, subject to a PDA development application(s) successfully demonstrating sufficient grounds. This approach:</p> <ul style="list-style-type: none"> <li>• is consistent with all other PDAs.</li> <li>• allows for a degree of flexibility, subject to a rigorous performance-based assessment.</li> </ul>	
<b>Heritage</b>			
27.	<p>First nations peoples</p> <ul style="list-style-type: none"> <li>• Submitters noted that the area is of significance to First nations peoples.</li> </ul>	<p>While future PDA development is regulated by the Development Scheme, other legislation, such as the <i>Aboriginal Cultural Heritage Act 2003</i> and the <i>Torres Strait Islander Cultural Heritage Act 2003</i> continue to apply in the PDA. Accordingly, existing regulatory systems and their requirements (e.g. duty of care) relating to First nations peoples and culture continue to apply.</p>	No
28.	<p>Boggo Road Gaol</p> <ul style="list-style-type: none"> <li>• Submissions suggested that the protection, restoration and ongoing community use of the Boggo Road Gaol is crucial.</li> </ul>	<p>The PDS recognises the historical and cultural heritage significance of the Boggo Road Gaol. This is reflected in Section 2.3 Vision, which is the highest order element of the Land Use Plan. Item 9 states that development will “provide for the conservation of heritage places within the PDA, including adaptive re-use.” Footnote 17 applies the <i>Queensland Heritage Act 1992</i>’s definition of “conservation” which includes “protection, stabilisation, maintenance, preservation, restoration, reconstruction, and adaptation.”</p> <p>Additionally, the PDS includes a number of heritage provisions as PDA-wide criteria (Section 2.5.4 Heritage). These provisions apply to all PDA development applications and call up the relevant heritage assessment benchmarks of the State Development Assessment Provisions (SDAP). SDAP considers matters of state interest, such as State heritage places, protecting them from the impacts of development. The PDS also includes site and precinct specific heritage provisions, such as building setbacks and view corridor requirements.</p>	Yes

Item number	Summary	Response	Amendment required?
		<p>In summary, the heritage-related provisions in the PDS, including SDAP, are considered fit-for-purpose, providing for the Gaol’s conservation and protection, whilst also promoting adaptive re-use opportunities.</p> <p>Submissions also highlighted a strong preference for ongoing community use of the Boggo Road Gaol. Section 2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct, Precinct intent, dot point 4 states that this precinct will “provide for the adaptive re-use of the Boggo Road Gaol in a manner that incorporates a variety of uses that encourage activity and interaction between local workers, the community and visitors.”</p> <p>Following consideration of submitters’ requests, dot point 4 (described above) of the Development Scheme has been updated to more strongly focus and promote community uses at the Boggo Road Gaol.</p> <p>As noted in items 34 and 55 of this table, a public notification trigger has also been included in the Development Scheme under Section 2.2.7 Notice of applications, providing more opportunities for the community to have their say about the Gaol’s future.</p>	
29.	<p>Uses for the Boggo Road Gaol</p> <ul style="list-style-type: none"> <li>• Submitters suggested that the Boggo Road Gaol should be a museum / cultural / heritage / music / arts hub and submitters suggested a list of various use, including: <ul style="list-style-type: none"> <li>– heritage museum</li> <li>– spaces for art and music development and performance</li> <li>– film screenings</li> <li>– historical tours</li> <li>– art exhibitions</li> <li>– function spaces</li> <li>– workshop spaces and studios</li> <li>– education.</li> </ul> </li> </ul>	<p>As outlined in item 10 of this table, the Development Scheme has been updated to include “Community use” (where within the Boggo Road Gaol) in Table 2: Preferred uses, Section 2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct.</p> <p>The relevant use definition for “Community use” is reproduced as follows:</p> <p><i>Community use means the use of premises for—</i></p> <ol style="list-style-type: none"> <li>a. <i>providing artistic, social or cultural facilities or community services to the public; or</i></li> <li>b. <i>preparing and selling food and drink, if the use is ancillary to the use in paragraph (a).</i></li> </ol> <p>Examples of a community use include:</p> <ul style="list-style-type: none"> <li>• art gallery</li> <li>• community centre</li> <li>• community hall</li> <li>• library</li> </ul>	Yes





Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>• museum.</li> </ul> <p>“Function facility” and “Educational establishment” are also listed in Table 2: Preferred uses, Section 2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct. These use definitions cover activities such as function space, workshops, art and musical performance. Accordingly, it is considered that uses and activities suggested by submitters are reflected listed in Table 2: Preferred uses, Section 2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct and are envisaged by the Development Scheme</p>	
30.	<p>Setbacks to the Boggo Road Gaol</p> <ul style="list-style-type: none"> <li>• Some submitters suggested the prescribed setbacks be increased</li> <li>• Some submitters suggested the prescribed setbacks be decreased</li> </ul>	<p>Following consideration and in response to submissions, the Development Scheme has been updated to remove the prescribed setbacks under Section 2.6.1, Built form, dot point 7. Instead, it is considered that the Development Scheme’s robust heritage provisions (as outlined in item 28 of this table) provide a fit-for-purpose performance-based assessment framework without the need to pre-determine prescribed minimum setbacks, which could unnecessarily prejudice future opportunities such as the adaptive re-use of the Boggo Road Gaol.</p>	Yes
31.	<p>Adaptive re-use</p> <ul style="list-style-type: none"> <li>• Submitters sought clarification sought on what adaptive re-use means.</li> <li>• Submitters suggested more work is needed to identify future uses.</li> <li>• Submitters suggested only limited adaptive re-use should be allowed (e.g. gatehouse and areas where there will be minimal impact on heritage values).</li> <li>• Submitters suggested that the Gaol should remain intact and left unchanged.</li> </ul>	<p>The Boggo Road Gaol constitutes a State heritage place. Its cultural and historical significance is well understood and is protected through a range of provisions contained within the PDS.</p> <p>Presently, the Boggo Road Gaol is considered underutilised. Subject to a future PDA development application(s) and robust assessment(s), its future adaptive re-use provides opportunities that allow for it to be utilised for other purposes, whilst ensuring its rich heritage values and cultural significance are conserved.</p> <p>To date, no PDA development application has been submitted for the adaptive re-use of the Boggo Road Gaol, therefore the precise nature and configuration of future uses, and physical works is currently unknown.</p> <p>To assist with future proposals to adaptively re-use the Boggo Road Gaol, the PDS includes an objective and associated actions under the Implementation strategy, Section 4.2.10 Boggo Road Gaol Conservation Management Plan. The Conservation</p>	Yes

Item number	Summary	Response	Amendment required?
		<p>Management Plan (CMP) is currently being prepared and will be a public facing guidance document that will be used to inform future:</p> <ul style="list-style-type: none"> <li>• conservation management (including repairs and maintenance)</li> <li>• adaptive re-use proposals.</li> </ul> <p>The CMP is intended to provide the State, industry, community, and developers with information on the heritage values of the Boggo Road Gaol, including a schedule of features and elements of significance with clear policy direction for future uses and works, including adaptive re-use.</p> <p>Whilst the precise nature and configuration of future uses at the Boggo Road Gaol are currently unknown and subject to a future PDA development application(s) involving a robust assessment(s), it is relevant to note that the Development Scheme has been updated in response to submitters' requests to facilitate a community focus at the Boggo Road Gaol. These updates are discussed more fully under items 10, 28 and 29 of this table and are summarised as follows:</p> <ul style="list-style-type: none"> <li>• The precinct intent (for Precinct 1: Boggo Road knowledge and innovation precinct) has been updated to promote the adaptive re-use of the Boggo Road Gaol in a manner which provides a community focal point, including community uses.</li> <li>• Map 3: Boggo Road CRR PDA Structural elements plan and Map 5: Boggo Road knowledge innovation precinct have been updated to reflect the more-specific intent of facilitating community uses at the Boggo Road Gaol.</li> <li>• Table 2: Preferred uses has been updated to include "Community use" (where within the Boggo Road Gaol) as a preferred use.</li> </ul> <p>Related to the above-listed updates, the intended community-focus at the Boggo Road Gaol is further reinforced by the PDA's updated development charges framework. Specifically, the PDA's DCOP makes it explicit that community uses delivered as part of the adaptive re-use of the Boggo Road Gaol are not subject to development charges. These changes seek to incentivise the realisation of community uses at the Boggo Road Gaol, thereby enabling both additional community uses within a focused location aligned with submitters' feedback.</p> <p>For easy reference, the applicable definition of "community use" is reproduced below.</p>	

Item number	Summary	Response	Amendment required?
		<p><i>Community use means the use of premises for—</i></p> <p><i>a. providing artistic, social or cultural facilities or community services to the public; or</i></p> <p><i>b. preparing and selling food and drink, if the use is ancillary to the use in paragraph (a).</i></p> <p>Examples of a community use include:</p> <ul style="list-style-type: none"> <li>• art gallery</li> <li>• community centre</li> <li>• community hall</li> <li>• library</li> <li>• museum.</li> </ul>	
32.	<p>Demolish the Boggo Road Gaol</p> <ul style="list-style-type: none"> <li>• Submitters suggested the Boggo Road Gaol should not be retained.</li> </ul>	<p>Under the <i>Economic Development Act 2012</i> State interests must be considered in the preparation of development schemes. Given the Boggo Road Gaol constitutes a State heritage place, it is also a State interest. Accordingly, the Development Scheme responds to this State interest by including effective provisions providing for its conversation, including its adaptive re-use.</p>	No
33.	<p>Tours at the Boggo Road Gaol</p> <ul style="list-style-type: none"> <li>• Submitters expressed a preference for the Gaol to still have tours.</li> </ul>	<p>The Development Scheme does not preclude the opportunity to undertake this activity at the Boggo Road Gaol.</p>	No
34.	<p>Boggo Road Gaol advisory group</p> <ul style="list-style-type: none"> <li>• Submitters suggested that the Boggo Road Gaol advisory group should include a broader range of stakeholders.</li> </ul>	<p>As outlined in item 66 of this table, the PDS has been amended in response to submissions to state that the Boggo Road Collaboration Group <i>may include community and/or developer representation</i>. No other changes are considered necessary as formation of the Boggo Road Gaol advisory group is to be determined by the Boggo Road Collaboration Group (refer to Implementation strategy, Section 4.2.1 Delivering a world class knowledge and innovation precinct).</p> <p>Further to the above commentary, it is relevant to note that a public notification trigger has been included under Section 2.2.7 Notice of applications of the Development Scheme. This trigger requires public notification of a PDA development application for a</p>	No

Item number	Summary	Response	Amendment required?
		material change of use involving the Boggo Road Gaol, thereby affording the community opportunities to have their say about future use of the Boggo Road Gaol.	
35.	<p>Buildings around the curtilage of the Boggo Road Gaol</p> <ul style="list-style-type: none"> <li>• Submitters expressed concerns around the potential for future buildings located between the Boggo Road Gaol and Annerley Road.</li> <li>• Submitters suggested single storey buildings be constructed into the embankment to activate the Annerley Road frontage.</li> </ul>	<p>Following consideration of these matters and the existing provisions of the PDS, no updates to the Development Scheme are considered necessary. Should a future PDA development application propose buildings / structures around the Boggo Road Gaol, this would be assessed against the relevant provisions of the Development Scheme, including the suite of robust PDA development requirements which also apply the assessment benchmarks of the State Development Assessment Provisions, State Code 14: Queensland heritage and associated guidance material.</p> <p>Overall, the potential establishment of buildings / structures in open space areas, between the Boggo Road Gaol and Annerley Road, is considered unlikely given relevant heritage related PDA development requirements that, for example, require development to maintain view corridors and respect the setting, character, and appearance of the heritage place.</p> <p>It is further noted that the State heritage boundary extends beyond the Gaol walls capturing the area between Boggo Road Gaol and Annerley Road (i.e. the area mentioned by submitters) – see the extract in Pic. 3 below.</p>	No

Item number	Summary	Response	Amendment required?
		<p data-bbox="898 336 1854 400"><i>Pic. 3 Extract – Development Assessment Mapping System- QLD Heritage place mapping</i></p>  <p data-bbox="1249 1257 1576 1305">  Queensland heritage place         </p>	

Item number	Summary	Response	Amendment required?
36.	<p>Conservation Management Plan (CMP)</p> <ul style="list-style-type: none"> <li>• Submitters requested: <ul style="list-style-type: none"> <li>– public involvement in the development of the CMP.</li> <li>– to be kept informed on the availability of the CMP.</li> </ul> </li> </ul>	<p>To support the provisions of the PDS's Land use plan, the Implementation strategy, Section 4.2.10 Boggo Road Gaol Conservation Management Plan, identifies the preparation of a CMP and its subsequent public display as actions.</p> <p>Accordingly, the CMP will be a public facing guidance document intended to be used to guide future conservation management (including repairs and maintenance) and potential adaptive re-use proposals.</p> <p>The CMP will provide the State, industry, community, and developers with information on the heritage values of the Boggo Road Gaol, including a schedule of features and elements of significance, providing clear policy direction for future uses and works.</p> <p>The CMP is a technical document, prepared by heritage specialists. It is informed by an evaluation of heritage values and best-practice heritage conservation management practices. Given the specialist and technical nature of the CMP, together with its focus on heritage values, it is not subject to input by others. However, the CMP will be made publicly available for anyone to view once finalised.</p>	No
37.	<p>Dutton Park State School</p> <ul style="list-style-type: none"> <li>• Submitters noted that Dutton Park State School is a Queensland heritage place and suggested its heritage significance should be addressed by the PDS.</li> </ul>	<p>Dutton Park State School is not listed as a Heritage place under Schedule 4: Heritage places of the PDS as it is not located within the PDA. Rather, heritage provisions relative to the regulatory framework under the <i>Planning Act 2016</i>, and associated legislation, address Dutton Park State School's identified heritage values.</p> <p>While the Hefferan Air Raid Shelter is also located outside of the PDA boundary, it is located within PDA-associated land (as identified in Schedule 5: PDA-associated development of the PDS), thus the PDS's provisions may apply to this heritage place should a PDA development application involve this PDA-associated land. In comparison, Dutton Park State School is not located within PDA-associated land.</p> <p>Further to the above comments, it is noted that the Development Scheme drafting process has involved a comprehensive assessment of relevant State interests, including heritage matters. Accordingly, the Department of Environment and Science has been consulted on the suite of heritage provisions contained within the Development Scheme.</p>	No

Item number	Summary	Response	Amendment required?
38.	<p>Safety concerns</p> <ul style="list-style-type: none"> <li>Submitters expressed concerns with distinct transport modes sharing Kent Street.</li> <li>Submitters expressed preference to not have any cars or hospital services vehicles on Kent Street.</li> </ul>	<p>The PDS includes a range of robust provisions to ensure active transport movements are prioritised and new development delivers a safe and functional movement network. These provisions are outlined in item 21 of this table and are considered fit-for-purpose.</p> <p>Despite the above comments, and in response to submissions, the Kent Steet Movement Corridor Guideline has been updated to minimise the extent of shared zone intended to accommodate both cyclists and vehicles. In particular, updates have been made to remove the interim “cycle street” design solution from Areas 2, 3 and 4. Additionally, further design guidance has been incorporated to ensure the shared use zone in Area 1 aligns with road manager specifications. Please refer to table13 in section 5.2 of this report for further discussion about updates to the Kent Street Movement Corridor Guideline.</p>	No, however updates have been made to the Kent Street Movement Corridor Guideline
39.	<p>Connectivity</p> <ul style="list-style-type: none"> <li>Submitters sought clarification on how cyclists move from the central bridge to Kent Street given the distinct grades (i.e. street level, ramp).</li> <li>Submitters questioned how cyclists will connect from the central bridge to the Princess Alexandra Hospital veloway.</li> </ul>	As illustrated in the conceptual imagery contained in the Kent Street Movement Corridor Guideline, cyclists would gain access from the central bridge to the veloway and Kent Street via new and existing ramps, noting that these access arrangements are subject to detailed design as part of the CRR Project.	No
<b>Amenity</b>			
40.	<p>Landscaping</p> <ul style="list-style-type: none"> <li>Submitters suggested the PDS should require more landscaping.</li> </ul>	<p>The PDS contains a range of provisions that relate to landscaping requirements for new development within the PDA. These provisions are summarised as follows:</p> <ul style="list-style-type: none"> <li>Section 2.3 Vision, being the highest order statutory element of the Land use plan, requires development to exhibit sub-tropical design excellence that is embellished with greenery.</li> <li>PDA-wide criteria, Section 2.5.1 Urban design and built form requires: <ul style="list-style-type: none"> <li>new buildings to incorporate landscape treatments and water features to make the most of Brisbane’s climate, provide landscaping, shade and shelter and soften building edges, and</li> </ul> </li> </ul>	No

