

**Weinam Creek Priority Development Area
Development Scheme**

**Submissions
Report**

Under the *Economic Development Act 2012*

May 2014

Contents

1. Introduction	3
2. Overview of public notification process	4
2.1. Community engagement.....	4
2.2. Submission registration and review process	5
3. Overview of submissions.....	8
3.1. Submitter type	8
3.2. Submitter location.....	8
3.3. Submission type	9
3.4. Overarching areas of support	10
3.5. Overarching areas of concern	10
4. Summary and merits of submissions relating to the development scheme	12
4.1. Vision and overall approach	12
4.2. Land uses and urban design	22
4.3. Sustainability and the natural environment.....	38
4.4. Transport, street and movement network	46
4.5. Public open space and community facilities	75
4.6. Infrastructure, implementation and funding	87
4.7. Summary and merits of submissions relating to other matters	94
5. List of all amendments to the development scheme.....	98

1. Introduction

The Weinam Creek Priority Development Area (PDA) was declared at the request of Redland City Council (RCC) on 21 June 2013. Planning of the Weinam Creek PDA has been managed by the Minister for Economic Development Queensland (MEDQ) in partnership with RCC.

The Weinam Creek PDA is in Redland Bay on the Moreton Bay foreshore within the RCC Local Government Area. The total area of the PDA is approximately 42 hectares, including 36 hectares over land and nearly 6 hectares over water within Moreton Bay. The PDA is bounded by Weinam Street to the west and Moreton Bay to the east, Peel Street in the north and Moores Road to the south.

Weinam Creek serves as the main point of departure and arrival for vehicular ferry and passenger ferry services between the mainland and the Southern Moreton Bay Islands (SMBI). The area incorporates marine activity, residential development and open space areas, as well as the Weinam Creek Marina located at the intersection of Banana Street and Meissner Street.

As a point of community focus and a regional Gateway to Moreton Bay and the SMBI, development will support the potential to stimulate tourism to the islands and improve the SMBIs economies and the wider sub regional economy.

The public notification and submission period for the Weinam Creek PDA Proposed Development Scheme was undertaken from 10 January to 24 February 2014. This period coincided with the public notification of the Toondah Harbour PDA Proposed Development Scheme which is also within the RCC Local Government Area.

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

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

The MEDQ has now made the development scheme which is available to view on the Department of State Development Infrastructure and Planning (DSDIP) website at www.dsdip.qld.gov.au/weinamPDA. The MEDQ will publish a notice in the local newspaper advising the public of the approval of the scheme. Additionally each person who made a submission during the submission period will be notified that the scheme has been approved and that this report and the development scheme can be viewed on the DSDIP website.

2. Overview of public notification process

2.1. Community engagement

The public notification and the submission period for the Weinam Creek PDA Proposed Development Scheme was held from 10 January to 24 February 2014. A structured program of community engagement was undertaken involving a range of approaches and media including:

- Council and state government officers have undertaken engagement on the PDAs since May 2013, including speaking directly with stakeholders and holding engagement sessions on the mainland and islands.
- Both the RCC and DSDIP websites and a dedicated developer's *website Redlands Open for Business and Investment* included frequently asked questions and information about the project. The DSDIP website also provided an online submission portal and the proposed development scheme for download.
- Hundreds of online comments were received via the DSDIP online portal, RCC website, Have your say website and through the interest register, which was set up in May 2013.
- Over 20 meetings have been held with key stakeholders for both Toondah Harbour and Weinam Creek to discuss issues, concerns and opportunities since June 2013.
- Widespread community consultation on the PDAs has included:
 - 10 community forums
 - website information
 - online submissions
 - ongoing interest register since May 2013
 - five community mail-outs
 - advertisements in local and state wide media
 - posters and other advertising at ferry terminals and on ferries
 - stakeholder meetings
 - articles in city wide RCC magazines and e-newsletters
 - Australia-first technology that allows a 3D view of the potential development in each PDA
 - telephone survey of 300 people
 - radio interviews (Bay FM and ABC)
 - display of the proposed development schemes throughout the statutory consultation period at 14 local libraries and three major Redlands shopping centres.

Two community information forums were held for the Weinam Creek PDA, which were well attended. The locations of these meetings were:

- Thursday 30 January 2014, 5:00pm-8:00pm at Redland Bay Community Hall, Redland Bay,
- Thursday 6 February 2014, 5:00pm-8:00pm at Macleay Progress Hall, Macleay Island.

Other speaking engagements and presentations to key stakeholders were also provided to explain the development scheme.

2.2. Submission registration and review process

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

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

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

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

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

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

Table 1: Submission registration and review process

Step	Action / detail
1: Registration and acknowledgement of submissions	<p>Submissions were registered and given a submission number</p> <p>Submitter was sent an acknowledgement letter</p>
2: Classification of submissions	<p>Submissions were classified by location, submitter and submission type.</p> <p>For further information see Section 3 below.</p>
3: Summarising submission issues	<p>Each submission was read and the different matters raised were entered into the submissions database under relevant topics. The database was then used to summarise and collate the matters raised into the Submissions Report.</p> <p>Each submission often covered a number of topics or issues therefore allowance was made for the same or similar issues being raised in a number of submissions. This included receiving multiple submissions with similar views on a particular issue or submissions having different views on the same issue. For this reason, common issues across submissions were identified and these issues were summarised under common issue topics in the submissions report.</p>
4: Evaluation and responses to issues	<p>After all issues had been summarised under issue topics, the issues were assessed and responses were prepared.</p> <p>The assessment and response to issues was undertaken by EDOQ and RCC in partnership. Where required further information from state agencies or specialist consultants was sought.</p> <p>Relevant changes to the document were identified.</p> <p>In evaluating submissions, allowance was made for the same or similar issues being raised in different submissions. For this reason, assessment of issues and resulting development scheme changes were made in relation to issue topics rather than a submission by submission basis.</p>
5: Submissions report	<p>The submissions report was prepared which collates steps 3 and 4 above, therefore providing a summary of the submissions considered, information about the merits of the submissions, recommendations on amendments to the proposed development scheme to reflect submissions and details of all changes to the proposed development scheme.</p> <p>To facilitate presentation and review of issues, issues were summarised into concise dot points under a common format.</p>
6: Council workshops to consider submissions	<p>RCC held two workshops with councillors on 4th and 11th of March 2014 to review and provide feedback on issues raised and suggested responses to those issues. This feedback has been incorporated into the submissions report and amendments to the development scheme.</p> <p>RCC reviewed key issues raised and made recommendations on development scheme amendments at the Council meeting on 20th March 2014.</p>

7: ED Board meeting	The Economic Development (ED) Board reviewed key issues raised and considered RCC's recommendations for amendment to the development scheme at the ED Board meeting on 26 th March 2014.
8: MEDQ approval	The final submissions report and development scheme was submitted to the MEDQ for his review and approval.
9: Governor in Council approval and adoption of development scheme and notice to submitters	<p>After the MEDQ approved the submissions report and development scheme the <i>Economic Development Regulation 2013</i> was amended by the Governor in Council to give effect to the Weinam Creek Development Scheme, which will supersede the Interim Land Use Plan.</p> <p>As soon as practicable after the development scheme takes effect, the MEDQ will publish the scheme and submissions report on the DSDIP website. The MEDQ will also publish in at least one newspaper circulating in the local area, a notice stating the scheme has been approved and it can be inspected on the department's website, along with the submissions report.</p> <p>Additionally the MEDQ will notify RCC and each person who made a submission within the submission period, that the scheme has been approved and is available on the department's website along with the submissions report.</p>

3. Overview of submissions

3.1. Submitter type

A total of 234 submissions were received during the submission period, including submissions from private individuals, community organisations, businesses, commercial organisations and professional organisations. Seven submissions were received after the submission period had closed.

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

Table 2: Breakdown of submissions by submitter type

Type of submitter	Number of submissions received
Private individual	225
Community organisations	3
Professional organisations	4
Commercial organisations	2
Total submissions	234

3.2. Submitter location

The origin of submitters (by suburb) are shown in Table 3.

Table 3: Breakdown of submissions by submitter location

Location	Number of submissions received
Within PDA or immediate adjoining suburbs (postcode 4165)	63
Other submissions from Redland City Council local government area	31
Other submissions from South Moreton Bay Islands	88
Other submissions from South East Queensland	6
Other submissions from Queensland	1
Submissions from areas external to Queensland	2
Submissions received via email without address details	43
Total submissions	234

3.3. Submission type

A number of different types of submissions were received including general letters or online submissions, form letters or petitions.

Submissions were considered to be form letters where they used a pro-forma document or a standard set of words, which was then signed by individuals or organisations, and eight or more of this type of submissions were received.

Submissions were also received in the form of petitions signed by a number of people. These were treated as a single general submission and were registered under the name of the person submitting the petition. Table 4 below provides a breakdown of submissions by submission type.