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>– identifies and applies the provisions of Brisbane City Council’s New World City Design Guide: Buildings that Breathe, Planting species planning scheme policy, and</li> <li>– Landscape work code as guidance for achieving relevant PDA development requirements under this section.</li> <li>• PDA-wide criteria, Section 2.5.2 Streetscape and public realm, which: <ul style="list-style-type: none"> <li>– requires a public realm that includes generous and lush landscaping, including established trees, that create streetscapes reflective of Brisbane’s sub-tropical climate and outdoor lifestyle, and</li> <li>– applies the provisions of Brisbane City Council’s Landscape work code as guidance for achieving relevant PDA development requirements under this section.</li> </ul> </li> <li>• PDA-wide criteria, Section 2.5.3 Sustainability, which: <ul style="list-style-type: none"> <li>– encourages biodiversity through the provision of mature trees and landscaping, and</li> <li>– identifies and applies the provisions of Brisbane City Council’s New World City Design Guide: Buildings that Breathe as guidance for achieving the PDA development requirements under this section.</li> </ul> </li> <li>• PDA-wide criteria, Section 2.5.6 Impacts and amenity, which: <ul style="list-style-type: none"> <li>– requires well-integrated landscape design constructed to a high-standard, and</li> <li>– protection of existing significant vegetation and, where protection is not possible, requires replacement at a minimum rate of 3:1.</li> </ul> </li> <li>• Precinct provisions, Section 2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct, Connectivity, access and public realm, which requires the delivery of public realm that includes frequent shade trees.</li> </ul> <p>Further to the above-listed provisions, it should be noted that:</p> <ul style="list-style-type: none"> <li>• PDA-wide criteria apply to all PDA development applications.</li> <li>• the PDS’s definition of “significant vegetation” under Schedule 3: Definitions is broad capturing almost all vegetation, thereby applying effective and strong provisions that prevent, minimise and offset vegetation loss (where unavoidable).</li> </ul>	



Item number	Summary	Response	Amendment required?
		Following consideration of submissions and the provisions of the PDS, the Development Scheme has not been updated to include additional provisions relative to landscaping requirements.	
41.	<p>Cornwall Street</p> <ul style="list-style-type: none"> <li>Submitters suggested that additional landscaping and shade should be provided along Cornwall Street.</li> </ul>	<p>Whilst PDA development requirements under Section 2.6.3 Precinct 3 – Princess Alexandra Hospital precinct, Connectivity, access and public realm require an enhanced and activated streetscape along Cornwall Street, these provisions relate to the interface with Cornwall Street, not the full extent of the road reserve. Accordingly, whilst a degree of streetscape improvements are required by the PDS, responsibilities for broader streetscape improvements fall under Brisbane City Council’s jurisdiction as the relevant planning authority.</p> <p>Comments around the need for additional landscaping and shade along Cornwall Street will be passed on to Brisbane City Council for consideration.</p>	No
42.	<p>Pedestrian shade and shelter</p> <ul style="list-style-type: none"> <li>Submitters suggested that that there was not enough provision for pedestrian shade and shelter in the PDS.</li> </ul>	<p>The PDS contains a range of provisions relative to landscaping and shade and shelter, including:</p> <ul style="list-style-type: none"> <li>PDA-wide criteria, Section 2.5.1 Urban design and built form, which requires: <ul style="list-style-type: none"> <li>landscape treatments and structures to provide shade and shelter for pedestrians, and</li> <li>buildings at the ground plane to provide lush landscaping to deliver shade and soften building edges.</li> </ul> </li> <li>PDA-wide criteria, Section 2.5.2 Streetscape and public realm, which requires: <ul style="list-style-type: none"> <li>development to incorporate shade structures and high-quality street furniture.</li> </ul> </li> <li>PDA-wide criteria, Section 2.5.3 Sustainability, which require: <ul style="list-style-type: none"> <li>mature shade tree planting and landscaping.</li> </ul> </li> <li>Precinct provisions, Section 2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct, Precinct intent, which requires: <ul style="list-style-type: none"> <li>development to provide landscaped streets and public realm incorporating lighting, shade, and shelter.</li> </ul> </li> <li>Precinct provisions Section 2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct, Built form, which requires:</li> </ul>	No

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>– ground level treatments to provide landscaping, street trees, shade and shelter (including awnings and shade structures) along all street frontages.</li> <li>• Precinct provisions Section 2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct, Connectivity, access and public realm, which requires:               <ul style="list-style-type: none"> <li>– the delivery of an interconnected, safe and comfortable public realm that incorporates frequent street trees and shelter for pedestrians.</li> </ul> </li> </ul> <p>Further to the above-listed provisions, it should be noted that PDA-wide criteria apply to all PDA development applications.</p> <p>Following a review of the PDS and relevant submissions, it is considered that ample provisions exist to ensure pedestrian comfort by way of shade and shelter. Accordingly, the Development Scheme has not been updated to include additional requirements pertaining to shade and shelter.</p>	
43.	<p>Tree plantings</p> <ul style="list-style-type: none"> <li>• Submitters stated that there is a need for native and deep / mature tree plantings (to provide shade).</li> </ul>	<p>While there is no specific reference to the requirement for native planting, the PDS applies Brisbane City Council's Planting species planning scheme policy, which includes both native species and non-invasive introduced species which are considered appropriate to Brisbane's climate. Accordingly, future landscaping and plant species selection will be consistent with Brisbane City Council's adopted standards.</p> <p>With respect to deep / mature tree plantings, it is noted that the PDS requires the provision of mature shade trees via PDA-wide criteria, Section 2.5.3 Sustainability. Additionally, Table 5: Infrastructure catalogue for the Boggo Road CRR PDA in Section 3.3.4 Infrastructure catalogue identifies public realm landscaping as including deep street trees and mature shade tree plantings. Notwithstanding these provisions, and in response to submissions, the Development Scheme has been updated to reinforce existing requirements for mature shade tree plantings. In particular, PDA-wide criteria, Section 2.5.2 Streetscape and public realm has amended to impose a requirement for new plantings which constitute mature shade trees. Being PDA-wide criteria, these requirements apply to all PDA development applications.</p>	Yes
44.	City views	New development in the PDA may impact existing city views. However, city views from the new permanent Outlook Park (in the Outlook Park Opportunity Area) will be available for ongoing community enjoyment. For additional certainty around this outcome, the	Yes

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Submitters expressed concerns over the potential loss of city views.</li> </ul>	<p>Development Scheme has been updated to include “city view” criteria for the new permanent Outlook Park. This Development Scheme update is discussed further under item 2 of this table.</p> <p>Additional city views will also be available from the new Boggo Road CRR station plaza and central bridge.</p>	
45.	<p>Sustainability</p> <ul style="list-style-type: none"> <li>Submitters suggested the PDS should include sustainable building design requirements for: <ul style="list-style-type: none"> <li>Vertical landscaping/greenery and green walls</li> <li>Use of recycled materials for new building construction</li> <li>Elevated and roof-top gardens</li> <li>Lush sub-tropical landscaping to counter urban heat island effects</li> <li>Effective insulation to minimise energy consumption</li> <li>Water efficient design, and</li> <li>Waste management.</li> </ul> </li> </ul>	<p>The PDS includes a range of robust sustainability requirements as PDA-wide criteria under Section 2.5.3 Sustainability. Being PDA-wide criteria, these provisions apply to all PDA development applications and require:</p> <ul style="list-style-type: none"> <li>the delivery of exemplary sustainable building design outcomes which achieve compliance with any of the following measures of sustainability: <ul style="list-style-type: none"> <li>minimum 6 leaf EnviroDevelopment certification, or</li> <li>minimum 5 star Green Star: Design and as built certification, or</li> <li>minimum WELL Gold, Well Building Standard certification, or</li> <li>a rating under an alternative sustainability rating tool that delivers outcomes commensurate with the above standards.</li> </ul> </li> <li>buildings and outdoor spaces to be designed in a manner which minimises solar heat gain effects</li> <li>the provision of facilities that enable: <ul style="list-style-type: none"> <li>the charging of electric vehicles at all car parking spaces located within podium or basement levels of a building</li> <li>the storage and charging of e-scooters and e-bikes within end of trip facilities.</li> </ul> </li> </ul> <p>The PDS also applies BCC’s New World City Design Guide: Buildings that Breathe as guidance to achieving a number of PDA development requirements relating to urban design and built form, landscaping, sustainability and climatic-responsive design.</p> <p>Collectively, the provisions and standards applied by the Development Scheme are considered fit-for-purpose, ensuring development embodies best-practice in sustainable development. This determination is supported on the following grounds:</p> <ul style="list-style-type: none"> <li>in order to successfully obtain relevant sustainability certifications under sustainability rating tools (e.g. 5 star Green Star: Design and as built certification), proposals must</li> </ul>	No

Item number	Summary	Response	Amendment required?
		<p>undergo a rigorous independent assessment/verification process covering a broad range of environmental categories such as:</p> <ul style="list-style-type: none"> <li>- energy use</li> <li>- building materials</li> <li>- water use</li> <li>- emissions</li> <li>- innovation</li> <li>- building management</li> <li>- transport</li> <li>- land use and ecology.</li> </ul> <ul style="list-style-type: none"> <li>• end-of-trip and electric vehicle charging requirements ensure development promotes sustainable personal and private vehicle transport options.</li> <li>• the provisions of the Development Scheme work together with the design principles identified under BCC's New World City Design Guide: Buildings that Breathe, providing an effective policy platform to drive best-practice in the following areas: <ul style="list-style-type: none"> <li>- building orientation</li> <li>- outdoor spaces</li> <li>- access to daylight</li> <li>- natural ventilation</li> <li>- living greenery and landscaping</li> <li>- weather protection</li> <li>- energy consumption</li> <li>- waste reduction.</li> </ul> </li> </ul> <p>Additionally, it is relevant to note that the Development Scheme includes a range of specific requirements that ensure future development incorporates generous landscaping to provide shade, soften and break up built form as well as enhance amenity and counter urban heat island effect. These provisions are further discussed at item 7 of this table.</p>	
46.	QDESIGN	<p>Following consideration, the Development Scheme has been amended to apply the urban design principles identified in the QDESIGN manual as guidance to PDA-wide criteria, Section 2.5.1 Urban design and built form. Being PDA-wide criteria, this change will apply to all PDA development applications and has been included on the basis that</p>	Yes

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Submitters suggested the PDS should reference the design principles identified in the QDESIGN manual.</li> </ul>	<p>the QDESIGN manual principles will assist in ensuring development proposals are informed by a thorough and Queensland-specific design process.</p>	
47.	<p>Non-residential communal open space requirements</p> <ul style="list-style-type: none"> <li>Submitters requested the inclusion of mandatory requirements for the provision of communal open space for non-residential buildings.</li> <li>In contrast, some submitters suggested the communal open space requirements under Schedule 7: Building parameter guidance be removed on the basis that this design element could discourage other key development outcomes such as activation of the public realm.</li> </ul>	<p>The communal open space standards identified under Schedule 7: Building parameter guidance of the PDS are applied through PDA-wide criteria via footnotes. As such, these standards apply to all PDA development applications as guidance.</p> <p>Whilst concerns about the provision of communal open space potentially discouraging activation of the PDA are noted, it is considered that public open space may not always meet the needs of building occupants. Conversely, the provision of communal open space will benefit building occupants by providing spaces available for exclusive use.</p>	No
48.	<p>Crime prevention through environmental design (CPTED)</p> <ul style="list-style-type: none"> <li>Submitters suggested CPTED principles should be mandated.</li> </ul>	<p>Under PDA-wide criteria, Section 2.5.1 Urban design and built form, new development is required to incorporate CPTED principles to ensure new development delivers safe and inviting environments for day and night activity. Being PDA-wide criteria, these provisions apply to all PDA development applications and are supported by a corresponding footnote, which applies the following as guidance to achieving PDA development requirements relative to CPTED principles:</p> <ul style="list-style-type: none"> <li>Crime Prevention Through Environmental Design (CPTED): Guidelines for Queensland document, prepared by Queensland Police, 2007.</li> </ul>	No
49.	<p>Educational establishments in Precinct 1 - Boggo Road knowledge and innovation precinct</p> <ul style="list-style-type: none"> <li>Submitters suggested that: <ul style="list-style-type: none"> <li>The Police station site, located on the corner of Annerley and Boggo Roads, should be used for school purposes.</li> </ul> </li> </ul>	<p>“Educational establishment” already constitutes a preferred use under the PDS in both:</p> <ul style="list-style-type: none"> <li>Precinct 1 – Boggo Road knowledge and innovation precinct, and</li> <li>Precinct 3 – Princess Alexandra Hospital precinct.</li> </ul> <p>Accordingly, should a decision be made to expand the schools within the PDA, the Development Scheme can enable this outcome.</p>	No

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>- The PDS should allow for the future growth/expansion of Dutton Park State School and/or Brisbane South State Secondary College within the PDA.</li> </ul>	<p>For easy reference, the applicable definition of “Education establishment” is reproduced below. This defined use captures primary and secondary schools, as well as other educational facilities and institutions.</p> <p><i>“Educational establishment means the use of premises for—</i></p> <p><i>a. training and instruction to impart knowledge and develop skills; or</i></p> <p><i>b. student accommodation, before or after school care, or vacation care, if the use is ancillary to the use in paragraph (a).”</i></p> <p>Examples of an educational establishment include:</p> <ul style="list-style-type: none"> <li>• college</li> <li>• outdoor education centre</li> <li>• primary school</li> <li>• secondary school</li> <li>• special education facility</li> <li>• technical institute</li> <li>• university.</li> </ul>	
50.	<p>Preferred uses in Precinct 1 - Boggo Road knowledge and innovation precinct</p> <ul style="list-style-type: none"> <li>• Submitters suggested the suite of identified Preferred uses should be updated to include the following: <ul style="list-style-type: none"> <li>- Market</li> <li>- Parking station</li> <li>- Service industry, and</li> <li>- Residential uses.</li> </ul> </li> </ul>	<p>Table 2: Preferred uses identifies the preferred uses for Precinct 1 - Boggo Road knowledge and innovation precinct. “Market” is listed as a preferred use for this precinct. Accordingly, an update to the Development Scheme for this defined use is not required as it is already provided for.</p> <p>Within Precinct 1 – Boggo Road knowledge and innovation precinct, “parking station” is not envisaged by the Development Scheme. This intent is reinforced by the approach to maximum car parking rates, and is reflective of the abundant availability of public and active transport infrastructure in and around the PDA. A standalone car park could dilute the PDA’s overarching development intent for the realisation of a world-class centre for health, science, research, innovation and education outcomes. However, this land use could be included as part of a proposal which seeks to utilise on-site car parking, that would otherwise be required, for use at particular times (e.g. weekends or outside of typical business hours). It is anticipated that such a proposal could form part of a</p>	No

Item number	Summary	Response	Amendment required?
		<p>relevant PDA development application and would be assessed on its merits against the relevant provisions of the Development Scheme.</p> <p>Regarding submitters' requests to include "service industry" as a Preferred use, it is considered unnecessary as there is nothing precluding a PDA development application for "service industry", noting that such a proposal would be assessed on its merits against the relevant provisions of the Development Scheme. Unnecessarily expanding the range of preferred uses has the potential to dilute the precinct intent. For this reason, no update has been made.</p> <p>With respect to residential uses potentially being included as Preferred uses, please refer to item 26 of this table where this matter is further considered.</p>	
51.	<p>Preferred uses in Precinct 2 - Rail corridor precinct</p> <ul style="list-style-type: none"> <li>Submitters suggested wording should be changed to acknowledge that there could be opportunities for innovation solutions for above rail development in the future.</li> </ul>	<p>As stated in item 1 of this table, the Development Scheme has been amended to better enable and promote innovative approaches for the delivery of additional open space and public realm in Precinct 2 – Rail corridor precinct. In doing so, the:</p> <ul style="list-style-type: none"> <li>precinct intent for Precinct 2 – Rail corridor precinct has been updated to acknowledge the potential for innovative approaches for the delivery of additional open space, movement and uses that compliment the PDA.</li> <li>Implementation strategy, Section 4.2.2 Public realm guideline has been updated to include a new action for the MEDQ (or its delegate) to work with the Department of Transport and Main Roads to investigate innovative approaches for the provision of additional open space within Precinct 2 – Rail corridor precinct.</li> </ul> <p>It is not considered necessary to further update the Development Scheme, noting that development over the rail corridor more broadly is not precluded, subject to robust performance-based assessments.</p>	Yes
52.	<p>Preferred uses in Precinct 3 - Princess Alexandra Hospital precinct</p> <ul style="list-style-type: none"> <li>Submitters suggested the suite of identified Preferred uses should be updated to include the following: <ul style="list-style-type: none"> <li>Service industry, and</li> </ul> </li> </ul>	<p>Regarding submitters' requests to include "service industry" as a Preferred use, it is considered unnecessary as there is nothing precluding a PDA development application for "service industry", noting that such a proposal would be assessed on its merits against the relevant provisions of the Development Scheme. Unnecessarily expanding the range of preferred uses has the potential to dilute the precinct intent. For this reason, no update has been made.</p>	No

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>– Residential uses.</li> </ul>	<p>With respect to residential uses potentially being included as Preferred uses, please refer to item 26 of this table where this matter is further considered.</p>	
53.	<p>Gross floor area (GFA) limits for particular uses</p> <ul style="list-style-type: none"> <li>• Submitters requested GFA limits for commercial/retail use tenancies within Precinct 1 – Boggo Road knowledge and innovation precinct to preserve the capacity of planned retail centres.</li> <li>• Submitters also requested the removal of GFA limits for commercial/retail uses within Precinct 3 – Princess Alexandra Hospital precinct, on the basis this is an unnecessary restriction. Instead, it was suggested that the intent of ensuring only small-scale complementary tenancies are established can be achieved through the wording of relevant precinct intents.</li> </ul>	<p>Following consideration of submissions, the Development Scheme has been amended as follows:</p> <ul style="list-style-type: none"> <li>• Table 2: Preferred uses (in Precinct 1 – Boggo Road knowledge and innovation precinct) now includes a GFA tenancy limit for “shop” of 1000m<sup>2</sup>. Additionally, a corresponding footnote has been included to make it clear that, where a prescribed GFA tenancy limit is exceeded, the MEDQ (or its delegate) may require an economic impact assessment to determine impacts to relevant precinct intent(s).</li> <li>• Table 3: Preferred uses (in Precinct 3 – Princess Alexandra Hospital precinct) has been updated to reflect the above-described approach (i.e. only apply a GFA tenancy limit for “shop”). A corresponding footnote has been included to make it clear that, where a prescribed GFA tenancy limit is exceeded, the MEDQ (or its delegate) may require an economic impact assessment to determine impacts to relevant precinct intent(s).</li> </ul>	Yes
54.	<p>Support for PDS provisions</p> <ul style="list-style-type: none"> <li>• Submitters indicated support for PDS provisions relating to: <ul style="list-style-type: none"> <li>– general support for the PDS</li> <li>– the PDA’s Vision and overarching development intent</li> <li>– range of PDA-wide criteria</li> <li>– adaptive re-use of the Boggo Road Gaol</li> <li>– approach to maximum building height</li> <li>– new and enhanced active transport network elements</li> <li>– 5m wide pedestrian corridors along Boggo Road and Joe Baker Street</li> <li>– public art requirements</li> </ul> </li> </ul>	<p>Submitters’ support for the identified matters have been duly noted and considered.</p>	No



Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>- Kent Street Movement Corridor</li> <li>- modern building parameters and guidelines</li> <li>- approach to maximum parking rates.</li> </ul>		
55.	<p>Public notification</p> <ul style="list-style-type: none"> <li>• Some submitters suggested that all future development applications should be subject to public notification.</li> <li>• Other submitters suggested that: <ul style="list-style-type: none"> <li>- all non-compliant development applications should be subject to public notification.</li> <li>- on-going community input and consultation should be required.</li> </ul> </li> </ul>	<p>Section 2.2.7 of the PDS establishes that a PDA development application will require public notice if the development:</p> <p>“1. involves a new permanent Outlook Park, or</p> <p>2. may, in the opinion of the MEDQ:</p> <p>a. have potential adverse impacts on the amenity or development potential of adjoining land, or</p> <p>b. is for a use or of a size or nature which warrants public notice”</p> <p>It is considered unnecessary to publicly notify all PDA development applications. Similar to the assessment regime under the <i>Planning Act 2016</i>, some, typically higher risk, more intensive or non-compliant, development applications are publicly notified (i.e. those subject to impact assessment), with the majority not triggering public notification (i.e. those subject to code assessment).</p> <p>Furthermore, it is important to recognise that, differing from the assessment regime under the <i>Planning Act 2016</i>, the Development Scheme has retained provisions which enable the MEDQ (or its delegate) to exercise discretion and require public notification, regardless of any identified public notification trigger, where development may:</p> <ul style="list-style-type: none"> <li>• have potential adverse impacts on the amenity or development potential of adjoining land, or</li> <li>• is for a use or of a size or nature which warrants public notice.</li> </ul> <p>In addition to the above-described discretionary powers to require public notification, and in response to submissions, the Development Scheme has been updated to require public notice if development:</p> <ul style="list-style-type: none"> <li>• is for a Material change of use involving a new permanent Outlook Park, or</li> <li>• is for a Material change of use involving the Boggo Road Gaol, or</li> </ul>	Yes

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>exceeds the maximum building height specified in section 2.6.</li> </ul> <p>Overall, the public notification triggers outlined above are considered appropriate, providing the ability to, if deemed necessary, require public notification on any PDA development application as well as provide certainty around future community engagement (through public notification) opportunities relating to:</p> <ul style="list-style-type: none"> <li>a new permanent Outlook Park</li> <li>adaptive re-use of the Boggo Road Gaol</li> <li>potential development proposals which exceed prescribed maximum building heights.</li> </ul>	
56.	<p>Expansion of the PDA boundary</p> <ul style="list-style-type: none"> <li>Submitters requested that the PDA boundary be expanded to capture additional sites and opportunities.</li> </ul>	<p>Requests for expanding the PDA boundary are duly noted and may be further investigated in future. Currently, there are no plans to modify the declared extent of the PDA boundary.</p>	No
57.	<p>Flood mitigation</p> <ul style="list-style-type: none"> <li>Submitters stated that: <ul style="list-style-type: none"> <li>additional buildings/impervious surfaces will exacerbate existing flood issues.</li> <li>the PDA does not adequately address flooding.</li> </ul> </li> </ul>	<p>Section 2.5.6 Impacts and amenity of the PDS constitutes PDA-wide criteria, applying to all development in the PDA. Specifically, point 6 of Section 2.5.6 Impacts and amenity requires development to be "...designed and located to avoid, or where avoidance is not reasonably possible, minimise and mitigate potential flood hazard impacts and implement water sensitive urban design through stormwater and drainage systems by:</p> <ol style="list-style-type: none"> <li>mitigating the susceptibility to and the potential impacts of flood inundation</li> <li>providing measures to ensure critical services remain operational in an inundation event</li> <li>locating essential electrical services including substation equipment and switchboards above the defined flood level</li> <li>ensuring any hazardous material manufactured or stored on site is not susceptible to risk of inundation</li> <li>maximising infiltration and opportunities for capture and reuse to minimise runoff and peak flows</li> <li>using natural drainage paths and integrating with landscaping wherever possible</li> <li>ensuring sufficient capacity to safely convey runoff</li> <li>maintaining or improving water quality leaving the development site</li> </ol>	Yes

Item number	Summary	Response	Amendment required?
		<p>i. not worsen drainage conditions outside the development site, and j. minimising whole of life-cycle costs of infrastructure and provide for safe and efficient maintenance.”</p> <p>The PDS also applies the following elements of Brisbane City Council’s <i>City Plan 2014</i> as guidance:</p> <ul style="list-style-type: none"> <li>• Flood overlay map</li> <li>• Flood planning scheme policy.</li> </ul> <p>Notwithstanding the above-described provisions of the PDS, the Development Scheme has been updated to also apply the requirements of Brisbane City Council’s <i>City Plan 2014</i> Flood overlay code. It is noted that, in accordance with Section 2.1.4 Guidance material of the Development Scheme, standards referenced as guidance material may be amended from time to time to ensure they remain current as policy settings, such as flood mitigation, evolves.</p>	
58.	<p>Boggo Road CRR station plaza</p> <ul style="list-style-type: none"> <li>• Submitters suggested the location of the new CRR station plaza is not clear.</li> </ul>	<p>Map 3: Boggo Road CRR PDA Structural elements plan and Map 5: Boggo Road knowledge and innovation precinct of the PDS shows the indicative location of the new Boggo Road CRR station and plaza. However, in response to submissions, the Development Scheme has been updated to decouple the two elements and show them separately on relevant mapping.</p>	Yes
59.	<p>Submitters’ visions for the PDA</p> <ul style="list-style-type: none"> <li>• Some submitters articulated their overarching visions for the PDA including, but not limited to: <ul style="list-style-type: none"> <li>– greater recognition for the community and community uses / facilities</li> <li>– the PDA should be a place for the community to grow</li> <li>– the PDA should be a community, creativity, and arts precinct, and</li> <li>– the PDA should have cultural facilities.</li> </ul> </li> </ul>	<p>As outlined in item 10 of this table, the Development Scheme has been updated to provide a more community-focussed outcome in Precinct 1 – Boggo Road knowledge and innovation precinct. Specifically:</p> <ul style="list-style-type: none"> <li>• The precinct intent (for Precinct 1: Boggo Road knowledge and innovation precinct) has been updated to promote the adaptive re-use of the Boggo Road Gaol in a manner which provides a community focal point, including community uses.</li> <li>• Map 3: Boggo Road CRR PDA Structural elements plan and Map 5: Boggo Road knowledge innovation precinct have been updated to reflect the more-specific intent of facilitating community uses at the Boggo Road Gaol.</li> </ul>	Yes

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>Table 2: Preferred uses has been updated to include 'Community use (where within the Boggo Road Gaol)' as a preferred use.</li> </ul> <p>Related to the above-described Development Scheme updates, the intended community-focus at the Boggo Road Gaol is further reinforced by the PDA's updated development charges framework. In particular, the PDA's Development Charges and Offset Plan (DCOP) makes it explicit that community uses delivered as part of the adaptive re-use of the Gaol are not subject to development charges, thereby incentivising the establishment of community uses at the Boggo Road Gaol, enabling both additional community uses within a focused location aligned with submitters' feedback.</p> <p>Also, as outlined in item 29 of this table, "Community use" captures the use of a premises for providing artistic, social, cultural facilities or community services to the public. Accordingly, cultural and arts facilities and associated uses are promoted and enabled by the Development Scheme in a location consistent with submitters' feedback.</p>	
60.	<p>PDA integration with surrounding area</p> <ul style="list-style-type: none"> <li>Submitters suggested that the PDA is internally focused, without appropriate integration and due regard for the areas and community outside of the PDA.</li> </ul>	<p>The PDS establishes a coordinated land use and infrastructure plan to guide the future development of the PDA, with due regard for the surrounding area. For example:</p> <ul style="list-style-type: none"> <li>The PDS provides for an upgraded active transport network, providing improved connectivity within and through the PDA. These improvements will uplift connectivity with the surrounding area, facilitating quicker, safer and more comfortable travel which better connects a range of destinations and transport infrastructure, such as: <ul style="list-style-type: none"> <li>the V1 Veloway with the University of Queensland</li> <li>CRR enhanced Dutton Park Rail Station with the Princess Alexandra Hospital Campus and Noble Street</li> <li>Ipswich Road with Annerley Road</li> <li>bus and rail transport infrastructure with surrounding neighbourhoods.</li> </ul> </li> <li>Maximum building height limits have been informed by an analysis of impacts to neighbouring properties to limit adverse amenity impacts.</li> <li>Interface buffers have been included within the precinct provisions for Precinct 1 – Boggo Road knowledge and innovation precinct to minimise impacts to surrounding sensitive land uses.</li> </ul>	Yes

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>The precinct provisions for Precinct 3 – Princess Alexandra Hospital precinct include requirements for transitions in built form to existing low density residences located on Cornwall Street.</li> <li>Clear requirements for every development application to be supported by an Urban Context Report that addresses, amongst other things, site context and surrounding development, including the relationship with other buildings and potential impacts such as overshadowing, overlooking, noise, views and solar access.</li> <li>A range of PDA-wide criteria (applying to all development applications) requiring: <ul style="list-style-type: none"> <li>improved access and connectivity with surrounding areas</li> <li>the minimisation of development impacts both within and near to the PDA.</li> </ul> </li> </ul> <p>Further to the above-described provisions, the Development Scheme has been updated to include additional provisions which address the interface between the PDA and Dutton Park State School. These updates are addressed more fully under item 14 of this table.</p>	
61.	<p>Entire PDA should be open space</p> <ul style="list-style-type: none"> <li>Submitters expressed a preference for the entire PDA to be open space / green space.</li> </ul>	<p>Refer to item 1 of this table which addresses matters relating to open space and the PDA.</p>	No
62.	<p>Recognition and expansion of schools</p> <ul style="list-style-type: none"> <li>Submitters requested more recognition in the PDS for the schools adjacent to the PDA.</li> <li>Submitters also suggested that the PDS should provide for the potential expansion of the schools.</li> </ul>	<p>Section 1.2 Priority Development Area description of the PDS recognises the important relationship between the PDA and the Dutton Park State School and Brisbane South State Secondary College.</p> <p>While the schools are not explicitly referenced throughout the PDS, they are captured by use of the term “surrounding area(s)”. It is considered unnecessary to amend every reference to specifically list the schools as they are already captured by virtue of surrounding the PDA. Additionally, the policy settings of the PDS ensure the schools would be considered as part of an Urban Context Report that is required to accompany all future PDA development applications (refer to item 14 of this table), which address, amongst other things, surrounding development.</p> <p>Notwithstanding the preceding comments, the Development Scheme has been updated in response to submissions in order to provide greater recognition of the schools.</p>	Yes

Item number	Summary	Response	Amendment required?
		<p>For example:</p> <ul style="list-style-type: none"> <li>Section 2.3 Vision, point 4 requires development to “...deliver a highly permeable environment which encourages and prioritises active transport movements over private vehicles within and through the PDA to surrounding areas and major institutions such as the University of Queensland”. While the schools were not specifically identified under the PDS, the Development Scheme has been updated to include reference to Dutton Park State Primary School and Brisbane South State Secondary College.</li> <li>As outlined in item 14 of this table, the Development Scheme has also been amended to include new provisions that require development adjacent to Dutton Park State Primary School to incorporate building and landscape design treatments to effectively mitigate potential adverse amenity impacts to privacy.</li> </ul> <p>In terms of providing for the potential expansion of the schools within the PDA, it is noted that “Educational establishment” constitutes a preferred use in Precinct 1 – Boggo Road knowledge and innovation precinct and Precinct 3 – Princess Alexandra Hospital precinct. Accordingly, should a decision be made to expand the schools within the PDA, the Development Scheme can enable this outcome. Ultimately, decisions about expanding and establishing schools sit outside of the PDA planning framework.</p>	
63.	<p>Recognition of PDA fringe sites</p> <ul style="list-style-type: none"> <li>Submitters requested greater recognition of various fringe sites external to the PDA, including existing facilities located on Burke Street.</li> </ul>	<p>The Development Scheme has been amended in response to submissions to recognise the existing health and education facilities on Burke Street. Specifically, Section 1.2 Priority Development Area description of the Development Scheme recognises the important relationship between the Burke Street facilities and the health, science, innovation, research and education focus of the PDA</p>	Yes
64.	<p>Local wildlife</p> <ul style="list-style-type: none"> <li>Submitters expressed concern that future development on the Police Station site may adversely impact existing vegetation that is home to local wildlife.</li> </ul>	<p>Section 2.5.6 Impacts and amenity of the PDS constitutes PDA-wide criteria that apply to all future PDA development applications. Provisions under this section follow an avoid, minimise / mitigate and offset approach, requiring development to:</p> <ul style="list-style-type: none"> <li>avoid impacts to significant vegetation, or</li> <li>minimise and mitigate impacts (after demonstrating avoidance is not reasonably possible), and:</li> </ul>	No

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>relocate existing mature trees (where practicable),</li> <li>replace with advanced stock of a suitable tree species at a rate of 3:1, or</li> <li>provide an offset if the development results in significant residual impact on a prescribed environmental matter.</li> </ul> <p>In considering the above requirements, it is noted that the PDS’s definition of “significant vegetation” under Schedule 3: Definitions is broad capturing almost all vegetation, thereby applying effective and strong provisions that:</p> <ul style="list-style-type: none"> <li>prevent vegetation loss, and</li> <li>where vegetation loss is demonstrably unavoidable, ensures it is relocated (where practicable), minimised, mitigated and/or replaced (at a rate of 3:1 providing for a net increase) or offset.</li> </ul> <p>An amendment to the Development Scheme is considered unnecessary as existing provisions provide an effective regulatory framework for the protection of “significant vegetation”. For easy reference, the definition of “significant vegetation” is reproduced below:</p> <p><i>Significant vegetation means all vegetation, except that listed as pest vegetation by state or local government, that is significant in its:</i></p> <p><i>a. ecological value at local, state or national levels including remnant vegetation, non juvenile koala habitat trees in bushland habitat and marine plants; or</i></p> <p><i>b. contribution to the preservation of natural landforms; or</i></p> <p><i>c. contribution to the character of the landscape’ or d. cultural or historical value; or</i></p> <p><i>e. amenity value to the general public.</i></p> <p><i>Note – vegetation may be living or dead and the term includes their root stock.</i></p>	
65.	<p>No new built development in the PDA</p> <ul style="list-style-type: none"> <li>Submitters suggested that there should be no new built development in the PDA.</li> </ul>	<p>The PDA was declared on 2 October 2020 in accordance with the <i>Economic Development Act 2012</i>. The main purpose of this legislation is to facilitate economic development, and development for community purposes.</p>	No