Table 4: Breakdown of submissions by submission type

Type of submission	Number of submissions received
Letter or hard copy submission form	58
Email	41
Online submission	116
Form letter	17
Petition	1
fax	1
Total submissions	234

3.4. Overarching areas of support

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

- There is support to redevelop the area into an attractive island gateway as well as a residential and recreational asset in its own right.
- There is strong support for upgrades to the transport facilities and for the area to be modernised and made more efficient and functional for mainland and SMBI residents.
- Support for some submitters for new multi storey parking, the relocation of the ferry terminal, and the co-location of services.
- Submitters believe the development will generate economic benefits for the area, including investment, increased job opportunities and new businesses.
- Believe development provides an opportunity to enhance the community's lifestyle and improve facilities and access to the bay.
- Support for improvements to the foreshore area, public open space and community facilities.
- Support for a marina and improvements to existing marina and harbour, especially the provision of short-term berths for visitors and tourists, however there are differing views its preferred location.
- There is some support for high density development and associated increased provision of open space.

3.5. Overarching areas of concern

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

- There is concern from island residents about the location, type and amount of parking, whether it will be dedicated for their use and how much it will cost.
- There is concern from mainland residents about where and how parking will be provided, and its impact on existing local residents.
- There is some concern that the vision and overall scale of development conflicts with the existing character and environment of Redland Bay.
- The capacity of existing infrastructure (including roads) is not considered sufficient for the increased development and population growth.
- There are some concerns that the marina development will reduce access to the foreshore, park and promenade and impact park area.
- There are concerns that the marina development, dredging and ferry movements will impact on the ecology of the bay.
- Concerned that any dredging or alteration of the creek will impact on the water flow and water quality of the creek. Concerns that the creek has silting problems that will be exacerbated by the regular dredging required assisting water traffic.
- There are concerns that the impact on habitat, animals, environmental processes and ecosystems is not adequately considered and that these are not protected in the development.

- Concerned that development is proposed over flood prone land and land that is affected by storm surge.
- Concerned that the current road network does not have the capacity to support the development and will result in increased traffic congestion, noise, pollution and safety hazards for pedestrians.
- There are some concerns that the relocation of the bus and ferry terminal further into Weinam Creek is not viable due to safety, congestion and environmental matters and that it would not accommodate an increase in services or changes in ferry fleet.
- There is some concern that development on the foreshore will limit public access and affect amenity.
- There is concern about how improvements to infrastructure will be funded and who will pay for these improvements. In particular whether island or mainland residents would need to pay additional levies or rates for improvements that each group does not necessarily believe directly benefits them.
- Concerned that the plan does not adequately address or consider cultural heritage or cultural significance of the area and development will lead to loss of this.

4. Summary and merits of submissions relating to the development scheme

4.1. Vision and overall approach

Matter #	Summary and merits of matters raised in submissions Vision	Assessment	Amendment Y / N
Vision			
1.	<p>Support for the vision and redevelopment of the area. Specific matters raised include:</p> <ul style="list-style-type: none"> • Development will generate economic benefits and increased job opportunities. • Redevelopment will enhance the community's lifestyle with improved facilities and access to the bay. • Support for development of an attractive gateway to the Islands and to enhance tourism opportunities. • Support for residential development and enhanced recreational opportunities. • Support for upgrades which remove the parking eyesore and open up prime waterfront land for development opportunities. 	Noted	N
2.	<p>The vision, nature and scale of development of development conflicts with the existing character and environment of Redland Bay.</p> <p>Both local residents and Southern Moreton Bay Island (SMBI) residents are concerned they will be negatively impacted.</p>	<p>The PDA was declared under the <i>Economic Development Act 2012</i> at the request of RCC. The Act's purpose is to facilitate economic development and development for community purposes. The development scheme therefore seeks to support opportunities for economic development which will provide new public infrastructure and facilities that will benefit both mainland and island communities.</p> <p>The development scheme is a high level planning framework which seeks to balance diverse interests. It is not an application for development and detailed designs have not yet been undertaken. The development scheme identifies principles which future development applications will need to address. The detailed design and nature of development will be determined in future development applications assessed through the development</p>	Y

Matter #	Summary and merits of matters raised in submissions Vision	Assessment	Amendment Y / N
		<p>assessment process.</p> <p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>The preparation of the development scheme used this advice as a basis and considered a number of different development options. Through this process it was determined that the framework identified in the development scheme was the most appropriate option to manage state and local interests and provide for economic development and development for community purposes.</p> <p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements and other public infrastructure within the PDA. It is intended these improvements will enhance pedestrian and cycle connections, public open space and the overall amenity of the area. Development will contribute to improvements to public facilities and infrastructure.</p> <p>It is acknowledged that there are a number of existing areas within the PDA which the community value and utilise. The development scheme requires applications to have regard to existing residential development and local character in the way new development is designed and delivered. Minor amendments have been made to the Urban design section of the PDA-wide criteria to clarify this requirement.</p>	
3.	<p>Some submitters believe the area should be left unchanged and the natural environment should be protected.</p> <p>Other submitters believe development should create a distinctive place which is different to other areas of Greater Brisbane and</p>	<p>The PDA was declared under the <i>Economic Development Act 2012</i> at the request of RCC. The Act's purpose is to facilitate economic development and development for community purposes. The development scheme therefore seeks to support opportunities for economic</p>	Y

Matter #	Summary and merits of matters raised in submissions Vision	Assessment	Amendment Y / N
	Queensland.	<p>development which will provide new public infrastructure and facilities that will benefit both mainland and island communities.</p> <p>The vision for Weinam Creek has been designed to clearly distinguish it from other locations in South East Queensland. It provides for a harbour as well as a place to live and relax within a setting that is unique.</p> <p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements and other public infrastructure within the PDA. It is intended these improvements will enhance pedestrian and cycle connections, public open space and the overall amenity of the area. Development will contribute to improvements to public facilities and infrastructure.</p> <p>It is acknowledged that there are a number of existing areas within the PDA which the community value and utilise. The development scheme requires applications to have regard to existing residential development and local character in the way new development is designed and delivered. Minor amendments have been made to the Urban design section of the PDA-wide criteria to clarify this requirement.</p>	
4.	Concerned development outcomes will be focused only on high density development for profit, rather than outcomes which are better for the community long-term.	<p>The PDA was declared under the <i>Economic Development Act 2012</i> at the request of RCC. The Act's purpose is to facilitate economic development and development for community purposes. The development scheme therefore seeks to support opportunities for economic development which will provide new public infrastructure and facilities that will benefit both mainland and island communities.</p> <p>The development scheme seeks to create a framework which balances diverse interests. The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic</p>	N

Matter #	Summary and merits of matters raised in submissions Vision	Assessment	Amendment Y / N
		<p>engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>The preparation of the development scheme used this advice as a basis and considered a number of different development options. Through this process it was determined that the framework identified in the development scheme was the most appropriate option to manage state and local interests and provide for economic development and development for community purposes.</p>	
5.	<p>The scheme does not reflect community sentiment and should be withdrawn.</p> <p>A new process should be undertaken which more closely reflects the community's values and expectations such as the <i>Redlands 2030 community plan</i> and the Redlands planning scheme.</p>	<p>The PDA was declared under the <i>Economic Development Act 2012</i> at the request of RCC. The Act's purpose is to facilitate economic development and development for community purposes. The development scheme therefore seeks to support opportunities for economic development which will provide new public infrastructure and facilities that will benefit both mainland and island communities.</p> <p>During the preparation of the development scheme, RCC consulted with the community to seek their input on matters to be addressed in the development scheme. Through this process a number of diverse views were expressed about the future of Weinam Creek.</p> <p>The development scheme seeks to create a framework which balances diverse interests. The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. Other relevant documents such as the Redlands Planning Scheme were also taken into account. This information was then reinforced by advice from Council and state agencies.</p> <p>The preparation of the development scheme used this advice as a basis and considered a number of different development options. Through this process it was determined that the framework identified in the development</p>	N

Matter #	Summary and merits of matters raised in submissions Vision	Assessment	Amendment Y / N
		scheme was the most appropriate option to manage state and local interests and provide for economic development and development for community purposes.	
6.	The vision must balance the needs of local residents with those of SMBI residents.	<p>The development scheme seeks to create a framework which balances diverse interests. The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>The preparation of the development scheme used this advice as a basis and considered a number of different development options. Through this process it was determined that the framework identified in the development scheme was the most appropriate option to manage state and local interests and provide for economic development and development for community purposes. Both the needs of SMBI residents to have access to good ferry, bus and car parking facilities and the amenity needs of local residents have been considered within this framework.</p>	N
7.	The vision should be for development of a high quality tourist park for "grey nomads".	<p>There are a range of requirements which need to be accommodated within the PDA. These include providing for improvements to the existing bus, ferry and parking arrangements and other public infrastructure including public open space.</p> <p>A tourist park would require a large area of land that is unlikely to be accommodated within the PDA.</p>	N
8.	Include a stronger statement in the vision around the provision of world class open space facilities.	The development scheme identifies public open space in the vision. Further detail about how public open space will be provided is included in the PDA-wide criteria and Precinct provisions. The development scheme is also underpinned by EDQ guidelines and RCC policy which guide how public open space	N