Item number	Summary	Response	Amendment required?
		<p>The rationale underpinning the PDA's declaration is to support the continued focus in health, science, innovation, research and education services, whilst also providing for improved amenity and connectivity, precinct activation and the adaptive re-use of the Boggo Road Gaol. In leveraging State investment in public infrastructure and supporting the enhancement of a world-class centre for health, science, research, innovation and education, new development, including buildings and structures, is clearly envisaged.</p> <p>Prior to the declaration of the PDA, it is noted that development was regulated under Brisbane City Council's City Plan 2014. This planning instrument also envisaged new development, including buildings and structures.</p> <p>Ultimately, the accommodation of new development, including buildings and structures, is necessary, aligned with the rationale for declaring the PDA, and is not new. In accordance with the Development Scheme, development is carefully regulated to ensure the PDA provides for the enhancement of a world-class centre for health, science, research, innovation and education, whilst also providing for improved amenity and connectivity, precinct activation and the adaptive re-use of the Boggo Road Gaol.</p>	
66.	<p>Boggo Road Collaboration Group</p> <ul style="list-style-type: none"> <li>Submitters expressed a desire for community and developer representation on the Boggo Road Collaboration Group.</li> </ul>	<p>The Boggo Road Collaboration Group identified in the PDS's Implementation strategy under Section 4.2.1 Delivering a world class knowledge and innovation precinct is intended to outline the group's core purpose, composition and a range of actions. There is nothing in the PDS preventing community or developer involvement.</p> <p>Notwithstanding, the Development Scheme has been amended in response to submissions to state that the Boggo Road Collaboration Group may include community and/or developer representation.</p>	Yes
67.	<p>Key active transport connections</p> <ul style="list-style-type: none"> <li>Submitters sought greater clarity around key active transport connections, future modelling and triggers for upgrades.</li> </ul>	<p>Where not identified as potential upgrades to be determined by other entities, active transport upgrades are intended to be delivered by adjacent development.</p> <p>Individual development applications will be assessed on their merits against the provisions of the Development Scheme, including necessary infrastructure upgrades such as active transport connections and crossings. In doing so, it is standard practice to require preparation of a Traffic Impact Assessment Report detailing, amongst other things, anticipated traffic generation and necessary mitigation measures, such as road</p>	No



Item number	Summary	Response	Amendment required?
		and / or intersection upgrades, to address impacts generated by new development. Depending on the scale and intensity of development proposed, modelling may also be required.	
68.	<p>Tenure of central bridge through built form connections</p> <ul style="list-style-type: none"> <li>Submitters sought clarity on the intended tenure of the through built form connections to the central bridge.</li> </ul>	<p>The PDS identifies a network of new and enhanced active transport connections, providing for direct, safe and functional movement within and through the PDA.</p> <p>Three of these active transport connections are intended to traverse through new built form, providing additional amenity and convenience by connecting streets with the central bridge. These active transport connections are identified under the Infrastructure Plan, Section 3.3.4 Infrastructure catalogue, Table 5: Infrastructure catalogue for the Boggo Road CRR PDA as follows, with their spatial location indicatively shown on Map 10: Interim 2026 pedestrian and cycle connections and Map 11: Interim 2031 pedestrian and cycle connections:</p> <ul style="list-style-type: none"> <li>elevated pedestrian connection through future development sites R-01 and R-02 (map reference: AT07a)</li> <li>elevated bridge connection between future development site R-02 and vertical transport near the Translational Research Institute building (map reference: AT07b), and</li> <li>pedestrian arcade transition from central bridge to Joe Baker Street through future development site E-01 (map reference: AT10).</li> </ul> <p>In summary:</p> <ul style="list-style-type: none"> <li>active transport connections AT-07a and AT-07b will connect the central bridge with new vertical transport (identified as VT-03) near the Translational Research Institute building and Kent St. These connections will traverse through new built form which connect directly with the south-eastern side of the central bridge, and</li> <li>active transport connection AT-10 will connect the central bridge with Joe Baker St via new built form which connects directly with the north-western side of the central bridge.</li> </ul>	No

Item number	Summary	Response	Amendment required?
		<p>In terms of tenure, it is anticipated that hours of public access would be maximised, noting that such matters would need to be balanced with the following considerations as part of the assessment of future development applications:</p> <ul style="list-style-type: none"> <li>• safety/security and crime prevention through environmental design (CPTED) principles</li> <li>• composition and operational requirements of proposed land uses, and</li> <li>• overall functionality of the PDA's planned active transport network.</li> </ul>	
69.	<p>Terminology references throughout</p> <ul style="list-style-type: none"> <li>• Submitter suggested: <ul style="list-style-type: none"> <li>– all references to “micro-mobility” be substituted for “e-mobility”, and</li> <li>– all references to “pedestrians and cyclists” be substituted for “people walking, cycling and using e-mobility devices”.</li> </ul> </li> </ul>	<p>Following consideration, the Development Scheme has been updated with the suggested text changes.</p>	Yes
70.	<p>Section 2.3 Vision</p> <ul style="list-style-type: none"> <li>• Submitters requested that the Vision be updated to provide for all open space delivery / guarantee of an increase in open space.</li> <li>• Submitters requested that the Vision be updated to take into account its neighbourhood context and included specific wording suggestions.</li> <li>• Submitters requested for the Vision to include acknowledge that residential development is appropriate where it complements and promotes the mixed-use character of the PDA.</li> </ul>	<p>The Development Scheme has been updated in response to submitters' comments around open space. These updates are addressed in item 1 of this table.</p> <p>Additionally, the Development Scheme has been amended in response to submissions to elevate the importance of delivering a network of high quality open space to the Vision, being the highest order statutory element of the Land use plan.</p> <p>Refer to item 26 of this table in respect to housing / residential development and the rationale as to why updates to the Development Scheme are considered unnecessary.</p> <p>Following consideration of the various requests for text changes, several have been adopted where warranted.</p>	Yes
71.	<p>Section 2.5.1 Urban design and built form</p>	<p>Following consideration of submitters' various requests for specific wording amendments, no changes have been made.</p>	No

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Submitters requested specific changes to include the surrounding context and neighbourhood.</li> </ul>		
72.	<p>Section 2.5.2 Streetscape and public realm</p> <ul style="list-style-type: none"> <li>Submitters requested specific changes to include reference to Dutton Park State School and Brisbane South State Secondary College.</li> <li>Submitters requested specific changes to include reference to prioritising and facilitating the safe and convenient movement of high volume active transport users without compromising access and the experience of local users.</li> </ul>	Following consideration of submitters' various requests for specific wording amendments, no changes have been made.	No
73.	<p>Section 2.5.4 Heritage</p> <ul style="list-style-type: none"> <li>Submitters suggested specific changes to include: <ul style="list-style-type: none"> <li>references to heritage places adjacent to the PDA</li> <li>requirements for "generous setbacks", "complementary surrounding development", and improving "community" access to heritage places</li> <li>references to "sensitive" adaptive re-use of heritage places within the PDA, and</li> <li>references to conserves "and enhances" the Boggo Road Gaol.</li> </ul> </li> </ul>	Following consideration of submitters' various requests for specific wording amendments, no changes have been made.	No
74.	Section 2.5.5 Connectivity	Following consideration of the various requests for text changes, some have been adopted where considered warranted.	Yes

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Submitters requested changes to include specific references to:               <ul style="list-style-type: none"> <li>– separate active transport connections around existing schools</li> <li>– Brisbane South State Secondary College</li> <li>– Dutton Park State School, and</li> <li>– destinations both within and outside of the PDA.</li> </ul> </li> </ul>		
75.	<p>Section 2.5.7 Service infrastructure</p> <ul style="list-style-type: none"> <li>Submitters requested changes to include reference to within and outside of the PDA and the school drop off / pick up zone associated with Dutton Park State School.</li> </ul>	Following consideration of submitters' various requests for specific wording amendments, no changes have been made	No
76.	<p>Section 2.5.8 State transport corridors, future state transport corridors and state infrastructure</p> <ul style="list-style-type: none"> <li>Submitters requested changes to include references to:               <ul style="list-style-type: none"> <li>– the aspiration and ultimate delivery of open space parkland over the rail corridor, and</li> <li>– incorporation of the word “unacceptable” to several provisions relating to the protection of state transport infrastructure.</li> </ul> </li> </ul>	Following consideration of submitters' various requests for specific wording amendments, no changes have been made.	No
77.	<p>Section 2.6.1 Precinct intent</p> <ul style="list-style-type: none"> <li>Submitters requested acknowledgement of Dutton Park State School (including the entry and drop off / pick up zone) in the precinct intent.</li> </ul>	<p>Following consideration of the various requests for text changes, some have been adopted where warranted.</p> <p>Furthermore, as outlined in item 14 of this table, the Development Scheme has been amended to include new provisions that require development adjacent to Dutton Park State Primary School to incorporate building and landscape design treatments to effectively mitigate potential adverse amenity impacts to privacy.</p>	Yes

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Submitters requested a requirement to be included for appropriate and compatible treatment between the surrounding area and the Dutton Park State School (including the entry and drop off / pick up zone).</li> <li>Submitters requested reference to Dutton Park State School and Brisbane South State Secondary College.</li> <li>Submitters requested that reference to 24/7 activities is inappropriate, must be changed, and should be removed.</li> </ul>	The Development Scheme has been amended to refer to replace '24/7' with 'day and night' where in Precinct 1 – Boggo Road knowledge and innovation precinct.	
78.	<p>Section 4.2.1 Delivering a world class knowledge and innovation precinct</p> <ul style="list-style-type: none"> <li>Submitters requested developer and community representation on the objective and supporting actions to this Implementation strategy item.</li> </ul>	As outlined in item 66 of this table, the Development Scheme has been amended in response to submissions.	Yes
79.	<p>Section 4.2.2 Public realm guideline</p> <ul style="list-style-type: none"> <li>Submitters requested developer representation on the objective and supporting actions to this Implementation strategy item.</li> </ul>	Whilst it is considered unnecessary to include developer representation, it is noted there is nothing precluding engagement with other stakeholders as required.	No
80.	<p>Section 4.2.3 Signage and wayfinding strategy</p> <ul style="list-style-type: none"> <li>Submitters requested developer representation on the objective and supporting actions to this Implementation strategy item.</li> </ul>	Whilst it is not considered necessary to include developer representation, it is noted there is nothing precluding engagement with other stakeholders as required.	No
81.	Section 4.2.4 Urban design	The urban design objective and supporting actions serve a regulatory function (to assess Development Applications). Accordingly, developer representation is not considered	No

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Submitters requested developer representation on the objective and supporting actions to this Implementation strategy item.</li> </ul>	appropriate. Action 2 currently states that the Assessment Manager will consult with applicants, so no change is considered necessary.	
82.	Section 4.2.5 Sustainability and innovation <ul style="list-style-type: none"> <li>Submitters requested developer representation on the objective and supporting actions to this Implementation strategy item.</li> </ul>	Developer representation is already included in Actions 1 and 2. It is considered unnecessary to include reference to developer representation in Action 3.	No
83.	Section 4.2.6 Central active transport connection bridge <ul style="list-style-type: none"> <li>Submitters requested to have developer representation on this objective and supporting actions.</li> </ul>	Whilst it is not considered necessary to include developer representation in Actions 1 and 2, it is considered appropriate to have developer representation in Action 3, which addresses direct bridge connections and bridge interface matters. Accordingly, an amendment has been made to the Development Scheme to include developer representation relative to Action 3.	Yes
84.	Section 4.2.7 Key active transport connections <ul style="list-style-type: none"> <li>Submitters requested to have developer representation on this objective and supporting actions.</li> </ul>	Developer representation is included in Actions 5 and 6. It is not considered necessary to include reference to developer representation in other actions.	No
85.	Section 4.2.8 Planning a new permanent Outlook Park. <ul style="list-style-type: none"> <li>Submitters requested to have developer representation on this objective and supporting actions.</li> </ul>	Whilst it is not considered necessary to include developer representation, it is noted there is nothing precluding engagement with other stakeholders as required.	No
86.	Section 4.2.9 Boggo Road Gaol Conservation Management Plan	A change to the PDS is not considered necessary for the reasons explained in item 36 of this table.	No

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Submitters requested to have developer representation on this objective and supporting actions.</li> </ul>		
87.	<p>Map 2: Boggo Road CRR PDA context map</p> <ul style="list-style-type: none"> <li>Submitters requested the for the ten identified areas of informal open space (as listed in the Community Infrastructure Technical Analysis in the Infrastructure Plan Background report) to be shown on this map.</li> </ul>	<p>No updates have been made to Map 3: Boggo Road CRR PDA structural elements plan to show informal open space areas, such as Translational Park. Instead, the legends of relevant mapping have been updated to refer to <i>Existing park</i> rather than “Existing open space”. This matter is discussed further in item 5 of this table.</p>	Yes
88.	<p>Map 3: Structural elements plan</p> <ul style="list-style-type: none"> <li>Submitters requested that the key pedestrian connections be identified as ‘potential’ or ‘indicative.’</li> <li>Submitters requested the removal of specificity on the “Direct pedestrian connection into development from central bridge” to better align with Section 4.2.6 Central active transport connection bridge.</li> <li>Submitters requested new pedestrian / cycle connections along Ipswich Road and Dibley Street.</li> <li>Submitters requested that the “Potential elevated pedestrian connection” over the rail corridor to Elliott Street be identified as a committed piece of infrastructure and funded accordingly in the DCOP.</li> <li>Submitters requested for the Boggo Road access point to the school and the drop off / pick up zone be identified as a key structural element.</li> </ul>	<p>Following consideration of the requested changes to Map 3: Structural elements plan:</p> <ul style="list-style-type: none"> <li>no updates have been made to identify connections as “indicative”. As noted under Section 2.4 Structural elements of the PDS, “...Map 3 shows an <i>indicative spatial depiction of the...</i>”. Accordingly, all elements shown on Map 3 are indicative. Furthermore, no updates have been made to identify additional “potential” connections.</li> <li>no changes have been made to identify the “Direct pedestrian connections into development from central bridge”. Instead, new footnotes have been inserted into relevant mapping headings to state that precinct mapping is indicative. Accordingly, the following maps are indicative: <ul style="list-style-type: none"> <li>Map 3 – Structural elements plan</li> <li>Map 5 – Boggo Road knowledge and innovation precinct</li> <li>Map 7 – Princess Alexandra Hospital precinct.</li> </ul> </li> <li>no updates have been made to show new pedestrian / cycle connections at either Ipswich Road or Dibley Street. Differing from other connections that are mapped and are external to the PDA, these do not form part of the South East Queensland Principal Cycle Network.</li> <li>no changes have been made in relation to the “Potential elevated pedestrian connection”. This matter is discussed in further detail under item 23 of this table.</li> <li>no updates have been made to Map 3: Boggo Road CRR PDA structural elements plan to identify the Dutton Park State School drop-off / pick up zone. Instead, Map 2:</li> </ul>	Yes

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>Submitters requested all open space, including Translational Park, be shown.</li> <li>Submitters requested for the ten identified areas of informal open space (as listed in the Community Infrastructure Technical Analysis in the Infrastructure Plan Background report) be shown.</li> </ul>	<p>Boggo Road CRR PDA context map has been amended to identify the drop-off / pick up zone as a key feature.</p> <ul style="list-style-type: none"> <li>no changes have been made to Map 3: Boggo Road CRR PDA structural elements plan to show informal open space areas, such as Translational Park. Instead, the legends of relevant mapping have been updated to refer to <i>Existing park</i> rather than “Existing open space”. This matter is discussed further in item 5 of this table.</li> </ul>	
89.	<p>Map 5: Boggo Road knowledge and innovation precinct</p> <ul style="list-style-type: none"> <li>Submitters sought confirmation as to where the 5m unobstructed corridor width is to be measured from.</li> <li>Submitters requested clarification on whether the 5m width is to be provided at ground level only (i.e. not basement or above ground level).</li> <li>Submitters suggested that the 5m unobstructed corridor width should include street furniture, soft landscaping, and other infrastructure within the verge with an unobstructed pavement width at 2.4m.</li> </ul>	<p>Following consideration, and in response to submissions, the Development Scheme has been amended to clarify the intent relating to the 5m wide unobstructed movement corridors located in Sub-area 1, Precinct 1 - Boggo Road knowledge and innovation precinct, being the mapped 5m wide corridors:</p> <ul style="list-style-type: none"> <li>have a minimum width of 5m, as measured from the face of the kerb invert</li> <li>are provided at ground level</li> <li>include landscaping and street furniture in accordance with relevant PDA development requirements</li> <li>include a minimum 3m wide footpath.</li> </ul> <p>Specifically, the Development Scheme has been amended as follows:</p> <ul style="list-style-type: none"> <li>Section 2.6.1 Precinct 1 - Boggo Road knowledge and innovation precinct, Connectivity, access and public realm, point 9 has been amended to refer to High-volume Pedestrian Corridors and to clarify: <ul style="list-style-type: none"> <li>corridor widths are measured from the face of the kerb invert</li> <li>the corridors are provided at ground level</li> <li>the corridors include landscaping and street furniture in accordance with relevant PDA development requirements</li> <li>the corridors include footpaths with a minimum width of 3m.</li> </ul> </li> <li>Map 5: Boggo Road knowledge and innovation precinct has been amended to substitute the legend descriptor “Unobstructed corridor width (metres)” with High-volume Pedestrian Corridors (minimum 5m width).</li> </ul>	Yes



Item number	Summary	Response	Amendment required?
90.	<p>Map 6: Boggo Road knowledge and innovation precinct – Maximum building heights</p> <ul style="list-style-type: none"> <li>Submitters requested a new sub-area to capture the police station site.</li> </ul>	<p>Map 6: Boggo Road knowledge and innovation precinct – Maximum building heights regulates building heights in Precinct 1 – Boggo Road knowledge and innovation precinct. Map 6: Boggo Road knowledge and innovation precinct – Maximum building heights is not the correct Development Scheme map to identify a sub-area. Sub-areas are identified on Map 4: Boggo Road CRR PDA precinct boundaries.</p> <p>It is considered unnecessary to create a new sub-area with corresponding provisions for the police station site. As identified in item 14 of this table, the precinct provisions under Section 2.6.1 Precinct 1 - Boggo Road knowledge and innovation precinct have been amended to include specific requirements for future development adjacent to the Dutton Park State School to manage potential amenity impacts such as overlooking.</p>	No