Matter #	Summary and merits of matters raised in submissions Vision	Assessment	Amendment Y / N
		should be designed and delivered.	
9.	Include a statement in the vision around seamless integration with the existing area.	The PDA-wide criteria have been amended to ensure there is an appropriate interface and better integration between new development and existing residential development.	Y
10.	This plan needs to be more than just a way to solve parking and transport problems but needs to have an innovative proposal for the future.	<p>The scheme seeks to provide for a long term vision for the site and support a variety of development outcomes which will support economic development and development for community purposes. It addresses a range of strategic issues including transport, parking, public open space, and development opportunities.</p> <p>The timing and nature of development will be determined by the private market and the development process.</p>	N
11.	It would be more cost-effective and efficient to upgrade existing facilities in the area rather than redevelop the entire area.	<p>The PDA was declared under the <i>Economic Development Act 2012</i> at the request of RCC. The Act's purpose is to facilitate economic development and development for community purposes. The development scheme therefore seeks to support opportunities for economic development which will provide new public infrastructure and facilities that will benefit both mainland and island communities.</p> <p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements and other public infrastructure within the PDA. It is intended these improvements will enhance pedestrian and cycle connections, public open space and the overall amenity of the area. Development will contribute to improvements to public facilities and infrastructure.</p> <p>It is acknowledged that there are a number of existing areas within the PDA which the community value and utilise. The development scheme requires applications to have regard to existing residential development and local character in the way new development is</p>	Y

Matter #	Summary and merits of matters raised in submissions Vision	Assessment	Amendment Y / N
		designed and delivered. Minor amendments have been made to the Urban design section of the PDA-wide criteria to clarify this requirement.	
12.	The document addresses the complex problem and provides a balanced solution.	Noted.	N
13.	The current PDA boundary restricts the Council and community's ability to create the best vision for the future of this area. A broader area would create more opportunity for a proposal delivered by a developer at no cost to government or the community.	<p>The PDA boundary was determined in close consultation with RCC. It focuses on key catalyst development sites which mostly government owned. The boundary also includes some privately owned land adjoining catalyst sites to allow for effective long term development integration.</p> <p>Opportunities for development in the area surrounding the PDA can be considered as part of the current review of the RCC planning scheme.</p>	N

Matter #	Summary and merits of matters raised in submissions: Document content, structure or language	Assessment	Amendment Y / N
Document content, structure or language			
14.	The document is difficult to understand as it is highly technical, contains too much jargon and should be written in plain English.	A number of minor amendments have been made to enhance its readability.	Y
15.	The document does not reflect the views of all stakeholders, some of whom have conflicting views.	The community engagement process was designed to seek all views of stakeholders and seek ways to balance diverse interests. In some cases stakeholders have opposing positions and it is not possible to accommodate all views on issues.	N
16.	There is insufficient detail in the document to understand the impacts from development on the community.	<p>The development scheme is a high level planning framework which seeks to balance diverse interests. It is not an application for development and detailed designs have not yet been undertaken. The development scheme identifies principles which future development applications will need to address. The detailed design and nature of development will be determined in future development applications assessed through the development assessment process.</p> <p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>The preparation of the development scheme used this advice as a basis and considered a number of different development options. Through this process it was determined that the framework identified in the development scheme was the most appropriate option to manage state and local interests and provide for economic development and development for community purposes.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver</p>	N

Matter #	Summary and merits of matters raised in submissions: Document content, structure or language	Assessment	Amendment Y / N
		<p>key catalyst development and infrastructure.</p> <p>Further detailed levels of planning through the development process will be the main tool for ensuring development is planned and delivered in an integrated way with various land uses and infrastructure.</p>	
17.	<p>The document does not allow sufficient flexibility for developers to undertake alternative proposals, particularly in relation to the timing and location of a new bus and ferry terminal which should not be delayed to the long-term.</p>	<p>A development application may propose something which is different to the PDA-wide criteria or Precinct provisions, as long as it is not inconsistent with the vision.</p> <p>This is intended to provide an appropriate amount of flexibility for alternative options to be lodged and considered. A development application of this nature would need to publicly notify the proposal, provide sufficient justification of a superior design outcome or overwhelming community need to support the proposal.</p>	N
18.	<p>Concerned that if the document is too flexible this will impact on the certainty of the delivery of infrastructure for SMBI residents.</p>	<p>The development scheme is a high level planning framework which seeks to balance diverse interests. It is not an application for development and detailed designs have not yet been undertaken. The development scheme identifies principles which future development applications will need to address. The detailed design and nature of development will be determined in future development applications assessed through the development assessment process.</p> <p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>Further detailed levels of planning through the</p>	N

Matter #	Summary and merits of matters raised in submissions: Document content, structure or language	Assessment	Amendment Y / N
		<p>development assessment process will be the main tool for ensuring development is planned and delivered in an integrated way with various land uses and infrastructure.</p> <p>The development scheme includes provisions that protect and seek to improve infrastructure.</p>	
19.	It is unclear whether an application is required to demolish a house and whether an application is required to build a new house on an existing residential lot.	The scheme has been amended to exempt house applications where extending or replacing an existing house.	Y

4.2. Land uses and urban design

Matter #	Summary and merits of matters raised in submissions. General land use	Assessment	Amendment Y / N
General land use			
20.	Support for development which enhances tourism opportunities, including a tourist office and associated facilities at Weinam Creek to support tourism on the islands.	<p>These opportunities are supported under the scheme.</p> <p>The development scheme is a high level planning framework which seeks to balance diverse interests. It is not an application for development and detailed designs or specific uses have not yet been undertaken. The development scheme identifies principles which future development applications will need to address. The detailed design and nature of development will be determined in future development applications assessed through the development assessment process.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p>	N
21.	There will be increased criminal activity such as car theft as a result of development.	The development scheme requires development to look at how its design and the design of public places promote safety. This is called Crime Prevention Through Environmental Design and is a well accepted urban design tool used to maximise community safety in new development.	N
22.	Some submitters believe development should only occur on the northern side of Weinam Creek.	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements and other public infrastructure within the PDA. It is intended these improvements will enhance pedestrian and cycle connections, public open space and the overall amenity of the area. Development will contribute to improvements to public facilities and infrastructure.</p> <p>It is acknowledged that there are a number of existing areas within the PDA which the community value and utilise. The development</p>	Y

Matter #	Summary and merits of matters raised in submissions. General land use	Assessment	Amendment Y / N
		<p>scheme requires applications to have regard to existing residential development and local character in the way new development is designed and delivered. Minor amendments have been made to the Urban design section of the PDA-wide criteria to clarify this requirement.</p> <p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. Some of this advice confirmed that land on the south side of Weinam Creek was needed to address a range of issues. This information was then reinforced by advice from Council and state agencies.</p> <p>The preparation of the development scheme used this advice as a basis and considered a number of different development options. Through this process it was determined that the framework identified in the development scheme was the most appropriate option to manage state and local interests and provide for economic development and development for community purposes.</p>	
23.	Some submitters did not support use of Precinct 1 as a transport hub, but supported its redevelopment for other purposes.	A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements and other public infrastructure within the PDA. It is intended these improvements will enhance pedestrian and cycle connections, public open space and the overall amenity of the area. Development will contribute to improvements to public facilities and infrastructure.	N

Matter #	Summary and merits of matters raised in submissions. Building heights and increased density	Assessment	Amendment Y / N
Building heights and increased density			
24.	Some submitters support high density development, associated increased provision of open space and new investment opportunities in the area.	Noted	N
25.	<p>Some submitters support low scale development which fits in with the natural landscape, but do not support the density and height of development proposed in the scheme.</p> <p>Reasons people opposed high density and high rise buildings included:</p> <ul style="list-style-type: none"> • Concerned development will be of a cheap, low quality. • Do not believe there is a demand or need for this type of development. • Environmental impacts including erosion, increased waste and air and noise pollution. • Potential impact on property values, lifestyles and amenity in the area. • Loss of privacy, breezes, views and overshadowing. • The extent of area proposed for high rise development is too large. 	<p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>The heights identified in the development scheme are maximum buildings heights which provide an opportunity to achieve higher densities where criteria in the development scheme such as consideration of views, access to the waterfront, environmental impacts and traffic impacts have been addressed. Development applications will also need to consider the EDQ Guidelines which provide further detailed advice on how buildings should be designed to provide for appropriate privacy, safety and high quality design.</p> <p>The PDA-wide criteria in the development scheme have been amended to ensure there is an appropriate interface between new development and existing residential development. They have also been amended to strengthen and clarify the intent for development to have regard to views, breezes and local character in its design and delivery.</p> <p>The development scheme enables an appropriate balance to be achieved between attracting development through higher potential yields and protecting and enhancing matters such as visual amenity, open space and public infrastructure.</p>	Y
26.	The document does not specify the total number of proposed units to be delivered. This	The development scheme is a high level planning framework which identifies principles	N