## 5.2 Kent Street Movement Corridor Guideline

Table 13 on the following page:

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

Table 13 - Summary of submissions and amendments - Kent Street Movement Corridor Guideline

Item number	Summary	Response	Amendment required?
<b>Safety concerns</b>			
1.	Submitters raised safety concerns relating to the interaction of vehicles and cyclists.	<p>The Draft Kent Street Movement Corridor Guideline supports the PDS, providing guidance on the design and delivery of necessary interim and ultimate upgrades to the Kent Street Movement Corridor. The PDS includes a range of robust provisions to ensure all new development gives priority to active transport users, providing a safe and functional movement network for all transport modes. These provisions are identified in item 21 of table 12 and are considered fit-for-purpose.</p> <p>Notwithstanding, and in response to submissions, the Guideline has been updated to:</p> <ul style="list-style-type: none"> <li>no longer detail an interim design solution involving a cycle street outcome for the full extent of the Kent Street Movement Corridor. Instead, the Guideline establishes interim design criteria which ensure, amongst other things, continued separation between distinct travel modes</li> <li>include references to and compliance with particular design standards</li> <li>better clarify the ultimate design outcome for Area 1, being a reduced speed (10-20km/h) shared zone with improved access to the CRR enhanced Dutton Park station.</li> </ul> <p>Under Queensland Road Rules, cyclists are allowed to cycle on footpaths. Accordingly, cyclists will not be forced to interact with vehicles if they do not feel comfortable using the shared zone.</p>	Yes
<b>Cycle street outcome</b>			
2.	In general submitters were not supportive of a cycle street outcome, while some submitters noted in principle support.	<p>Following consideration, and in response to submissions, the Guideline has been updated as follows:</p> <ul style="list-style-type: none"> <li>the interim cycle street outcome in Areas 2-4 has been removed. Instead, the Guideline establishes interim design criteria which would need to be addressed at PDA development application stage. Importantly, the criteria require the service level of existing pedestrian and cycle infrastructure, including separation</li> </ul>	Yes

Item number	Summary	Response	Amendment required?
		<p>between distinct travel modes to be maintained. Accordingly, should development of the north-western side of Kent Street (identified as the R-01 / R-02 development sites) proceed ahead of the redevelopment of the Princess Alexandra Hospital, the Guideline can facilitate this in a manner which maintains the separation of distinct travel modes.</p> <ul style="list-style-type: none"> <li>• further clarity about compliance with relevant design standards has been included.</li> <li>• further clarity around the ultimate design outcome for Area 1 has been included (e.g. reduced speed (10-20km/h) shared zone, crossings and improved access to the CRR enhanced Dutton Park station).</li> </ul>	
<b>Two-way traffic flow</b>			
3.	Some submitters were not supportive the Kent Street corridor allowing two-way traffic flow for vehicles and suggested that Kent Street Movement Corridor should be more pedestrian and cycle focussed.	<p>As identified in the Transport Summary Report (Appendix E of the IPBR), the Kent Street Movement Corridor is anticipated to support future development sites R-01 and R-02 as well as redevelopment of the Princess Alexandra Hospital. The design principles for the Kent Street Movement Corridor allow for a two-way cross section to be achieved while maintaining modal separation and prioritising active transport.</p> <p>Furthermore, the Development Scheme includes a range of robust provisions to ensure all new development prioritises active transport, providing a safe and functional movement network for all transport modes.</p>	No
<b>Connection to surrounding network</b>			
4.	Submitters were generally supportive of the Draft Kent Street Movement Corridor Guideline and the upgraded connections from the surrounding network to the Princess Alexandra Hospital and new Boggo Road CRR station. Some submitters suggested additional upgrades to the network surrounding the Kent Street Movement Corridor including:	<p>Following consideration of submitters' comments, it is noted that:</p> <ul style="list-style-type: none"> <li>• the intersection at Kent Street / Cornwall Street / Annerley Road forms part of the established mature road network that is outside of the PDA. Demand generated by future PDA development relating to this intersection is considered negligible. Concerns about this existing intersection will be passed on to the road manager, being Brisbane City Council.</li> </ul>	No

Item number	Summary	Response	Amendment required?
	<ul style="list-style-type: none"> <li>pedestrian and cycle upgrades to the Kent Street / Cornwall Street / Annerley Road intersection</li> <li>upgraded pedestrian paths on Annerley Road.</li> </ul>	<ul style="list-style-type: none"> <li>Annerley Road footpath is located outside of the PDA and is not identified as requiring an upgrade due to future PDA development. Concerns about this pedestrian pathway will be passed on to the road manager, being Brisbane City Council.</li> </ul>	
<b>General</b>			
5.	Submitters expressed support for the proposed upgrades to the Kent Street Movement Corridor and its overall increased practical utility and amenity for active transport users.	Submitters' support for the upgrades shown in the Draft Kent Street Movement Corridor Guideline have been duly noted.	No
6.	<p>Some submitters suggested specific changes to the designs shown in the Draft Kent Street Movement Corridor Guideline, including:</p> <ul style="list-style-type: none"> <li>green coloured surface treatments should be selectively used at conflict points only</li> <li>car parking shown on the interim design of section 1 should be removed, if a cycle street outcome is to be achieved</li> <li>removal of the 'kiss and ride' drop off bays in Area 1</li> <li>changes to the location of the landscape buffer on the future cross sections of all areas identified in the guideline</li> <li>the inclusion of shade structures along extended hard surface pathways, using continuous awnings and adequate shade tree canopy.</li> </ul>	<p>Following consideration, and in response to submissions, it is noted that:</p> <ul style="list-style-type: none"> <li>the upgrades shown in the Draft Guideline are indicative only and are subject to detailed design. Nonetheless, the Guideline has been updated to selectively show green coloured surface treatments.</li> <li>the road manage has been consulted on the Area 1 Ultimate Upgrades, including existing car parking bays.</li> <li>the Kiss and Ride drop off bays are a design requirement for all train stations.</li> <li>the cross-sections shown in the Guideline are indicative only. Design elements such as the specific location of landscaping treatments will be resolved at detailed design stage taking into consideration requirements for road signage, possible shade awnings provided by future development, and other safety design requirements. Cross sections have not been amended as they align with current design standards, such as: <ul style="list-style-type: none"> <li>City Plan 2014 – Drawing BSD-1014</li> <li>City Plan 2014 – Drawing BSD-1015.</li> </ul> </li> <li>the PDS includes provisions requiring landscape treatments and structures that provide shade and shelter for pedestrians and cyclists. These provisions are detailed as follows: <ul style="list-style-type: none"> <li>PDA-wide criteria section 2.5.1 3(e) Urban design and built form – provision of shade and shelter</li> </ul> </li> </ul>	Yes

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>– PDA- wide criteria section 2.5.1 4(b) Urban design and built form – provision for ground plane landscaping providing shade</li> <li>– PDA--wide criteria section 2.5.2 1(d) Streetscape and public realm – provisions for walkable and comfortable public realm, incorporating awnings and shade structures.</li> </ul> <ul style="list-style-type: none"> <li>• PDA-wide criteria, it is noted that the above provisions apply to all development applications.</li> </ul>	
7.	Some submitters queried the level of traffic / transport modelling that has been undertaken to inform the requirement for future upgrades.	<p>As outlined in section 1.1 of the Transport Summary report contained in the IPBR – Appendix E, analysis has been undertaken to inform infrastructure planning and identified upgrades.</p> <p>Additional analysis at PDA development application stage will also be required and would form part of a Traffic Impact Assessment Report which evaluates the impacts of development and whether mitigation measures such as traffic upgrades are required.</p>	No
8.	Submitters queried the future ownership / tenure of the Kent Street Movement Corridor.	<p>It is noted that Area 1 of the Kent Street Movement Corridor constitutes road reserve with Brisbane City Council as the relevant road manager. The balance of the Kent Street Movement Corridor constitutes private road controlled by the Princess Alexandra Hospital.</p> <p>The Draft Guideline does not seek to determine the future tenure or ownership of the Kent Street Movement Corridor. Rather, it establishes design criteria and standards to facilitate the safe and efficient movement of all modes of transport, whilst prioritising active transport movements. Matters including potential changes in tenure will be resolved at PDA development application stage and informed by detailed design.</p>	No
9.	Submitters suggested that the Kent Street Movement Corridor should provide public vehicle access to the lifts located at the Princess Alexandra Hospital busway lifts to enable improved universal access.	The ultimate upgrades of the Kent Street Movement Corridor are planned to provide two-way private vehicle movement for the extent of the corridor. These upgrades will result in improved access to the Princess Alexandra Hospital busway lifts. Additionally, the Development Scheme includes the following provisions applying to the development of the R-01 and R-02 development sites:	No

Item number	Summary	Response	Amendment required?
		<ul style="list-style-type: none"> <li>Section 2.6.3 Built form (9.d.ii) Development provides access to the central bridge through a direct connection into the built form at RL 33.1.</li> </ul> <p>These provisions, supported by the delivery of Trunk infrastructure item BGO-AT-07b, provide further universal access improvements linking TRI, across Kent Street through built form to the central bridge and wider connected pedestrian movement network.</p>	
<b>Not relevant to Draft Kent Street Movement Corridor Guideline</b>			
10.	<p>A number of submitters provided comments on the Draft Kent Street Movement Corridor Guideline that do not relate to the content or function of the Draft Guideline, including:</p> <ul style="list-style-type: none"> <li>the provision of open space within the Boggo Road CRR PDA</li> <li>the design and construction of the Dutton Park station</li> <li>suggestions that of the two connections shown in the PDS over the rail corridor (i.e. from Boggo Road to Merton Road and to Elliott Street), at least one of these includes provision for people traveling on bicycles and scooters.</li> </ul>	<p>Following consideration of submitters' comments, it is noted that:</p> <ul style="list-style-type: none"> <li>the purpose of the Draft Guideline is to provide guidance on future necessary upgrades to the Kent Street Movement Corridor. The guideline does not deal with the provision of open space within the PDA.</li> <li>although the Draft Guideline identifies upgrades to be undertaken by the CRR RIS team as part of the delivery of an enhanced Dutton Park station, it does not deal with the design or layout of the Dutton Park station itself.</li> <li>the identified connections over the rail corridor are external to the Kent Street Movement Corridor and are outside of the scope of the Draft Guideline. These items of the PDA's movement network are identified as AT-11 (a &amp; b) and AT-08 in the Development Scheme with section 4.2.7 identifying the Department of Transport and Main Roads as the relevant entity to determine the optimal design and funding arrangements for these connections.</li> </ul>	No

### 5.3 Development Charges and Offset Plan

Table 14 on the following page:

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



Table 14 – Summary of submissions and amendments – DCOP

Item number	Summary	Response	Amendment required?
<b>Infrastructure charge rates</b>			
1.	<p>Submitters were generally supportive of the Draft DCOP infrastructure charge rates. Some submitters queried the financial sustainability of the Draft DCOP and suggested that infrastructure charge rates should be increased.</p>	<p>The infrastructure charge rates in section 2 of the Draft DCOP align with current industry standards and property market expectations.</p> <p>In determining the current suite of trunk infrastructure items identified in the Draft DCOP, an assessment has been undertaken to ensure that the identified trunk infrastructure is financially sustainable, and its funding does not represent a disincentive to future PDA development. Higher charges risk disincentivising transit-oriented development around this major public transport interchange.</p> <p>The PDA's financial contribution to the identified trunk infrastructure, through infrastructure charges, can be made at the charge rates identified in the Draft DCOP. This approach also aligns with equivalent charge rates for the development of nearby land outside the PDA, as well as all other Brisbane-based PDAs.</p>	No
<b>Funding methodology</b>			
2.	<p>Submitters were generally supportive of the funding framework within the Draft DCOP with some suggestions that future PDA developers should pay charges on an ongoing basis and that charges should be collected by Brisbane City Council, not the MEDQ.</p>	<p>As stated in section 1.1. of the Draft DCOP, the <i>Economic Development Act 2012</i> provides for the MEDQ to fix charges and other terms for the provision of infrastructure in PDAs.</p> <p>The Draft DCOP follows a consistent framework used by the MEDQ to fix, set and collect development charges arising from PDA development.</p> <p>Collected charges are used to fund Trunk infrastructure, as listed in section 4 of the Draft DCOP, which has been identified as necessary to support the growth in infrastructure demand generated by future PDA development.</p> <p>In preparing the Draft DCOP a financial sustainability analysis has been undertaken to ensure that all identified Trunk infrastructure is funded through the Development Charges imposed on future PDA development.</p>	No

Item number	Summary	Response	Amendment required?
3.	Submitters raised concerns relating to section 3.1 of the Draft DCOP which identifies that the maximum offset allowed to be claimed is 70% of the value of the trunk infrastructure.	Submitters concerns relating to the approach of capping a maximum offset at 70% of the value of the trunk infrastructure contribution have been considered.  In response to submissions, Section 3.1 of the DCOP has been updated to remove the 70% cap and allow for the full cost of the value of trunk infrastructure contribution to be offset against development charged.	Yes
<b>Trunk infrastructure classification</b>			
4.	<p>Submitters commented on the classification of infrastructure as “Trunk” and made comment on particular infrastructure items including:</p> <ul style="list-style-type: none"> <li>the permanent replacement of Outlook Park (BGO-PP-02 (A) &amp; (B)) should not be classified as Trunk and should be delivered by the CRR project</li> <li>the Boggo Road Gaol Park embellishments (BGO-PP-03) should be classified as Trunk</li> <li>inclusion of “Translational Park” as Trunk infrastructure</li> <li>inclusion of a community facility within the Boggo Road Gaol as Trunk infrastructure</li> <li>streetscape improvements on Peter Doherty Street and Boggo Road included as Trunk infrastructure. new precinct pylon signage / entry statement on the corner of Annerley Road and Boggo Road included as Trunk infrastructure.</li> </ul>	<p>As described in section 3.3.1 of the PDS, Trunk infrastructure is classified as the higher order shared infrastructure that is planned to service the wider catchments in or external to the PDA, rather than individual development sites.</p> <p>Infrastructure identified in the Draft DCOP should seek to facilitate the development of the PDA and is not required to meet the same trunk infrastructure classification requirements as local government.</p> <p>Detailed infrastructure analysis has been undertaken during preparation of the Development Scheme and DCOP to determine the relevant infrastructure required to service the needs of future development within the PDA. This analysis is presented in the Infrastructure Plan Background Report (IPBR).</p> <p>In response to suggestions made by submitters, it is noted that:</p> <ul style="list-style-type: none"> <li>the inclusion of the new permanent Outlook Park as Trunk infrastructure acknowledges its importance as a key element in the PDA’s open space network and incentivises a higher quality design outcome.</li> <li>to provide certainty on the delivery of upgraded embellishments to the Boggo Road Gaol Park, item BGO-PP-03 has been included in the final DCOP as Trunk infrastructure.</li> <li>land identified as “Translational Park” does not form part of Brisbane City Council’s public park network. For accuracy and consistency, the calculation of provision of parks and community facilities against Brisbane City Council’s desired standard of service (DSS) captures those areas registered in Brisbane City Council’s public park network. Further, the area referred to as Translational Park comprises the site of the Translational Research Institute – Building Two (TRI2), which is subject to an Infrastructure</li> </ul>	Yes

Item number	Summary	Response	Amendment required?
		<p>Designation (ID) under the <i>Planning Act 2016</i>. Details of this ID are provided in Table 1: Infrastructure designations of the Development Scheme.</p> <ul style="list-style-type: none"> <li>• to incentivise the adaptive re-use of the Boggo Road Gaol, the DCOP has been updated to not require the payment of development charges for development of the Boggo Road Gaol for community uses.</li> <li>• signage and the identified streetscape enhancements are not associated with the infrastructure networks described in section 3.2 of the PDS including: <ul style="list-style-type: none"> <li>– Wastewater and water supply,</li> <li>– Stormwater</li> <li>– Transport (roads, intersections, public passenger transport, pedestrian and cycle paths)</li> <li>– Electricity and gas</li> <li>– Telecommunications</li> <li>– PDA-associated development (as described by Schedule 5 of the PDS).</li> </ul> </li> </ul> <p>Additionally, signage and the identified streetscape enhancements were not identified as requiring an upgrade as part of the detailed infrastructure analysis undertaken for the PDA.</p>	
5.	<p>Submitters suggested additional Transport infrastructure to service the Dutton Park State School and Brisbane South State Secondary College that should be classified as Trunk and/ or Priority Infrastructure.</p>	<p>Section 3.3.1 of the PDS identifies that Trunk infrastructure is the higher order shared infrastructure that is planned to service the wider catchment in or external to the PDA, rather than individual development sites.</p> <p>As the suggested additional infrastructure would service the schools and would not be required as a result of future PDA development, it has not been classified as Trunk infrastructure.</p>	No
6.	<p>Some submitters suggested amendments to the definition of “Trunk Infrastructure” to include infrastructure which the MEDQ may confirm is eligible for an offset.</p>	<p>Following consideration and in response to submissions, the DCOP has been updated to facilitate the ability for infrastructure which may not be listed in the DCOP, to be considered for a trunk infrastructure offset.</p>	Yes

Item number	Summary	Response	Amendment required?
<b>Cost of trunk infrastructure</b>			
7.	Submitters queried the identified establishment cost of some Trunk infrastructure, in particular, the new permanent Outlook Park.	As described in section 6.2.5 of the IPBR, a cost estimate was prepared for item BGO-PP-02 (A) & (B) which was used to inform the establishment cost in the Draft DCOP. This cost estimate was prepared on the basis that the new permanent Outlook Park will deliver a Local recreation park typology of approximately the same area and featuring equivalent planting types and embellishments as the previous Outlook Park. Accordingly, the cost estimate and resulting establishment cost is considered appropriate, ensuring funds are available to offset the new permanent Outlook Park and that minimum standards are met.	No
<b>General</b>			
8.	Submitters noted the collaborative approach taken in preparing the Draft DCOP and were supportive of an ongoing consultative approach to determining the funding of subregional infrastructure requirements.	The Draft DCOP has been drafted in a manner consistent with other Brisbane-based PDAs and in consultation with relevant stakeholders. The Draft DCOP and broader PDA infrastructure planning framework does not commit Brisbane City Council, Urban Utilities, state agencies, or other stakeholders to the funding of the PDA's infrastructure. Ultimately the infrastructure to be delivered in the PDA is subject to development occurring in accordance with future PDA development approvals.	No
9.	Submitters noted that the Draft DCOP and PDS do not identify standards or policies relevant to infrastructure item BGO-STW-04 relating to stormwater harvesting.	Following consideration and in response to submissions, the locations, function and specifications of BGO-STW-04 have been revisited. As shown in the Stormwater Technical memo contained in Appendix E of the IPBR, further clarification on the guidelines and standards relevant to future stormwater harvesting and / or total water cycle management infrastructure has been provided. Relevant mapping, informed by updated stormwater data, has also been updated.	Yes
10.	Submitters noted a drafting anomaly where section 3.9 refers to an unused offset being identified in a notice referred to in section 3.8, however this notice is not provided in section 3.8.	Following consideration, and in response to submissions, the identified drafting anomaly has been corrected.	Yes

Item number	Summary	Response	Amendment required?
11.	<p>Submitters suggested amendments to Trunk infrastructure maps shown in section 4.2 including:</p> <ul style="list-style-type: none"> <li>• show the southern end of Kent Street, Boggo Road and Peter Doherty Street in a grey colour to improve clarity.</li> </ul>	<p>Following consideration, and in response to submissions, the base layer used for the Trunk infrastructure mapping in section 4.2 of the DCOP has not been updated. The maps reflect current QLD government mapping layers.</p>	No
<b>Not relevant to DCOP</b>			
12.	<p>Submitters provided comments on the Draft DCOP which do not relate to the content of the document or its function. These comments particularly related to the provision of open space within the PDA, the ongoing operation of the Boggo Road Gaol, and the future ownership of land within the PDA.</p>	<p>The Development Charges and Offset Plan is the framework for identifying new/ upgrades to Trunk infrastructure, matters relevant to calculating a credit, offset, or refund for the provision of trunk infrastructure, and provides guidance on infrastructure matters relevant for a development application within the PDA.</p> <p>The Draft DCOP does not directly require the provision of open space, deal with the operation of the Boggo Road Gaol, or land ownership.</p>	No

## 6. List of all amendments

### 6.1 Development scheme

Table 15 on the following page details each amendment made to finalise the Development Scheme.

Table 15 – List of all amendments made in finalising the Development Scheme

Amendment number	Relevant section	Reason for/nature of amendment
<b>General</b>		
1.	Throughout the document	Formatting and editorial amendments.
2.		In response to item 70 of table 12, all references to “micro-mobility” have been removed and replaced with <i>e-mobility</i> .
3.		In response to item 70 of table 12, all references to “pedestrians and cyclists” have been removed and replaced with <i>people walking, cycling and using e-mobility devices</i> .
<b>Introduction</b>		
4.	1.2 Priority Development Area description	In response to item 63 of table 12, the Development Scheme has been updated to acknowledge the existing health and education facilities located on Burke Street. Specifically, the third paragraph of section 1.2 Priority Development Area description has been amended to read as follows:  <i>The Boggo Road CRR PDA is generally bounded by Burke Street to the north, Cornwall Street to the south, Annerley Road to the west, and Ipswich Road to the east. The PDA does not include Dutton Park State School, the Brisbane South State Secondary College, or the existing health and education facilities on Bourke Street, although these facilities have an important relationship to the health, science, innovation, research and education focus of the PDA.</i>
5.	Map 2: Boggo Road CRR PDA context map	In response to items 5, 87 and 88 of table 12, Map 2: Boggo Road CRR PDA context map has been updated as follows: <ul style="list-style-type: none"> <li>the legend has been updated to refer to <i>Existing parks</i> rather than “Existing open space”.</li> <li>the Dutton Park State School drop-off / pick up zone has been identified as a key feature.</li> </ul>
<b>Land use plan</b>		
6.	2.2.7 Notice of applications	In response to items 2, 28, 31, 34 and 55 of table 12, the Development Scheme has been updated to include additional and refined public notification triggers for particular PDA development applications, including: <ul style="list-style-type: none"> <li>the adaptive re-use of the Boggo Road Gaol, and</li> </ul>

Amendment number	Relevant section number	Reason for/nature of amendment
		<ul style="list-style-type: none"> <li>development which exceeds relevant maximum building heights as identified in section 2.6 Precinct provisions.</li> </ul> <p>Accordingly, section 2.2.7 Notice of applications has been amended to read as follows:  <i>A PDA development application will require public notice if the development:</i></p> <p><i>“1. is for a Material change of use involving a new permanent Outlook Park or</i>  <i>2. is for a Material change of use involving the Boggo Road Gaol, or</i>  <i>3. exceeds the maximum building height specified in section 2.6, or</i>  <i>4. may, in the opinion of the MEDQ:</i></p> <p><i>a. have potential adverse impacts on the amenity or development potential of adjoining land, or</i>  <i>b. is for a use or of a size or nature which warrants public notice.”</i></p>
7.	Section 2.3 Vision	<p>In response to items 1, 62 and 70 of table 12, the Development Scheme’s Vision has been updated as follows:</p> <p><i>The PDA will reinforce and maximise its role as a regionally significant, locally integrated, economic hub and enhance its reputation as a globally significant knowledge and innovation precinct...</i></p> <p><i>The Boggo Road Gaol will be revitalised to celebrate the areas unique history, distinct character, and sense of place.</i></p> <p><i>2. provide a mix of uses that attract and support learning, education, health, knowledge based employment and collaboration, knowledge-based employment and collaboration, further reinforcing the PDA as a rich knowledge, research, and health hub with high levels of convenience and amenity</i></p> <p><i>4. deliver a highly permeable environment which encourages and prioritises active transport movements over private vehicles, providing safe, activated, and direct linkages within and through the PDA to surrounding areas, including the Brisbane South Secondary College, and Dutton Park State School, and major institutions such as and the University of Queensland.</i></p> <p><i>10. will comprise and deliver a network of high quality open space, which provides for the diverse needs of the community, workers and visitors.</i></p>
8.	Map 3: Boggo Road CRR PDA Structural elements plan	<p>In response to items 5, 10, 31, 58 and 59 of table 12, Map 3: Boggo Road CRR PDA Structural elements plan has been updated as follows:</p> <ul style="list-style-type: none"> <li>the legend has been updated to refer to <i>Existing parks</i> rather than “Existing open space”.</li> </ul>



Amendment number	Relevant section	Reason for/nature of amendment
		<ul style="list-style-type: none"> <li>the map and legend have been updated to indicate a <i>Community use focus</i> at the Boggo Road Gaol.</li> <li>the Boggo Road station building and plaza have been decoupled. These elements are now shown separately both spatially and in the legend.</li> </ul>
9.	Section 2.5.1 Urban design and built form	<p>In response to item 46 of table 12, the Development Scheme has been updated to include a new footnote in the heading of section 2.5.1 Urban design and built form to reference the design principles in the QDESIGN manual as guidance. The new footnote is worded as follows:</p> <p><sup>21</sup> For guidance, refer to the following:</p> <p><i>d. Department of Housing and Public Works QDESIGN Manual, December 2018</i></p>
10.	Section 2.5.2 Streetscape and public realm	<p>In response to item 43 of table 12, the Development Scheme has been updated to include reference to mature shade tree plantings under dot point 1. c. as follows:</p> <p><i>includes generous and lush landscaping, including established trees and new mature shade trees and landscaping, that create streetscapes reflective of Brisbane’s sub-tropical climate and outdoor lifestyle.</i></p>
11.	Section 2.5.5 Connectivity	<p>In response to item 74 of table 12, the Development Scheme has been updated as follows:</p> <p><i>7. implements wayfinding improvements to provide legible access routes to and from public transport stations and key destinations within and outside the PDA.</i></p>
12.	Section 2.5.6 Impacts and amenity	<p>In response to item 57 of table 12, the Development Scheme has been updated to include reference to Brisbane City Council’s Flood Overlay Code in Footnote 37. Specifically, Footnote 37 has been amended to read as follows:</p> <p><sup>37</sup> For guidance, refer to the Brisbane City Plan 2014 Flood overlay map <i>and the requirements set out in the Flood overlay code and Flood planning scheme policy</i></p>
13.	Section 2.6 Precinct provisions	<p>In response to item 88 of table 12, the Development Scheme has been updated to make it clear that precinct maps are indicative. Accordingly, explanatory footnotes have been incorporated in the headings of precinct mapping to state the following where relevant:</p> <ul style="list-style-type: none"> <li><i>Map 5 is spatially indicative.</i></li> <li><i>Map 7 is spatially indicative.</i></li> </ul>

Amendment number	Relevant section number	Reason for/nature of amendment
14.	Section 2.6.1 Precinct 1 Knowledge and innovation precinct, Precinct intent	In response to item 77 of table 12, the Development Scheme has been updated as follows: <i>3. facilitate day and night activities with commensurate levels of services and safety</i>
15.	2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct, Precinct intent	In partial response to item 10, 31, and 59 of table 12, the Development Scheme has been amended to provide greater emphasis on encouraging community uses in the Boggo Road Gaol as part of its future adaptive re-use. Accordingly, point 4 of the Precinct intent has been amended to specifically mention the incorporation of community uses. <i>4. Provide for the adaptive re-use of the Boggo Road Gaol in a manner that:</i> <i>a) incorporates a variety of uses that encourage activity and interaction between local workers, the community and visitors; and</i> <i>b) provides a focal point for the community and incorporates community uses</i>
16.	2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct, Precinct intent	In partial response to item 9 of table 12, the Development Scheme has been updated to amend dot point 8 to read as follows: <i>8. establish new and enhanced public and private open spaces including:</i> <i>a. the early provision of a new permanent Outlook Park; and</i> <i>b. an enhanced Boggo Road Gaol Park.</i>
17.	2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct, Table 2: Preferred uses	In response to items 10, 29, 31 and 59 of table 12, the Development Scheme has been amended to include the following as a preferred use in Table 2: Preferred uses of Precinct 1 – Boggo Road knowledge and innovation precinct. <i>Community use (where within the Boggo Road Gaol)</i>
18.	2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct, Table 2: Preferred uses	In response to item 53 of table 12, the Development Scheme has been updated to include: <ul style="list-style-type: none"> <li>• a GFA tenancy limit for “shop” of 1,000m<sup>2</sup> in Table 2: Preferred uses for Precinct 1 – Boggo Road knowledge and innovation precinct, and</li> <li>• a corresponding footnote to make it clear that, where a prescribed GFA tenancy limit is exceeded, the MEDQ (or its delegate) may require an economic impact to demonstrate how the development supports the precinct intent.</li> </ul>

Amendment number	Relevant section	Reason for/nature of amendment
		<p>Specifically, Table 2: Preferred uses has been updated to read as follows:</p> <p><i>Shop (where less than 1000m<sup>2</sup> GFA per tenancy<sup>52</sup>)</i></p> <p><sup>52</sup> <i>Where a prescribed GFA limit is exceeded, the MEDQ (or its delegate) may require an economic impact assessment to demonstrate how the development supports the precinct intent.</i></p>
19.	Section 2.6.1 Precinct 1 Boggo Road knowledge and innovation precinct, Connectivity, access and public realm, dot point 9	<p>In response to item 89 of table 12, the Development Scheme has been updated as follows</p> <p><i>9. where within sub-area 1A:</i></p> <p><i>a. provides High-volume Pedestrian Corridors that achieve a minimum width of 5m (as indicated on Map 5)<sup>53</sup> connecting the central bridge to Boggo Road CRR station and Park Road railway station, and...</i></p> <p><sup>53</sup><i>High-volume Pedestrian Corridors are to:</i></p> <ul style="list-style-type: none"> <li><i>a. be measured from the kerb invert</i></li> <li><i>b. be provided at ground level</i></li> <li><i>c. include landscaping and street furniture in accordance with relevant PDA development requirements, and</i></li> <li><i>d. include minimum 3m wide footpaths.</i></li> </ul> <p>Additionally, Map 5: Boggo Road knowledge and innovation precinct has been amended to substitute the legend descriptor “Unobstructed corridor width (metres)” for <i>High-volume Pedestrian Corridor (minimum 5m)</i>.</p>
20.	2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct, Connectivity, access and public realm	<p>In response to items 1, 2, 6, 44 and 9 of table 12, the Development Scheme has been amended to:</p> <ul style="list-style-type: none"> <li>• specify the minimum area required for Outlook Park and ensure city views can be enjoyed from it:</li> </ul> <p><i>10. where within the Outlook Park opportunity area (identified on Maps 3 and 5):</i></p> <ul style="list-style-type: none"> <li><i>a. provides a new permanent Outlook Park<sup>55</sup> with a minimum area of 2,161m<sup>2</sup> as part of the first stage of development</i></li> <li><i>b. ensures city views can be enjoyed from a new permanent Outlook Park, and</i></li> </ul> <ul style="list-style-type: none"> <li>• provide an updated footnote 55, to read as follows:</li> </ul>

Amendment number	Relevant section number	Reason for/nature of amendment
		<p><sup>55</sup>The new permanent Outlook Park should be designed to:</p> <ul style="list-style-type: none"> <li>a. receive a minimum 4-hours daily solar access in winter months to ensure plantings thrive</li> <li>b. achieve the area and embellishment standards identified under Table 5 of the Infrastructure plan to ensure desired standards of service are achieved</li> <li>c. have a family focus, including embellishments such as children’s play equipment and BBQ area.</li> </ul> <ul style="list-style-type: none"> <li>• Include a new dot point 11 to read as follows:</li> </ul> <p>11. enhances the Boggo Road Gaol Park, providing new embellishments to increase its utility, function and amenity<sup>57</sup>.</p> <ul style="list-style-type: none"> <li>• Include a new footnote to dot point 11 to read as follows:</li> </ul> <p><sup>57</sup>The enhanced Boggo Road Gaol Park should be designed to:</p> <ul style="list-style-type: none"> <li>a. achieve the embellishment standards identified under Table 5 of the Infrastructure plan to ensure desired standards of service are achieved, and</li> <li>b. have a community, worker and student focus, featuring embellishments such as fixed tables and seating, and exercise equipment.</li> </ul> <ul style="list-style-type: none"> <li>• Consequential amendments have also been made to the Parks, public realm and community facilities section of Table 5: Infrastructure catalogue for the Boggo Road CRR PDA of the Infrastructure plan to read as follows:</li> </ul> <ul style="list-style-type: none"> <li>- permanent establishment of Outlook Park minimum 2,161m<sup>2</sup> in area).</li> </ul>
21.	2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct, Built form	<p>In response to item 30 of table 12, the Development Scheme has been updated to provide an amended dot point 7 to read as follows:</p> <p>7. where adjacent to the Boggo Road Gaol, provides a design response to:</p> <ul style="list-style-type: none"> <li>a. to celebrate the Gaol’s cultural heritage values, including the views to its red brick perimeter wall from Annerley Road, and</li> <li>b. positively contribute to its adaptive re-use.</li> </ul>