Matter #	Summary and merits of matters raised in submissions. Building heights and increased density	Assessment	Amendment Y / N
	is a crucial consideration in assessing the social, environmental and economic impacts.	that future development applications will need to address. The detailed design, number of dwellings and nature of development will be determined in future development applications assessed through the development assessment process.	
27.	<p>Some submitters suggested locations where high rise would be appropriate and others suggested specific locations where high rise was not appropriate.</p> <p>It was suggested that development should not be permitted at all along the foreshore and this area should be protected as open space.</p> <p>Other submitters suggested restricting heights along the waterfront and setting higher buildings back.</p>	<p>Development adjoining the foreshore would provide opportunities for mixed use retail café uses – further enhancing the public’s opportunity to enjoy the waterfront. Map 2 – Structure plan has been amended to clarify the intent for the waterfront promenade to be a green public open space connection which promotes waterfront access.</p> <p>It is intended that higher density development be provided in closer proximity to transport and services in order to make more efficient use of infrastructure and to enhance the viability of new services to be provided.</p>	Y
28.	<p>A number of alternative height maximums were suggested, ranging from 2-10 storeys.</p> <p>Some submitters suggested height limits on Weinam Street and Hamilton Street should be increased to 7 storeys so that taller buildings are located behind lower buildings on the waterfront, providing for increased opportunity for views to the bay.</p>	<p>A development application may propose something which is different to the PDA-wide criteria or Precinct provisions, as long as it is not inconsistent with the vision.</p> <p>This is intended to provide an appropriate amount of flexibility for alternative options to be lodged and considered. A development application of this nature would need to publicly notify the proposal, provide sufficient justification of a superior design outcome or overwhelming community need to support the proposal. It must address impact issues such as views, breezes and privacy.</p> <p>Under the PDA development scheme, heights are intended to provide for anticipated maximum development outcomes and are subject to market forces and delivery by the private market.</p> <p>Any application to develop a building higher than the heights articulated in the plan would need to demonstrate the impacts to surrounding development including consideration of infrastructure capacity, views,</p>	N

Matter #	Summary and merits of matters raised in submissions. Building heights and increased density	Assessment	Amendment Y / N
		shading and breezes and other matters documented in the development scheme.	
29.	Concerned the statement under 3.4.1 to maximise north facing orientation of buildings and views to parks and Moreton Bay will have the opposite effect on properties on Weinam Street and Hamilton Street due to higher building height limits for properties closer to the water.	<p>The development scheme is a high level planning framework which seeks to balance diverse interests. It is not an application for development and detailed designs have not yet been undertaken. The development scheme identifies principles which future development applications will need to address. The detailed design, location of buildings and nature of development will be determined in future development applications assessed through the development assessment process.</p> <p>The development scheme includes criteria for development to have regard to views, access to the waterfront, environmental impacts and traffic impacts in how buildings and streets are designed.</p> <p>In addition to the development scheme, applications will need to consider the EDQ Guidelines which provide further detailed advice on how buildings should be designed to provide for appropriate privacy, safety and high quality design.</p> <p>The PDA-wide criteria in the development scheme have been amended to ensure there is an appropriate interface between new development and existing residential development. They have also been amended to strengthen and clarify the intent for development to have regard to views, breezes and local character in its design and delivery.</p>	Y
30.	There should be significant set-backs on east-west streets to maximise view corridors and sight lines.	<p>The development scheme includes criteria for development to have regard to views, access to the waterfront, environmental impacts and traffic impacts in how buildings and streets are designed.</p> <p>In addition to the development scheme, applications will need to consider the EDQ Guidelines which provide further detailed advice on how buildings should be designed to provide for appropriate privacy, safety and high</p>	Y

Matter #	Summary and merits of matters raised in submissions. Building heights and increased density	Assessment	Amendment Y / N
		<p>quality design.</p> <p>Development applications will be required to address impacts including impacts on adjoining property views and other matters.</p> <p>The PDA-wide criteria in the development scheme have been amended to ensure there is an appropriate interface between new development and existing residential development. They have also been amended to strengthen and clarify the intent for development to have regard to views, breezes and local character in its design and delivery.</p>	
31.	<p>There are problems with foundation stability in the area which should be taken into consideration. Note that a multistorey building at Raby Bay marina has structural problems.</p>	<p>Detailed geotechnical assessment will be required as part of the development assessment process.</p>	N
32.	<p>The area in proximity to Orchard Beach Estate and the Esplanade should not be developed as multi-unit buildings.</p>	<p>It is acknowledged that there are a number of existing areas including existing development within the PDA which the community values. While there are opportunities for development in these areas the development scheme requires applications to have regard to existing residential development and local character in the way new development is designed and delivered. Minor amendments have been made to the Urban design section of the PDA-wide criteria to clarify these requirements.</p>	Y
33.	<p>Concerned height map shows three storeys over areas of water.</p>	<p>The inclusion of water within the PDA boundary was to allow for potential water based uses and land reclamation.</p> <p>The height map is indicative only and does not confer use rights for buildings over the entire area of water.</p> <p>The height map is intended to be read in conjunction with other parts of the document including Map 2 – Structure plan. If land reclamation occurs, the height map provides guidance on building heights which may occur on reclaimed land.</p> <p>The height map has been amended to clarify</p>	Y

Matter #	Summary and merits of matters raised in submissions. Building heights and increased density	Assessment	Amendment Y / N
		this matter.	
34.	Building designs should be 'beachy' rather than the CBD, similar to those seen in Cairns, Townsville and Airlie Beach esplanades.	The development scheme requires future development to demonstrate how it responds to and conserves local site characteristics, settings, places of heritage significance, landmarks and views and uses built form and natural features to provide specific identify and character.	N
35.	There is a need for firm building heights, not the flexible ones currently in the plan.	<p>Under the PDA development scheme, heights are intended to provide for anticipated maximum development outcomes and are subject to market forces and delivery by the private market.</p> <p>Any application to develop a building higher than the heights articulated in the plan would need to demonstrate the impacts to surrounding development including consideration of infrastructure capacity, views, shading and breezes and other matters documented in the development scheme.</p>	N

Matter #	Summary and merits of matters raised in submissions: Heritage	Assessment	Amendment Y / N
Heritage			
36.	The scheme does not adequately address or consider cultural heritage or the cultural significance of the area.	The development scheme requires future development to demonstrate how it responds to and conserves local site characteristics, settings, places of heritage significance, landmarks and views and uses built form and natural features to provide specific identify and character.	
37.	<p>Suggestions were made about how to communicate the history of the area, including:</p> <ul style="list-style-type: none"> • A museum should be established in Precinct 1 on the historic use of the Redland Bay area as a flying boat base for national and international flights. • Historical information plaques should be provided on buildings. • Reflect the natural environment and include recreation opportunities which communicate the history of Weinam Creek. 	<p>The development scheme allows for a museum use to be established in the PDA if a provider chose to locate there. The detailed design of buildings will be determined through the development assessment process.</p> <p>The development scheme requires future development to demonstrate how it responds to and conserves local site characteristics, settings, places of heritage significance, landmarks and views and uses built form and natural features to provide specific identify and character.</p>	N
38.	Suggest consultation with UNESCO regarding public benefit for the project.	Commonwealth legislation may be triggered by development within the PDA. Normal assessment processes under applicable legislation will apply and will be addressed through the development assessment process.	N

Matter #	Summary and merits of matters raised in submissions: Retail and commercial development in the mixed use node	Assessment	Amendment Y / N
Retail and commercial development in the mixed use node			
39.	Believe this is a once in a lifetime opportunity to set the City up with quality residential, shopping, dining, sport and recreation and boating opportunities that have not been possible before. Excited to see some restaurants and cafes come into the area.	Noted.	N
40.	The Islands have a lot of economic potential and SMBI residents have a large impact on the mainland economy. Development should seek to harness this.	Noted.	N
41.	Believe there are enough retail shops in the area and concerned that retail development in this location will negatively impact the viability of other local shops, particularly at Redland Bay and on the Islands. Suggest that based on cost benefit analysis, the retail part of the development be scaled back and delivered as residential. Concerned how the definition of 'convenience stores' will be interpreted during the development assessment process.	Retail and commercial floorspace development within the PDA are restricted in area and function and must relate to the needs of the local catchment and SMBI and uses which complement the Redland Bay Activity Centre.	N
42.	A number of submitters support the provision of cafes and restaurants in the area, particularly along the waterfront.	Noted.	N
43.	Suggest restricting retail development to near Banana Street, to keep foreshore free from development.	Further detail in relation to matters raised about access to waterfront is discussed under the Public open space and community facilities section below. The development scheme shows a new pedestrian / cycle area and waterfront road which will provide a buffer between development and the foreshore, increase activity and therefore safety and enhance public access to the waterfront. Development adjoining this public space would provide opportunities for mixed use retail café uses – further enhancing the public's	Y