Amendment number	Relevant section	Reason for/nature of amendment
22.	2.6.1 Precinct 1 – Boggo Road knowledge and innovation precinct, Built form	<p>In response to items 14, 17, 60 and 62 of table 12, the Development Scheme has been updated to include a new dot point 8 as follows:</p> <p><i>8. where adjacent to Dutton Park State School, incorporates design treatments to minimise overlooking of school grounds, through:</i></p> <ul style="list-style-type: none"> <li><i>a. building setbacks and landscaping</i></li> <li><i>b. building orientation, including internal configuration, and</i></li> <li><i>c. façade treatments, including screening or higher level windows.</i></li> </ul>
23.	Map 5: Boggo Road knowledge and innovation precinct	<p>In response to items 5, 10, 31, 58, 59 and 89 of table 12, Map 5: Boggo Road knowledge and innovation precinct has been updated as follows:</p> <ul style="list-style-type: none"> <li>• the legend has been updated to refer to <i>Existing parks</i> rather than “Existing open space”.</li> <li>• the map and legend have been updated to indicate a <i>Community use focus</i> at the Boggo Road Gaol.</li> <li>• the Boggo Road station building and plaza have been decoupled. These elements are now shown separately both spatially and in the legend.</li> <li>• the legend has been updated to substitute “Unobstructed corridor width (metres)” for <i>High-volume Pedestrian Corridors (minimum 5m)</i>.</li> </ul>
24.	Map 6: Boggo Road knowledge and innovation precinct – Maximum building heights	<p>In response to item 12 of table 12, Map 6: Boggo Road knowledge and innovation precinct – Maximum building heights has been updated to delete the following note from the legend:</p> <p>“NOTE: Maximum RL taken from the midpoint of the site.”</p>
25.	2.6.2 Precinct 2 – Rail corridor precinct	<p>In response to items 1 and 51 of table 12, the Development Scheme has been updated as follows:</p> <p><b><i>Precinct intent</i></b>  <i>The Rail corridor precinct is intended to maintain the primary function of accommodating key State transport corridors, including the heavy railway and busway corridors that traverse the PDA. It may also accommodate additional areas of open space over the rail corridor.</i></p>

Amendment number	Relevant section	Reason for/nature of amendment
		<p><i>Through the delivery of the central bridge, the rail corridor precinct will serve an important role in resolving a complex physical barrier between Boggo Road knowledge and innovation and Princess Alexandra Hospital precincts by improving active transport functionality and access. In the future opportunities may also exist to provide new areas of open space and public realm.</i></p> <p><i>The Rail corridor precinct:</i></p> <ol style="list-style-type: none"> <li><i>1. will maintain appropriate interfaces to development and infrastructure both within the precinct, and as it interfaces with the Boggo Road knowledge and innovation precinct and Princess Alexandra Hospital precinct.</i></li> <li><i>2. may provide opportunities for innovative approaches for the provision of additional areas of open space, movement or new land uses that complement the overall PDA.</i></li> </ol>
26.	2.6.3 Princess Alexandra Hospital precinct, Table 3: Preferred uses	<p>In response to item 53 of table 12, the Development Scheme has been amended to update relevant GFA limits and associated provisions as follows:</p> <ul style="list-style-type: none"> <li>• only impose a GFA tenancy limit for “shop” of 250m<sup>2</sup> in Table 3: Preferred uses for Precinct 3 – Princess Alexandra Hospital precinct</li> <li>• include a corresponding footnote to make it clear that, where a prescribed GFA tenancy limit is exceeded, the MEDQ (or its delegate) may require an economic impact assessment to determine need and impacts to relevant precinct intent(s), and</li> <li>• remove the GFA limit for “food and drink outlet”.</li> </ul> <p>Specifically, Table 3: Preferred uses has been updated to read as follows:</p> <p><i>Shop (where less than 250m<sup>2</sup> GFA per tenancy<sup>64</sup>)</i></p> <p><sup>64</sup> <i>Where a prescribed GFA limit is exceeded, the MEDQ (or its delegate) may require an economic impact assessment to demonstrate how the development supports the precinct intent.</i></p>
27.	Map 7: Princess Alexandra Hospital precinct	<p>In response to item 5 of table 12, Map 7: Princess Alexandra Hospital precinct has been updated as follows:</p> <ul style="list-style-type: none"> <li>• the legend has been updated to refer to <i>Existing parks</i> rather than “Existing open space”.</li> </ul>
28.	Map 8: Princess Alexandra Hospital precinct – Maximum building heights	<p>In response to item 12 of Table 12, Map 8: Princess Alexandra Hospital precinct – Maximum building heights has been updated to delete the following note from legend:</p> <p>Note: Maximum RL taken from the midpoint of the site.</p>

Amendment number	Relevant section number	Reason for/nature of amendment
<b>Infrastructure plan</b>		
29.	Table 5 – Infrastructure catalogue stormwater	Minor editorial amendment to substitute dot point 2 as detailed below: <ul style="list-style-type: none"> <li>• <del>PDA wide stormwater harvesting and water balancing opportunity</del></li> <li>• <i>Flood mitigation, which may include stormwater harvesting and total water cycle management plan opportunities</i></li> </ul>
<b>Implementation strategy</b>		
30.	Section 4.2.1 Delivering a world class knowledge and innovation precinct	In response to items 66 and 78 of table 12, section 4.2.1 Delivering a world class knowledge and innovation precinct has been updated to acknowledge that the Boggo Road Collaboration Group may include community and/or developer representation. The updated wording is reproduced below:  <i>The governance framework will be developed by the Boggo Road Collaboration Group (Collaboration Group). The Collaboration Group is made up of the following key stakeholders and may include community and developer representation:</i>
31.	Section 4.2.2 Public realm guideline	In response to items 1 and 51 of table 12, the Development Scheme has been updated. Specifically, a new action 4 has been included and is reproduced below:  <i>4. The MEDQ (or its delegate) to work with relevant agencies to investigate innovative approaches for the provision of additional public open space within Precinct 2 – Railway corridor precinct.</i>
32.	Section 4.2.6 Central active transport connection bridge	In response to item 83 of table 12, the Development Scheme has been updated as follows:  <i>3. The MEDQ (or its delegate) to collaborate with MSH, and other state departments and developers to identify direct connections, design elements, interface and passive surveillance requirements for future redevelopment of sites within the PDA that have an interface with the central bridge.</i>
33.	Schedule 3: Definitions	In response to item 12 of table 12, the Development Scheme has been amended to provide updated definitions for the terms “Building height” and “Reduced level”. The updated definitions improve clarity around how building height is measured.  <i>Building height: means highest point on the roof of the building, measured in metres as a reduced level, other than a point that is part of an aerial, chimney, flagpole, building plant and equipment or loadbearing antenna.</i>  <i>Reduced level: The elevation of a point above or below the Australian Height Datum.</i>

## 6.2 Kent Street Movement Corridor Guideline

Table 16 on the following page details each amendment made to finalise the Kent Street Movement Corridor Guideline.



Table 16 – List of all amendments made in finalising the Kent Street Movement Corridor Guideline

Amendment number	Relevant section	Reason for/nature of amendment
<b>Section</b>		
1.	Section 4	<p>In response to item 2 table 13, the Guideline has been updated to include a criteria-based approach to the delivery of upgrades which may be required to support an 'interim' scenario. Specifically, a new section 4 of the Guideline provides Interim Upgrade Design Criteria as shown below:</p> <p><i>In the event that the R01 and R02 development sites develop prior to the PAH, interim upgrades to the Kent Street Movement Corridor will be required. Proposed interim upgrades will be assessed at PDA development application stage and, at a minimum, should comply with the following performance based design criteria:</i></p> <ul style="list-style-type: none"> <li>• <i>Ensure the service level of existing pedestrian and cycling infrastructure, including separation between distinct travel modes, are maintained both during and post construction</i></li> <li>• <i>Provide a lawful point of vehicular access and fit-for-purpose servicing arrangements</i></li> <li>• <i>Ensure maintenance of access for existing service vehicles currently using the Kent Street Movement Corridor</i></li> <li>• <i>Provide street trees, together with soft and hard landscape treatments to afford active transport users (i.e. cyclists and pedestrians) a high level of safety, amenity and comfort</i></li> <li>• <i>Provide for effective wayfinding and legibility through the incorporation of treatments such as signage and line marking which highlight key destinations</i></li> <li>• <i>Ensure alignment with and not compromise the ultimate upgrades detailed in section 3 of the guideline, avoiding the introduction of infrastructure that would become redundant</i></li> <li>• <i>Demonstrate consistency with the Crime Prevention Through Environmental Design Principles</i></li> <li>• <i>Demonstrate how active transport modes are prioritised and compliance with the design standards identified under section 3.1 of the guideline will be achieved.</i></li> </ul>
<b>Other</b>		
2.	Cross sections and indicative designs	<p>In response to item 6 in table 13, cross sections and indicative designs throughout the Guideline have been updated.</p> <p>Changes include:</p> <ul style="list-style-type: none"> <li>- Removal of green coloured surface treatments</li> <li>- Footnote added to cross sections noting landscaping strip and buffer locations to be confirmed in future designs</li> </ul>

Amendment number	Relevant section	Reason for/nature of amendment
3.	Throughout document	<p>In response to item 2 in table 13, a number of consequential amendments have been made to the Guideline to reflect and support the changes outlined in item 1 of this table. These amendments include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• The addition of section 3.1 'Design Standards' to inform future detailed design</li> <li>• Amendment of the 'Cycle Street' terminology to 'Shared Zone'</li> <li>• Removal of all interim designs</li> <li>• Removal of widths on cross sections</li> <li>• Formatting and editorial amendments</li> </ul>

### 6.3 Development Charges and Offset Plan

Table 17 on the following page details each amendment made to finalise the DCOP.

Table 17 – List of all amendments made in finalising the DCOP

Amendment number	Relevant section	Reason for/nature of amendment
<b>General</b>		
1.	Throughout the document	Formatting and editorial amendments.
<b>Section 2 Development charges</b>		
2.	Section 2.6	<p>In response to item 4 in Table 14, Section 2.6 of the DCOP has been amended to read as follows:</p> <p><i>Development charges do not apply to the following development:</i></p> <ol style="list-style-type: none"> <li>1. <i>Development undertaken by the State, or another entity representing the State, for the following purposes:</i> <ol style="list-style-type: none"> <li>a. <i>education</i></li> <li>b. <i>emergency services, and</i></li> <li>c. <i>health care services</i></li> </ol> </li> <li>2. <i>Development of the former Boggo Road Gaol: No2 Division complex of buildings for community uses</i></li> </ol>
<b>Section 3 Infrastructure offsets and refunds</b>		
3.	Section 3.1	<p>In response to item 3 in Table 14, Section 3.1 of the DCOP has been updated to remove the following wording.</p> <p><del>The maximum offset that may be claimed will be 70% of the value of the trunk infrastructure contribution, unless otherwise agreed by the MEDQ. This requirement is necessary to ensure that an appropriate level of development charges are received to fund the trunk infrastructure and external contributions included within Table 8.</del></p>
4.	Section 3.1	<p>in response to item 6 in Table 14, Section 3.1 of the DCOP has been updated to include a new item 1. as follows:</p> <ol style="list-style-type: none"> <li>1. <i>proposes to provide a trunk infrastructure contribution, or</i></li> </ol>

Amendment number	Relevant section	Reason for/nature of amendment
5.	Section 3.2	<p>In response to item 6 in Table 14, Section 3.2 of the DCOP has been updated as follows:</p> <p><del>1. the DCOP identification as per the schedule of works in section 4.1</del></p> <p>1. <i>Information about whether the trunk infrastructure contribution subject to the offset request is trunk infrastructure identified in section 4.1. If not identified in section 4.1, reasons why the infrastructure should be given a trunk infrastructure offset.</i></p>
6.	Section 3.5	<p>In response to item 3 in Table 14, Section 3.5 of the DCOP has been updated. Specifically, wording in section 3.5 (2.) has been replaced with the following:</p> <p>2. <i>for a works contribution, determine the provisional works offset value either with reference to the schedule cost (or its proportion) in the schedule of works in section 4.1, or on the basis of the applicant's cost estimate pursuant to section 3.3, whichever is the lesser.</i></p>
7.	Section 3.8	<p>In response to item 10 in Table 14, Section 3.8 of the DCOP has been updated as follows:</p> <p>Where an applicant's request has been accepted:</p> <p>1. for a works contribution:</p> <ul style="list-style-type: none"> <li>a. the final works offset value, which will be equal to the lesser of the provisional works offset or the certified actual costs.</li> <li>b. <i>any final works offset value that remains unused.</i></li> </ul> <p>2. for a land contribution:</p> <ul style="list-style-type: none"> <li>a. the final land offset value, which will be equal to the lesser of the provisional land value determined in accordance with section 3.4 or the actual land offset value determined by the MEDQ at the time of the application for a final trunk infrastructure offset, on the basis of the amount of land actually contributed in accordance with the PDA development approval</li> <li>b. <i>any final land offset value that remains unused.</i></li> </ul>

Amendment number	Relevant section	Reason for/nature of amendment
<b>Section 4 Trunk infrastructure plans</b>		
8.	Section 4 Table 6	In response to item 2 in Table 13, Table 6 of the DCOP has been updated as follows: Infrastructure description for item BGO-AT-05a has been reworded to “Kent Street interim <i>active transport</i> separated path improvements ( <del>cycle street</del> )”
9.	Section 4 Table 7	In response to Item 4 in Table 14 – Table 7 of the DCOP has been updated as follow: A new item BGO-PP-03 has been added.
10.	Section 4 Table 8	In response to item 3 in Table 14, Table 8 has been removed.
11.	Section 4.2 Map 2	In response to item 9 in Table 14, Map 2 of the DCOP has been updated to show additional indicative locations for Trunk infrastructure item BGO-SW-04.
12.	Section 4.2 Map 4	In response to item 4 in Table 14, Map 2 of the DCOP has been updated to show additional item BGO-PP-03.
<b>Section 5 Definitions</b>		
13.	Section 5 Table 9	In response to item 6 in Table 14, the DCOP’s definition of “Trunk infrastructure” in Column 2 has been amended as follows: <i>Trunk infrastructure means infrastructure which the MEDQ has:</i> <i>a. identified in section 4; or</i> <i>b. agreed to give a trunk infrastructure offset for in accordance with section 3.5.</i>

# Appendix 1 – Courier Mail notice

40 CLASSIFIEDS TUESDAY FEBRUARY 22 2022 COURIERMAIL.COM.AU

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HOMEOWNERS: 6 Good reasons to call B & R Tree Services:

1. No Mess! Your yard is left spotless.
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3. Plus your home will remain safe - we're fully insured to the value of \$30 million.
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5. We can grind your stumps below ground level, so they are no longer in your way.
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## Notices

Public Notices

### Have your say

**Public notification of the Proposed Development Scheme and draft supporting documentation for the Boggo Road Cross River Rail Priority Development Area (PDA).**

Under the provisions of section 59 of the Economic Development Act 2012 the Cross River Rail Delivery Authority, under delegation from the Minister for Economic Development Queensland (MEDQ), advises that on **23 February 2022** public notification will commence for the Proposed Development Scheme for the Boggo Road Cross River Rail PDA.

The Proposed Development Scheme is a draft regulatory planning document, which assists with planning, carrying out, promoting, coordinating and controlling development within the Boggo Road Cross River Rail PDA. To support the Proposed Development Scheme, the Cross River Rail Delivery Authority has also prepared draft supporting documentation, including the Draft Kent Street Movement Corridor Guideline and Draft Development Changes and Offset Plan, which are available for public comment.

You are invited to make a written submission about the Proposed Development Scheme and draft supporting documentation to the Cross River Rail Delivery Authority within the 30 business day period from **23 February to 6 April 2022** (the submission period).

The Proposed Development Scheme and draft supporting documentation for the Boggo Road Cross River Rail PDA can be viewed online now and for the duration the submission period at:

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

Submissions can be made to the Cross River Rail Delivery Authority via the Cross River Rail website, or by:

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

Submissions must be in writing, include the submitter's name and contact details, be received within the submission period, and include a description of any aspects of that you object to and/or support.

Please note that a copy of your submission will be provided to the MEDQ. The Cross River Rail Delivery Authority together with the MEDQ will consider all submissions received within the submission period and decide what amendments, if any, may be made to finalise the Boggo Road Cross River Rail PDA Development Scheme and supporting documentation.

CROSSRIVERRAIL

# Appendix 2 – Community engagement materials

Figure 2 –Boggo Road Cross River Rail PDA Factsheet pages



**CROSSRIVERRAIL**

## Boggo Road Cross River Rail Priority Development Area

Public notification of Proposed Development Scheme and supporting documentation

FEBRUARY 2022



Concept Only – Not Final

**Queensland Government**

### Boggo Road Cross River Rail Priority Development Area

Public Notification of Proposed Development Scheme and Draft Supporting Documentation

**This factsheet provides information about the Boggo Road Cross River Rail (CRR) Priority Development Area (PDA) and how to make a submission on the Proposed Development Scheme and supporting documentation.**


**Background**  
**Cross River Rail Project**  
 Cross River Rail (CRR) is a 10.2 kilometre rail line from Dutton Park to Bowen Hills, which includes 5.9 kilometres of twin tunnels under the Brisbane River and CBD. The project will unlock a bottleneck at the core of the transport network and it will transform the way we travel across the whole of South East Queensland.

**What is happening?**  
**Between 23 February and 6 April 2022 (the submission period), the Proposed Development Scheme and draft supporting documentation for the Boggo Road CRR PDA will undergo public notification.**

You are invited to make a written submission about the following planning documents during the submissions period:

- Proposed Development Scheme
- Draft Kent Street Movement Corridor Guideline
- Draft Development Charges and Offset Plan (Draft DCOP)

You can download the above planning documents at our website: [crossriverrail.qld.gov.au/boggo-dev/](http://crossriverrail.qld.gov.au/boggo-dev/)  
 Printed copies are available to view at the Cross River Rail Experience Centre  
 Level 1, 151A Elizabeth Street, Brisbane.



**CRR PDAs**  
 CRR PDAs are parcels of land located around new CRR stations, identified for transit-oriented development to deliver significant community benefits.

The Cross River Rail Delivery Authority works closely with a range of stakeholders to plan, assess and guide development within the CRR PDAs. This includes the preparation of development schemes.

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Concept Only – Not Final

**Boggo Road CRR PDA**  
 The Boggo Road CRR PDA was declared on 2 October 2020 (refer to Figure 1 on Page 4 of this factsheet for PDA boundary). It has an area of 39 hectares and accommodates a growing cluster of knowledge, technology and health related uses in a transport rich environment. Development of the Boggo Road CRR PDA will enhance and maximise the established world-class health and research facilities and reinforce the PDA's role as a globally significant innovation precinct.


**What is a development scheme?**  
 A development scheme establishes the development intent for a PDA and sets the planning policy against which future applications are assessed.

**What is a development charges and offset plan (DCOP)?**  
 A DCOP identifies infrastructure required to service a PDA, along with development charges and how these charges are calculated, levied and administered.

**What is the Draft Kent Street Movement Corridor Guideline and why is it needed?**  
 The Draft Kent Street Movement Corridor Guideline supports the Proposed Development Scheme by addressing the constrained movement corridor (known as Kent Street and Laundry Drive) extending from the CRR enhanced Dutton Park station to the new cycle and pedestrian bridge (central bridge), which is being delivered by the CRR project.

The guideline provides design guidance about necessary upgrades to ensure this important element of the PDA's movement network accommodates growth in a manner which is safe, functional and efficient, while also providing a high-quality urban streetscape. Upgrades in the guideline are expressed as interim and ultimate scenarios with active transport prioritised.

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**Figure 1 - Extract of Proposed Development Scheme – Map 3 Structural Elements Plan**

Priority development area boundary	CRR rail line	Vertical transport link
Existing open space	Existing rail line	Key gateway intersection
Boggo Road Gaol - heritage place adaptive reuse	Central active transport connection bridge (central bridge)	Temporary Outlook Park
Heritage place boundary	Kent Street Movement Corridor (pedestrians, cycle, vehicle)	Plaza opportunity area
State transport railway corridor	Key pedestrian connection	Outlook Park opportunity area
State transport busway corridor	Key elevated pedestrian connection	Park enhancements
Existing railway station	Potential elevated pedestrian connection	Direct pedestrian connection into development from central bridge
Future Brisbane Metro stations and existing busway stations	Key cycle connection	1 - RL 33.6
Boggo Road CRR station building and plaza	Key pedestrian/cycle connection	2 - RL 33.4
Enhanced Dutton Park station and Princess Alexandra Hospital campus access improvements		3 - RL 37

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### What is the Proposed Development Scheme seeking to deliver?

The Proposed Development Scheme seeks to enhance the PDA's established world-class health and research facilities, reinforcing its role as a globally significant innovation precinct.

The Proposed Development Scheme focuses on accommodating health and knowledge-based land uses, which leverage off the State's investment in public infrastructure, providing for an expansion of knowledge-intensive activities, thereby stimulating growth in innovation and jobs in health, science and education services.

#### The Proposed Development Scheme also enables:

- improved amenity for employees, patients, students, visitors, and the community by providing for new high-quality public realm, including a new permanent Outlook Park, and a superior active transport network integrated with the new central bridge, which is being delivered by the CRR project
- activation of the PDA by accommodating a range of complementary and vibrancy-generating land uses such as food and beverage offerings and local convenience retail
- the adaptive re-use of the Boggo Road Gaol, while conserving its unique and rich heritage values.

### Does the Proposed Development Scheme require a new Outlook Park?

Yes. The Proposed Development Scheme requires a new permanent Outlook Park to be sited within the Outlook Park Opportunity Area (refer to Figure 1 on Page 4 of this factsheet) and delivered as part of the first stage of development. This approach allows for an integrated design as part of a future development application.

### Will I be able to have my say on a new Outlook Park?

Yes. Public notification will be required for a future development application involving a new permanent Outlook Park, providing an opportunity for the community to get involved, make a submission and have their say.

### How big will a new Outlook Park be?

The Proposed Development Scheme requires the new permanent Outlook Park to have an area of approximately 2,100m<sup>2</sup>.

### What will happen to the existing temporary Outlook Park?

The existing temporary Outlook Park will be retained until a new permanent Outlook Park is delivered.

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### What will happen to the Boggo Road Gaol?

The Boggo Road Gaol is recognised as an important heritage landmark, and one that is very close to the community's heart. The Proposed Development Scheme provides for the ongoing conservation of the Gaol, whilst also enabling adaptive re-use opportunities to enliven the precinct and celebrate the Gaol's unique history.

### How tall will new buildings be?

The Proposed Development Scheme prescribes maximum height limits generally ranging between 4 storeys to 20 storeys (see Maps 6 and 8 of the Proposed Development Scheme).

Maximum building height provisions have been set to limit overshadowing, respect the operational needs of the Princess Alexandra Hospital helicopter flight path, and to ensure ongoing amenity of surrounding development.

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### How will pedestrian and cyclist connectivity be improved?

To support CRR's delivery of the new central bridge, new Boggo Road CRR station and upgraded Dutton Park station, the Proposed Development Scheme establishes a network of pedestrian and cycle links.

These links will not only facilitate quicker, safer and more comfortable travel within the PDA, but will also directly connect distinct public transport modes, precinct destinations and the V1 Veloway with the University of Queensland.

Collectively, these improved links will maximise commuter convenience, providing superior connectivity within, through and beyond the PDA.

### The submission period

The Proposed Development Scheme and supporting documentation are available for public comment between 23 February and 6 April 2022. The steps below outline the process of preparing and finalising the development scheme and supporting documentation.



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### What happens after the submission period?

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

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

#### If approved by MEDQ:

- submitters will be notified in writing
- a notice will be placed in the Courier-Mail
- a submissions report will be made available online
- the Development Scheme, Kent Street Guideline and DCOP will take effect and be made available online.

### How do I make a submission?

Submissions can be made via the Cross River Rail Delivery Authority's Submission Form. You can find the Submission Form by scanning this QR code.



Via the Cross River Rail website  
[crossriversrail.qld.gov.au/boggo-dev/](https://crossriversrail.qld.gov.au/boggo-dev/)

Or by obtaining a printed copy from

Cross River Rail Experience Centre  
Level 1, 151A Elizabeth Street, Brisbane.

Submissions can also be made

Via email: [Info@crossriversrail.qld.gov.au](mailto:Info@crossriversrail.qld.gov.au)

Or mail: PO BOX 15476  
Brisbane City East Qld 4002

### How do I find out more?

To find out more about the Boggo Road CRR PDA, the Proposed Development Scheme and supporting documentation, please visit the Cross River Rail website: [crossriversrail.qld.gov.au/boggo-dev/](https://crossriversrail.qld.gov.au/boggo-dev/)

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

**Wednesday, 9 March** between 5.00-6.00pm Online Webinar (please register online [here](#))

**Saturday, 19 March 2022** between 9.00am-11.00am at the Temporary Outlook Park, 30 Boggo Road, Dutton Park\*

**Thursday, 24 March 2022** between 7.30am-9.30am at the Temporary Outlook Park, 30 Boggo Road, Dutton Park\*

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

\*subject to change due to COVID-19

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1800 010 875  
[Info@crossriversrail.qld.gov.au](mailto:Info@crossriversrail.qld.gov.au)  
[crossriversrail.qld.gov.au](https://crossriversrail.qld.gov.au)



If you need an interpreter to assist you in understanding this document, please call the Translating and Interpreting Service (TIS) National on 131 450 and request to be transferred to Multicultural Affairs Queensland on 13 QGOV (13 74 68)



Figure 3 – Development scheme FAQs – screenshot (obtained from <https://crossriversrail.qld.gov.au/planning-environment/priority-development-areas/boggo-road-cross-river-rail-priority-development-area-pda/boggo-road-dev-scheme-faqs/>)

## Questions about development schemes and proposed development schemes

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What is a development scheme?	+
What is a proposed development scheme?	+
Who was consulted when preparing the Proposed Development Scheme?	+
What are the key elements of the Proposed Development Scheme for the Boggo Road CRR PDA?	+
How does the Proposed Development Scheme relate to the current Interim Land Use Plan?	+
How does the Proposed Development Scheme relate to the Brisbane City Plan 2014?	+
Who is responsible for assessing PDA development applications in the Boggo Road CRR PDA?	+

## Questions about development scheme for the Boggo Road CRR PDA

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What type of development is envisaged for the PDA	+
What is happening to Outlook Park?	+
Will I get to have a say on a new permanent Outlook Park?	+
How big will the new Outlook Park be	+
What will happen to the Boggo Road Gaol	+
How is building height regulated?	+
How will pedestrian and cyclist connectivity be improved?	+
Does the Proposed Development Scheme enable improved pedestrian connectivity between the new CRR Boggo Road station, Boggo Road bus station, and existing Park Road station?	+
How do I comment on the Proposed Development Scheme for the Boggo Road CRR PDA?	+

## Questions about the central bridge and active transport connections

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What is the new central bridge?

+

How will the PDA benefit from the enhanced active transport connections?

+

## Questions about the Draft Kent Street movement corridor guideline and Dutton Park station

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What is the Draft Kent Street Movement Corridor Guideline and why is it needed?

+

What upgrades are proposed for the Kent Street Movement Corridor?

+

Why are the Kent Street Movement Corridor upgrades proposed to be delivered in stages?

+

What is happening with Dutton Park Station?

+

## Questions about the Draft Kent Street movement corridor guideline and Dutton Park station

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What is the Draft Kent Street Movement Corridor Guideline and why is it needed?

+

What upgrades are proposed for the Kent Street Movement Corridor?

+

Why are the Kent Street Movement Corridor upgrades proposed to be delivered in stages?

+

What is happening with Dutton Park Station?

+

# Appendix 3 – Submission form

Figure 4 – Submissions form pages

Cross River Rail Delivery Authority  
Boggo Road Cross River Rail Priority Development Area  
Proposed Development Scheme, Draft Kent Street Movement Corridor Guideline and Draft Development Charges and Offset Plan  
Submission form

**Boggo Road Cross River Rail Priority Development Area**  
Proposed Development Scheme, Draft Kent Street Movement Corridor Guideline, and Draft Development Charges and Offset Plan

## Submission form

A submission must:

- be in writing
- include the submitter's name and contact details
- be received during the submission period, from 23 February 2022 to 6 April 2022
- include a description of any aspects of the Proposed Development Scheme, Draft Kent Street Movement Corridor Guideline and/or Draft Development Charges and Offset Plan that you support and/or object to.

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

### 1. Submitter Details

*Note: Fields marked \*\* must be provided*

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

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

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

### 2. Level of support

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

Proposed Development Scheme	Support <input type="checkbox"/> Support with changes <input type="checkbox"/> Neutral <input type="checkbox"/> Do not support <input type="checkbox"/>
Draft Kent Street Movement Corridor Guideline	Support <input type="checkbox"/> Support with changes <input type="checkbox"/> Neutral <input type="checkbox"/> Do not support <input type="checkbox"/>
Draft Development Charges and Offset Plan	Support <input type="checkbox"/> Support with changes <input type="checkbox"/> Neutral <input type="checkbox"/> Do not support <input type="checkbox"/>

1

Cross River Rail Delivery Authority  
Boggo Road Cross River Rail Priority Development Area  
Proposed Development Scheme, Draft Kent Street Movement Corridor Guideline and Draft Development Charges and Offset Plan  
Submission form

### 3. Comments about the Proposed Development Scheme

Please include:

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

Proposed Development Scheme

2

CROSSRIVER RAIL | Queensland Government

Cross River Rail Delivery Authority  
Boggo Road Cross River Rail Priority Development Area  
Proposed Development Scheme, Draft Kent Street Movement Corridor Guideline and Draft Development Charges and Offset Plan  
Submission form

### 4. Comments about the Draft Kent Street Movement Corridor Guideline

Please include:

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

Draft Kent Street Movement Corridor Guideline

3

CROSSRIVER RAIL | Queensland Government

Cross River Rail Delivery Authority  
Boggo Road Cross River Rail Priority Development Area  
Proposed Development Scheme, Draft Kent Street Movement Corridor Guideline and Draft Development Charges and Offset Plan  
Submission form

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

Please include:

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

Draft Development Charges and Offset Plan

Thank you for your feedback.

**Submit your form**


 Via email to [info@crossriversrail.qld.gov.au](mailto:info@crossriversrail.qld.gov.au)  
(Using the following subject heading: Boggo Road CRR PDA Submission)

 Via post – please address your letter, or completed submission form to:  
Chief Executive Officer  
Attn: Precincts, Planning and Assessment Team  
Cross River Rail Delivery Authority  
PO Box 15476, Brisbane City East QLD, 4002

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CROSSRIVER RAIL | Queensland Government

Figure 5 – Digital submissions form cover page

 **CROSSRIVERRAIL**

## Submission form

Boggo Road Cross River Rail Priority Development Area  
Proposed Development Scheme, Draft Kent Street Movement Corridor Guideline and Draft Development Charges and Offset Plan

...

A submission must:

- be in writing
- include the submitter's name and contact details
- be received during the submission period, from **23 February 2022** to **6 April 2022**
- include a description of any aspects of the Proposed Development Scheme, Draft Kent Street Movement Corridor Guideline and/or Draft Development Charges and Offset Plan that you support and/or object to.

Providing the above information will ensure your views are considered.

**Next**

Page 1 of 6

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# Appendix 4 – Social media posts

Figure 6 – Facebook posts

**Cross River Rail**  
Published by Emplifi · 23 February at 13:00 · 🌐

Planning for the Boggo Road Priority Development Area (PDA) has reached a milestone.

The proposed Development Scheme and draft supporting documentation are now available for public comment. To view the Scheme documents and find out how to have your say, visit our website: <https://bit.ly/3JNGlxz>

Submissions on the scheme close 6 April 2022.



**Cross River Rail**  
Published by Emplifi · 17 March at 15:30 · 🌐

Find out more about the Boggo Road Priority Development Area (PDA) and have your say on the Proposed Development Scheme at one of the following Meet the Planner information sessions:

- Saturday, 19 March between 9.00am – 11.00am
- Thursday, 24 March between 7.30am – 9.30am

More information about the Scheme and relevant plans at our website: <https://bit.ly/3JNGlxz>




Figure 7 – LinkedIn post

**Cross River Rail**  
32,594 followers  
2w · 🌐

Planning for the Boggo Road Priority Development Area (PDA) has reached a milestone.

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Submissions on the scheme close 6 April 2022.



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

Dear Minister Miles, Minister Bailey and the CRR Delivery Authority,

The Boggo Road precinct represents a huge opportunity for the Dutton Park community to get much-needed greenspace, community facilities and active transport connections.

However, the current draft Development Scheme goes nowhere near far enough to ensure the local community gets the social infrastructure it needs.

I live at [----->>> DELETE THIS & INSERT YOUR FULL ADDRESS FOR YOUR SUBMISSION TO BE VALID <<<-----] and as a local resident, think the Boggo Road precinct should [---- DELETE THIS & INCLUDE YOUR OWN VISION AND AMBITIONS FOR THE SITE ----]

I also object to the current draft development scheme on these grounds:

*The community needs an expansion of parkland:*

*This precinct is an opportunity to significantly expand the provision of parkland for Dutton Park. The area has a limited amount of parkland, does not meet the DSS for local recreation parks, and the private Stockwell development will also remove greenspace.*

*Both sites earmarked for a future Outlook Park should be transformed into parkland, and designed via community consultation.*

*PDA's aren't democratic or transparent:*

*Priority Development Areas (PDA) lock the community out of meaningful consultation, hide decision-making behind closed doors, and fast track private development, rather than considering the real and lasting impacts. In conjunction with the Precincts Strategy, the PDA is geared towards attracting private investment, privatized and sell-offs.*

*The need for ongoing community consultation:*

*Beyond this initial, limited consultation involved with the draft Development Scheme, the community has no say in ongoing development on the site. The draft Development Scheme notes that public notification is only required for 1) a new Outlook Park, and 2) developments that may impact on adjoining land or for "a use or of a size or nature that warrants public notice". All developments within the PDA should be required to undertake public notification and consultation.*

*Boggo Road Gaol as a museum and cultural hub:*

*The Boggo Road Gaol is a site of huge historical and cultural significance to the local community and broader Brisbane. As a publicly-owned heritage site, its protection, restoration and ongoing community use is crucial. The government should work with the community, the current tour operator, past prisoners and guards, and First Nations communities, to enliven the Gaol as a historical and cultural hub.*

*Public Ownership:*

*The whole site is currently publicly owned and must stay in public hands. With limited public land in the inner city, maintaining public ownership will ensure public benefits for years to come, while offering opportunities for alternative community uses down the track. Any moves towards private ownership and control of the site, or sections of the site, is privatisation.*

*Active Transport:*

*Safe and easy pedestrian and cycle access across the site should be delivered. This includes prioritising safe access for school kids traversing the site over vehicle access.*

## Appendix 6 – Meet the CRR team community information sessions

Figure 8 – Photos from meet the CRR team community information sessions