Matter #	Summary and merits of matters raised in submissions: Retail and commercial development in the mixed use node	Assessment	Amendment Y / N
		opportunity to enjoy the waterfront. Map 2 – Structure plan has been amended to clarify the intent for the waterfront promenade to be a green public open space connection which promotes waterfront access.	
44.	Suggest moving mixed use development further south to reduce conflicts with the car ferry.	<p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>The preparation of the development scheme used this advice as a basis and considered a number of different development options. The outcome proposed in the development scheme allows some flexibility for where retail and commercial development may seek to be located, and it is not intended that the entirety of the mixed use node will be developed with retail or commercial uses.</p> <p>The development scheme is a high level planning framework which seeks to balance diverse interests. It is not an application for development and detailed designs have not yet been undertaken. The development scheme identifies principles which future development applications will need to address. The detailed design and nature of development will be determined in future development applications assessed through the development assessment process. The timing of when development will occur will be determined by market forces and the development process.</p>	N
45.	Some submitters suggested that current retail outlets be moved into Precinct 1 and redevelop the vacant area into higher density residential.	Existing approved uses within the PDA have continuing use rights and can only be encouraged to relocate. If a new development is proposed within the PDA it must be undertaken in accordance with the development scheme. Approval of a change of use would require owner's consent.	N

Matter #	Summary and merits of matters raised in submissions: Retail and commercial development in the mixed use node	Assessment	Amendment Y / N
46.	<p>There are already high commercial vacancy rates in offices around the Redlands area and more commercial development is not required. Believe this area should be provided as community space instead.</p> <p>Concerned that too much commercial development including too many restaurants and cafes will reduce local amenity.</p>	<p>Retail and commercial floorspace development within the PDA are restricted in area and function. Active retail spaces are also intended to locate where there is considerable activity such as public recreation spaces on the waterfront and busier streets.</p> <p>The development scheme requires applications to have regard to existing residential development and local character in the way new development is designed and delivered including demonstrating noise and amenity impacts resulting from development. Minor amendments have been made to the Urban design section of the PDA-wide criteria to clarify this requirement.</p> <p>Additionally the design of centre based uses is underpinned by the EDQ Guidelines which provide further guidance on how uses should be designed to create best practice outcomes.</p>	Y
47.	<p>Concerned that night clubs or bottle shops may be allowed in the precinct.</p>	<p>Retail and commercial floorspace development within the PDA are restricted in area and function and must relate to the needs of the local catchment and SMBI and uses which complement the Redland Bay Activity Centre.</p> <p>Any development application for this type of use would need to be publicly notified and assessed against amenity criteria in the development scheme.</p>	N
48.	<p>The mixed use node should be removed from private properties along Banana Street.</p>	<p>The location of the mixed use node is indicative and will be reliant on market acceptance and feasibility. All development within the PDA is required to demonstrate noise and amenity impacts resulting from development.</p> <p>Additionally the design of centre based uses is underpinned by the EDQ Guidelines which provide further guidance on how uses should be designed to create best practice outcomes.</p> <p>Existing approved uses within the PDA have the right to continue. If a new development is proposed within the PDA it must be undertaken in accordance with the development scheme. Approval of a change of use would require</p>	N

Matter #	Summary and merits of matters raised in submissions: Retail and commercial development in the mixed use node	Assessment	Amendment Y / N
		owner's consent.	
49.	The Pelican Café is a well-loved community asset, which should be protected.	Existing approved uses within the PDA have the right to continue. There is no indication in the development scheme that this should cease.	N
50.	Concerned about location of development and the proposed mixed use development over private land.	Existing approved uses within the PDA can continue in their current location. If new development is proposed within the PDA it must include owner's consent and applications must have regard to the intent and criteria in the development scheme. The timing of when development will occur will be determined by market forces and the development process.	N

Matter #	Summary and merits of matters raised in submissions: Marina development and water safety	Assessment	Amendment Y / N
Marina development and water safety			
51.	Support for a marina and improvements to existing marina and harbour. Support for existing marina to be removed from the creek.	Noted.	N
52.	<p>A number of submissions raised questions around the design and nature of the marina. Comments included:</p> <ul style="list-style-type: none"> • The marina should protect existing moorings and provide new short and long-term moorings. • Concerned that private development of a marina will result in moorings becoming unaffordable or unavailable. • Support for a smaller marina with public refuelling and associated services in this location. • On-land boat storage options should be explored. • All boating facilities should be incorporated into a new common area, protected by a rock wall. • The sea walls should be extended to accommodate extra berths and provide protection, with access to marina facilities provided at a reasonable cost. • Dredge spoil should be used for marina walls. 	<p>The preparation of the development scheme was informed by specialist consultant advice. This included consideration of where the marina was best located, boat traffic safety, the commercial viability of marina development in Toondah Harbour and Weinam Creek as well as potential dredging requirements and consideration of how this would be managed within the Marine Park.</p> <p>The development scheme identifies principles which future development applications will need to have regard to including providing for the community to access the waterfront and environmental considerations. The detailed design and nature of development will be determined in future development applications assessed through the development assessment process.</p> <p>The development of a marina will be reliant on market acceptance. Therefore the timing of when development will occur will be determined by market forces and the development process.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>Additionally the timing and delivery of any marina or dredging would be subject to approvals for development under the <i>Marine Parks Act 2004</i> including where required, environmental impact statements.</p>	N
53.	<p>Alternative locations for marina development were suggested. These included:</p> <ul style="list-style-type: none"> • At the swing mooring area south of 	The development scheme is a high level planning framework which seeks to balance competing interests. It is not an application for development, but allows for future potential	N

Matter #	Summary and merits of matters raised in submissions: Marina development and water safety	Assessment	Amendment Y / N
	<p>Weinam Creek, which could be left open to both north and south ends, reducing silting problems experienced by fully enclosed marinas.</p> <ul style="list-style-type: none"> • To the north of the car ferry terminal. • Between Gold Coast and North Stradbroke Island, such as Macleay Island. 	<p>development outcomes.</p> <p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>The preparation of the development scheme used this advice as a basis and considered a number of different development options. This included looking at where a marina would be best located and its relationship with other development. Through this process it was determined that the framework identified in the development scheme was the most appropriate option to manage state and local interests and provide for economic development and development for community purposes.</p> <p>The development of a marina will be reliant on market acceptance. Therefore the timing of when development will occur will be determined by market forces and the development process.</p>	
54.	<p>Concerned marina and/or boat storage will impact on waterfront access, recreational activities and reduce park area.</p>	<p>Further information on matters raised in relation to access to waterfront is provided under the Public open space and community facilities section below.</p> <p>The development scheme shows a new pedestrian / cycle area and waterfront road which will provide a buffer between development and the foreshore, increase activity and therefore safety and enhance public access to the waterfront.</p> <p>Development adjoining this public space would provide opportunities for mixed use retail café uses – further enhancing the public’s opportunity to enjoy the waterfront.</p> <p>Map 2 – Structure plan has been amended to clarify the intent for the waterfront promenade to be a green public open space connection which promotes waterfront access.</p>	Y

Matter #	Summary and merits of matters raised in submissions: Marina development and water safety	Assessment	Amendment Y / N
55.	<p>Concerned about the commercial viability of a new marina. There is a current downturn in recreational boating activities and existing marinas have high vacancy rates.</p> <p>Concerned that the cost of marina hire and potential for high vacancy, will result in a cost to ratepayers. If a marina is provided at Toondah Harbour, there is no need for one here.</p>	<p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>The development scheme provides for a marina however any decision to develop a marina would be reliant on market acceptance.</p> <p>The development scheme indicates a preferred location for a marina while any decision to develop a marina will be reliant on market acceptance. Therefore the timing of when development will occur will be determined by market forces and the development process.</p>	N
56.	<p>Concerned about boat safety and conflicts with other marine traffic including ferries. Some key matters raised include:</p> <ul style="list-style-type: none"> • Better sheltered water access is required for boats and community groups using the marina. • If more boats are using this channel to access Weinam Creek there will be increased conflicts between users due to the nature of the channel. • If the passenger ferry is moved up Weinam Creek, there will be conflicts between ferries and recreational boats. Adequate separation is required between recreation and commercial vessel traffic. • Prop wash will create safety issues which cannot be fixed by widening the creek. • Traffic from the Dragon Boats and Sea Scouts co-located with the VMR base will add to congestion and safety hazards. • Expand the creek east for water oriented community groups to utilise away from ferry traffic. 	<p>These issues can be addressed as part of the development process and other processes such as approvals required under the <i>Marine Parks Act</i>.</p>	N

4.3. Sustainability and the natural environment

Matter #	Summary and merits of matters raised in submissions: General sustainability matters	Assessment	Amendment Y / N
General sustainability matters			
57.	Satisfied that sustainability and environmental issues have been accounted for.	Noted.	N
58.	<p>Submitters raised general concerns about the impacts of development on the environment. Some general comments received included:</p> <ul style="list-style-type: none"> • Concerned that environmental impact studies have not been undertaken to underpin the planning process. • Environmental protection will not be enforced because the area has been declared a PDA and commercial interests will take precedence over environmental considerations. • The plan should make provision for a variable climate and ensure development is protected from inundation events. • Sustainability is not adequately defined in the scheme. • Increased development will lead to increased waste and pollution which must be managed. • Concerned about impacts from land reclamation and believe there is sufficient land available without land reclamation • The development may adversely impact on fisheries. 	<p>The PDA was declared under the <i>Economic Development Act 2012</i> at the request of RCC. The Act's purpose is to facilitate economic development and development for community purposes. The development scheme therefore seeks to support opportunities for economic development which will provide new public infrastructure and facilities that will benefit both mainland and island communities.</p> <p>The development scheme seeks to create a framework which balances diverse interests. The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>Through this process it was determined that the framework identified in the development scheme was the most appropriate option to manage state and local interests and provide for economic development and development for community purposes.</p> <p>Detailed environmental assessments will be undertaken where required as part of the development assessment process.</p> <p>The development scheme recognises and refers to the state government State Planning Policy and associated mapping. This mapping includes erosion prone areas, storm surge and flood prone areas and Matters of State Environmental Significance.</p> <p>Development must address how it will seek to avoid, minimise and mitigate impacts to sensitive areas, through the development</p>	N

Matter #	Summary and merits of matters raised in submissions: General sustainability matters	Assessment	Amendment Y / N
		<p>process.</p> <p>The inclusion of water within the PDA boundary was to allow for potential water based uses and land reclamation.</p> <p>Additionally the timing and delivery of land reclamation or dredging would be subject to funding and approvals for development under the <i>Marine Parks Act 2004</i> including where required, environmental impact statements.</p> <p>Background reports have now been made available to the community to show how specialist consultant advice has informed the preparation of the development scheme.</p>	
59.	Buildings should incorporate innovative and sustainable green design techniques including natural cooling and heating.	The development scheme and associated EDQ Guidelines support this as an outcome.	N
60.	Parts of the PDA were once used for landfill and the development assessment process should have regard to this.	This will be addressed through the development assessment process. The development scheme includes criteria relating to sustainability which development must respond to in future development applications. The development scheme is also underpinned by the EDQ Guidelines, which includes a guideline on Environment and Natural Resources Sustainability.	N
61.	Acid sulfate soils are present in soils within the PDA. Procedures will be required to minimise the impact of acid sulfate soils.	This will be addressed through the development assessment process. The development scheme includes criteria relating to the identification of acid sulfate soils which development must address in future development applications. The development scheme is also underpinned by the EDQ Guidelines, which includes a guideline on Environment and Natural Resources Sustainability.	N
62.	The scheme should incorporate a disaster management plan given the coastal environment. This should accommodate evacuation of islands in severe disasters.	This is not a matter for consideration in the development scheme. This issue will be addressed through other government processes including RCC's disaster planning management process.	N

Matter #	Summary and merits of matters raised in submissions: General sustainability matters	Assessment	Amendment Y / N

Matter #	Summary and merits of matters raised in submissions: Flora and fauna including the Moreton Bay Marine Park	Assessment	Amendment Y / N
Flora and fauna, including the Moreton Bay Marine Park			
63.	The area contains flora and fauna species listed under the <i>Environmental Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) for example the Grey Headed Flying Fox and migratory birds as well as wetlands. The area also contains RAMSAR protected areas which are protected under the EPBC Act. If the EPBC Act does not apply in PDAs it is not clear how impacts will be managed.	Commonwealth legislation is likely to apply to some development within the Weinam Creek PDA,. If the EPBC Act is triggered, future development applications will require assessment against this Act.	N
64.	The scheme does not adequately address or identify where habitat areas, animals, environmental processes and ecosystems are located. It is unclear how these will be protected or impacted from development	The development scheme includes criteria relating to sustainability and the natural environment which development must respond to in future development applications. The development scheme is also underpinned by the EDQ Guidelines, which includes a guideline on Environment and Natural Resources Sustainability.	N
65.	Development and provision of infrastructure may result in destruction of vegetation listed under the <i>Vegetation Management Act 1999</i> and state mapping including mangroves.	<p>The development scheme recognises and refers to the State Planning Policy and associated mapping. This includes Matters of State Environmental Significance and how they must be considered in a development assessment.</p> <p>Development must address how it will seek to avoid, minimise and mitigate impacts to sensitive areas, through the development assessment process.</p> <p>Detailed environmental assessments will be undertaken as part of the development assessment process where relevant.</p>	N
66.	Concerned that any new trees will further reduce views already reduced by vegetation in Sel Outridge Park and in front of the Redland Bay Hotel.	<p>The development scheme is a high level planning framework which seeks to balance diverse interests. It is not an application for development and detailed designs have not yet been undertaken.</p> <p>The development scheme identifies principles which future development applications will need to have regard to such as views, access to the waterfront, environmental impacts and</p>	N

Matter #	Summary and merits of matters raised in submissions: Flora and fauna including the Moreton Bay Marine Park	Assessment	Amendment Y / N
		traffic impacts. However, trees are recognised as an important part of improving the amenity of an area which is heavily utilised by the public.	
67.	Local vegetation including mature trees in parks, around the creek and north of the police station should be maintained. New landscaping should incorporate native plants.	The preparation of the development schemes was informed by specialist consultant advice including environmental advice and detailed environmental assessments will be undertaken as part of the development assessment process, where relevant. The development scheme and associated EDQ Guidelines include requirements for development to seek to retain existing vegetation, where possible, and to incorporate endemic landscaping. The development scheme identifies principles which future development applications will need to have regard to such as views, access to the waterfront, environmental impacts and traffic impacts. Trees are recognised as an important part of improving the amenity of an area which is heavily utilised by the public.	N
68.	An area should be set aside as a koala sanctuary.	The majority of the PDA is a highly modified urban environment which would not be suitable for establishing a dedicated koala sanctuary.	N
69.	Moreton Bay Marine Park is an important area of great ecological significance which should be protected. It is unclear from the scheme what parts of Moreton Bay will be altered	The preparation of the development schemes was informed by specialist consultant advice including environmental advice and detailed environmental assessments will be undertaken as part of the development assessment process, where relevant. The requirements of the <i>Marine Parks Act 2004</i> will still apply.	N

Matter #	Summary and merits of matters raised in submissions: Stormwater, water quality and flooding	Assessment	Amendment Y / N
Stormwater, water quality and flooding			
70.	<p>A number of concerns were raised in relation to how the development would impact on the function of the creek.</p> <ul style="list-style-type: none"> It is unclear from the scheme what parts of the creek inlet will be altered. Widening of the creek will slow water flow and exacerbate silting problems. The movement of flood waters within the creek may be affected by development or additional dredging. The creek should be cleared to allow better waterflow during heavy rain. Design of the creek should ensure self-flushing by increasing the velocity of tidal flows through decreasing the width of the channel or increasing the size of the tidal prism. Weinam Creek should be widened to provide for the new ferry terminal, improve drainage during flooding and assist in clearance of silt from the creek. 	<p>The development scheme seeks to create a framework which balances diverse interests. The preparation of the development schemes was informed by specialist consultant advice including environmental advice.</p> <p>The development scheme also recognises and refers to the State Planning Policy and associated mapping. This includes Matters of State Environmental Significance and how they must be considered in a development assessment.</p> <p>Detailed environmental assessment and flood modelling will be undertaken as part of the development assessment process, where relevant.</p> <p>The development scheme identifies principles which future development applications will need to have regard to such as stormwater management.</p>	N
71.	<p>Water quality within the creek and bay is currently poor. The plan does not identify how this will be improved.</p>	<p>The development scheme includes criteria relating to sustainability, community safety and development constraints which development must respond to in future development applications. The development scheme is also underpinned by the EDQ Guidelines, which includes a guideline on Environment and Natural Resources Sustainability.</p> <p>The detailed design and nature of development will be determined in future development applications assessed through the development assessment process. Further detailed water quality modelling will be required as part of the development assessment process.</p>	N
72.	<p>A number of comments were received about dredging, environmental impacts, future</p>	<p>The preparation of the development scheme was informed by specialist consultant advice.</p>	N

Matter #	Summary and merits of matters raised in submissions: Stormwater, water quality and flooding	Assessment	Amendment Y / N
	<p>requirements, costs and implementation.</p> <p>Comments about dredging were related to both dredging for the existing ferry location as well as dredging of the creek if the ferry terminal is moved.</p> <p>Specific comments received included:</p> <ul style="list-style-type: none"> • A more viable and sustainable solution to increased dredging is required. • Further dredging may worsen water quality and siltation in the creek and Bay. • The scheme should identify how ongoing dredging will be managed, where spoil will be disposed and who will fund it. • Dredging will be expensive and will result in increased taxes or transit costs. • Concerned about the cost, practicality and environmental impact associated with dredging. • Dredging may change the function and size of the creek, lead to loss of habitat and decreased amenity. 	<p>The detailed design and nature of development including a detailed strategy for any capital dredging or maintenance dredging, will be determined through the development assessment process, where relevant.</p> <p>The development scheme includes criteria for development to demonstrate how it maintains and improves water quality and the functioning and characteristic of the existing hydrological network and addresses overland flow paths as well as minimises adverse impacts on receiving waters and appropriately manages stormwater.</p> <p>The development scheme also recognises and refers to the state government State Planning Policy and associated mapping. This includes Matters of State Environmental Significance and how they must be considered in development assessment.</p> <p>Detailed environmental assessments will be undertaken as part of the development assessment process where relevant. The requirements of the <i>Marine Parks Act</i> 2004 will still apply.</p>	
73.	<p>Development is proposed in some areas of the PDA that are flood prone and affected by storm surge.</p> <p>The proposed development could worsen the existing situation within the PDA and areas outside of the PDA.</p> <p>Particular areas identified where flooding may be exacerbated include:</p> <ul style="list-style-type: none"> • The area west of Meissner Street, south of Auster Street and north of Moores Road. • From Weinam Creek to School of Arts Road. • Crossings at School of Arts Road and Moores Road. 	<p>The development scheme recognises flooding and storm surge issues and refers to the State Planning Policy and associated mapping. This includes Matters of State Environmental Significance and how they must be considered in a development assessment.</p> <p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>Further detailed flood modelling will be required as part of the development assessment process, where relevant.</p>	N
74.	<p>Concerned about the use of excess land fill and flooding risk in low lying areas within the</p>	<p>The development scheme identifies principles which future development applications will</p>	Y

Matter #	Summary and merits of matters raised in submissions: Stormwater, water quality and flooding	Assessment	Amendment Y / N
	Orchard Beach Estate and associated impacts to land values.	<p>need to have regard to including impacts on adjoining land.</p> <p>The detailed design and nature of development including whether any fill is required to make a site appropriate for the development proposed, will be determined through the development assessment process.</p> <p>The PDA-wide criteria have been amended to ensure there is an appropriate interface between new development and existing residential development.</p> <p>Further detailed flood modelling will be required as part of the development assessment process, where relevant.</p>	

4.4. Transport, street and movement network

Matter #	Summary and merits of matters raised in submissions: General transport, street or movement network matters	Assessment	Amendment Y / N
General transport, street or movement network matters			
75.	It is not clear whether transport and traffic impact studies have been undertaken and whether they take into consideration impacts to the broader network.	<p>The preparation of the development scheme was informed by specialist consultant advice including traffic engineering advice on potential development scenarios, impacts to the road and active transport network and recommendations on the design of an efficient and safe street and movement network. This also considered where upgrades, new roads and changes would be required.</p> <p>Background reports have now been made available to the community to show how specialist consultant advice has informed the preparation of the development scheme</p>	N
76.	This is a port and should function primarily as a port, not as an area of residential development. There will be conflicts in relation to the use and amenity of residential areas in close proximity to port operations.	<p>The preparation of the development scheme was informed by specialist consultant advice including traffic engineering advice on potential development scenarios, impacts to the road and active transport network and recommendations on the design of an efficient and safe street and movement network. This also considered where upgrades, new roads and changes would be required.</p> <p>Potential conflicts between port related and residential activity will be assessed and managed through the development process.</p>	N
77.	Development should discourage vehicular traffic and ensure separation between vehicle, trailer and bus traffic and pedestrian and cycle ways.	<p>The development scheme includes criteria relating to the efficient design of the street and movement network which development must respond to in future development applications. The development scheme is also underpinned by the EDQ Guidelines, which includes a guideline on street and movement networks.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>The detailed design and construction of new</p>	N

Matter #	Summary and merits of matters raised in submissions: General transport, street or movement network matters	Assessment	Amendment Y / N
		roads including minimising conflicts between transport modes will be addressed through the development process.	
78.	Believe the priority should be relocating the ferry and bus terminals upstream as far as practicable and as soon as possible.	The development scheme provides for this to happen. Delivery will be determined through the Expression of Interest process and subject to budget priorities.	N
79.	<p>The water ambulance should be located next to the water police with its own arrival and departure area.</p> <p>Police, ambulance and other community service providers should become sole users of the existing passenger ferry terminal after the new transport hub is established.</p>	Noted.	N
80.	Concerned about mobility options for the elderly.	Consideration of this important movement network function can be addressed through the development processes.	N
81.	Suggest transport issues can be resolved without development of Moores Road land.	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements and other public infrastructure within the PDA. It is intended these improvements will enhance pedestrian and cycle connections, public open space and the overall amenity of the area. Development will contribute to improvements to public facilities and infrastructure.</p> <p>It is acknowledged that there are a number of existing areas within the PDA which the community value and utilise. The development scheme requires applications to have regard to existing residential development and local character in the way new development is designed and delivered. Minor amendments have been made to the Urban design section of the PDA-wide criteria to clarify this requirement.</p> <p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic,</p>	Y

Matter #	Summary and merits of matters raised in submissions: General transport, street or movement network matters	Assessment	Amendment Y / N
		<p>environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>Part of this advice concluded that a preferred option would be the utilisation of the site in Moores Road for car parking and other uses and this could help resolve traffic and car parking issues within the PDA.</p> <p>The PDA-wide criteria in the development scheme have been amended to ensure there is an appropriate interface between new development and existing residential development. They have also been amended to strengthen and clarify the intent for development to have regard to views, breezes and local character in its design and delivery.</p>	

Matter #	Summary and merits of matters raised in submissions: Bus and ferry services and facilities	Assessment	Amendment Y / N
Bus and ferry services and facilities			
82.	Convenient access between ferry, bus and parking is essential.	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements.</p> <p>The development scheme has been amended to clarify future development requirements in relation to parking provision and the co-location of parking with bus and ferry services. This includes additional words to clarify that the bus and ferry terminals will always be collocated with parking, that provision will be made for population growth and that users of these services will not lose access during any construction phase.</p>	Y
83.	Some submitters supported the relocation of the bus and ferry terminal further up Weinam Creek as it would allow for improvements to the co-location of the bus and ferry in proximity to parking. This would require widening of the	A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements. This includes the potential for the bus and ferry terminal to be	Y

Matter #	Summary and merits of matters raised in submissions: Bus and ferry services and facilities	Assessment	Amendment Y / N
	<p>creek which would enhance drainage and clearance of silt.</p> <p>The existing ferry terminal is well utilised and a future terminal will need to be designed to accommodate increased passenger usage from SMBI population growth. This may require the terminal to have multiple stories and lift access.</p>	<p>relocated upstream.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>Further detailed levels of planning through the development process will be the main tool for ensuring bus and ferry services are planned and developed in an integrated way with various land uses and infrastructure.</p> <p>The development scheme has been amended to clarify future development requirements in relation to parking provision and the co-location of parking with bus and ferry services. This includes additional words to clarify that the bus and ferry terminals will always be co-located with parking, that provision will be made for population growth and that users of these services will not lose access during any construction phases.</p>	
84.	<p>Some comments were received about the proposed location of the new terminal including:</p> <ul style="list-style-type: none"> • There is insufficient land provided in the plan at the head of Weinam Creek to accommodate the requirements of bus, ferry, short and long term parking and trailer parking. • The ferry should be located on the southern side of the Creek and the boat ramp located on the northern side of the creek. • If this area is used as the future location for a bus and ferry terminal that no further residential development be allowed. • Concerned about conflicts between development and the car ferry service. Suggest restricting development in proximity to the car ferry and moving the mixed use area and residential development south. 	<p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>The preparation of the development scheme used this advice as a basis and considered a number of different development options. Through this process it was determined that the framework identified in the development scheme was the most appropriate option to manage state and local interests and provide for economic development and development for community purposes.</p> <p>Based on the information available at the time the scheme was prepared, this framework suggests that the ferry would be better located on the northern side of the creek.</p> <p>A development application may propose</p>	N

Matter #	Summary and merits of matters raised in submissions: Bus and ferry services and facilities	Assessment	Amendment Y / N
		<p>something which is different to the PDA-wide criteria or Precinct provisions, as long as it is not inconsistent with the vision.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>The detailed design and nature of any updates, and final location of boat ramp and its relationship to any future bus and ferry terminal will be addressed through the development process.</p>	
85.	<p>Some submitters believed that moving ferry services further into Weinam Creek was not a viable option. Matters raised in relation to this include:</p> <ul style="list-style-type: none"> • The ferry terminal was previously located within Weinam Creek and was moved for multiple reasons. The current location of the passenger ferry is vastly superior and safer than the previous location within Weinam Creek. The previous location resulted in increased costs to the ferry operator due to a narrow navigational channel, the on-going silting up of the creek impacting on vessel access and subsequent dredging costs, the impact of large vessels on other businesses and private residences that shared the creek banks, and the unsafe and impracticality of a shared zone between commercial and recreational marine traffic • Existing ferry operation requires ferries to reverse out of pens depending on tide levels and reduced swing basin size, which requires masters to be vigilant in keeping a look out for other vessels. Concerned the proposed new passenger ferry location opposite the new boat ramp location will exacerbate the already dangerous situation and increase risk of collisions. • In addition, ferries will need to increase in 	<p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>The preparation of the development scheme used this advice as a basis and considered a number of different development options. Through this process it was determined that the framework identified in the development scheme was the most appropriate option to manage state and local interests and provide for economic development and development for community purposes.</p> <p>Based on the information available at the time the scheme was prepared, this framework suggests that the ferry could be located further into the creek.</p> <p>A development application may propose something which is different to the PDA-wide criteria or Precinct provisions, as long as it is not inconsistent with the vision.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p>	N

Matter #	Summary and merits of matters raised in submissions: Bus and ferry services and facilities	Assessment	Amendment Y / N
	<p>size and frequency to accommodate population growth and increased ferry usage. Concerned the plan does not provide for increased demand or size of ferries.</p> <ul style="list-style-type: none"> Suggest an alternative would be to keep the ferry in its current position and then either remove the recreational boat ramp, upgrade the Moore's road ramp or deliver a new ramp in another suitable location. 	<p>The final location of the bus and ferry terminal will be addressed through development process.</p>	
86.	<p>Local Redland Bay residents expressed concern about how they will be impacted by a new bus and ferry terminal, including noise and air pollution from ferries.</p>	<p>The development scheme seeks to create a framework which balances diverse interests. The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>The preparation of the development scheme used this advice as a basis and considered a number of different development options. Through this process it was determined that the framework identified in the development scheme was the most appropriate option to manage state and local interests and provide for economic development and development for community purposes.</p> <p>The PDA-wide criteria in the development scheme have been amended to ensure there is an appropriate interface between new development and existing residential development. They have also been amended to strengthen and clarify the intent for development to have regard to views, breezes and local character in its design and delivery.</p> <p>The development scheme includes requirements for development to ensure adequate visual and noise amenity. The way this is to be achieved and the detailed design and nature of development will be determined in future development applications assessed through the development assessment process.</p>	Y

Matter #	Summary and merits of matters raised in submissions: Bus and ferry services and facilities	Assessment	Amendment Y / N
87.	<p>Submitters are concerned infrastructure development costs will result in increased fares.</p> <p>The cost of ferries has increased over time and the development should look at ways of reducing travel costs for SMBI residents.</p>	<p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure. Development contributions for improvements to public facilities and infrastructure should assist in minimising any pressure to increase fares.</p> <p>Part of the assessment of any proposals will include consideration of the impacts on the cost of public infrastructure.</p>	N
88.	<p>Suggest that the existing barge takes up too much valuable land at Weinam Creek and alternative locations or options for travel to the Islands should be considered.</p> <p>Suggest moving the ferries to the south of Redland Bay to a new transport hub.</p>	<p>Any proposal to relocate transport terminals to another location would be a significant cost. There is no viable proposal at this point in time to relocate the barge or bus or ferry service outside of the PDA.</p>	N
89.	<p>The ferries are too expensive, too slow, get stuck at low tide and break down too often. There is a need for faster, cheaper, more frequent services.</p>	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA. RCC and the state government will work with ferry providers to ensure their operational requirements are able to be met and are addressed through the Expression of Interest process.</p>	N
90.	<p>Some submitters raised questions about a second ferry operator. Matters raised included:</p> <ul style="list-style-type: none"> • Reference to two ferry operators should be removed. Competition between providers has not led to any cost reductions, with current services barely viable. • Suggest the need for government regulated car ferries involving long-term contracts let on the basis of competition. 	<p>The number of ferry operators in the area is not determined by the development scheme and is determined by other legislation and processes. The development scheme does however allow for a second ferry operator to locate within the PDA. If a second operator sought to locate in the area it would need to demonstrate how it would meet operational requirements, including consideration of boat traffic conflicts and environmental considerations.</p>	N
91.	<p>Concerned about bus provision and connections.</p> <p>Suggest there is a need for better connectivity between ferry and bus timetables and to</p>	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA.</p>	N

Matter #	Summary and merits of matters raised in submissions: Bus and ferry services and facilities	Assessment	Amendment Y / N
	<p>broader public transport networks.</p> <p>Further information is required on how many bus bays and services will be provided in the future.</p> <p>The current bus facility does not operate well during peak periods.</p>	<p>The state government will continue to work with RCC and the community to ensure operational requirements of the public transport system continue to be met</p>	
92.	<p>A number of general matters regarding bus movements were raised including:</p> <ul style="list-style-type: none"> • Bus movements should be removed from Banana and Outride Streets, with provision made instead around a new transport hub upstream of Weinam Creek, therefore minimising travel distances from Meissner Street. • Bus traffic should enter via Meissner Street along a ring road to the new ferry terminal and exit past a new multi storey car park on Moores Road. • Alternate bus routes at the end of Weinam and Moores Road should be provided with busses accessing the car park via a roundabout. • Bus services should not come through Precinct 1. 	<p>The preparation of the development scheme was informed by specialist consultant advice. This included traffic engineering advice on potential development scenarios, impacts to the road network and recommendations on the design of an efficient and safe street and movement network.</p> <p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA through the development process.</p> <p>The state government will continue to work with RCC and the community to ensure operational requirements of the public transport system continue to be met and are addressed through the development process.</p>	N
93.	<p>A number of improvements were suggested in relation to design and facilities and a new ferry and/or bus terminal. Suggestions included:</p> <ul style="list-style-type: none"> • protection from the weather • improved security and lighting. • landscaping • toilets • retail facilities and WIFI • luggage and storage facilities. 	<p>These matters can be addressed as part of any redevelopment of the bus and ferry terminal.</p>	N
94.	<p>Other submitters suggest that the ferry terminal could remain in its current location if a park and ride was provided in an alternative location and serviced by a shuttle bus.</p>	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements and other public infrastructure within the PDA. It is</p>	N

Matter #	Summary and merits of matters raised in submissions: Bus and ferry services and facilities	Assessment	Amendment Y / N
		<p>intended these improvements will enhance pedestrian and cycle connections, public open space and the overall amenity of the area. Development will contribute to improvements to public facilities and infrastructure.</p> <p>The development scheme provides for the relocation of the bus and ferry terminal upstream to enable the current site to be used for other purposes. The timing, final location and design of the terminal will be determined through the development process and budget priorities. There is sufficient flexibility within the development scheme and the Expression of Interest process to enable a park and ride facility to be proposed if this is a better outcome.</p> <p>Further detailed levels of planning through the development process will be the main tools for ensuring bus and ferry services are planned and developed in an integrated way with various land uses and infrastructure.</p>	

Matter #	Summary and merits of matters raised in submissions: Road network and traffic congestion	Assessment	Amendment Y / N
Road network and traffic congestion			
95.	<p>The existing road network will need to be upgraded to accommodate increased development.</p> <p>Concerned the plan does not make provision for upgrades to roads and intersections within the PDA or the broader area.</p>	<p>The development scheme is a high level planning framework which identifies principles that future development applications will need to have regard to including upgrades to roads and intersections. The detailed design and nature of development will be determined in future development applications assessed through the development assessment process.</p> <p>The preparation of the development scheme was informed by specialist consultant advice. This included traffic engineering advice on potential development scenarios, impacts to the road network and recommendations on the design of an efficient and safe street and movement network. Some of these recommendations are included in the Infrastructure Plan.</p> <p>Some of the upgrades to the transport network will be delivered as part of the development process and RCC's road network plan.</p>	N
96.	<p>Submitters noted that increased traffic movement as a result of development will create a number of impacts. Some specific matters raised include:</p> <ul style="list-style-type: none"> • Increased traffic congestion, noise and pollution. • Increased traffic and parking on residential streets which may impact access to existing homes. • Reduction in safety for pedestrians and cyclists due to increased traffic and faster speeds. • Conflicts between different users of the road network. • Concerns were specifically noted about Boundary Street and Beenleigh-Redland Bay Road, the Boulevard, Banana Street, Colburn Avenue, Moores Road and Government Road and their intersection, 	<p>The development scheme is a high level planning framework which identifies principles that future development applications will need to have regard to including upgrades to roads and intersections. The detailed design and nature of development will be determined in future development applications assessed through the development assessment process.</p> <p>The preparation of the development scheme was informed by specialist consultant advice. This included traffic engineering advice on potential development scenarios, impacts to the road network and recommendations on the design of an efficient and safe street and movement network.</p> <p>Background reports have now been made available to the community to show how specialist consultant advice has informed the preparation of the development scheme.</p> <p>Upgrades to the transport network will be</p>	N

Matter #	Summary and merits of matters raised in submissions: Road network and traffic congestion	Assessment	Amendment Y / N
	and the Esplanade.	delivered as part of the development process.	
97.	Concerned many existing roads are subject to flooding and that the scheme does not take this into consideration.	<p>The preparation of the development scheme was informed by specialist consultant advice. This included traffic engineering advice on potential development scenarios, impacts to the road network and recommendations on the design of an efficient and safe street and movement network.</p> <p>Further detailed flood modelling will be required in association with future development applications, where relevant.</p> <p>Improvements to roads which are external to the PDA boundary are not a matter for consideration in the development scheme and can be considered as part of Council's road transport network program.</p>	N
98.	<p>A number of suggestions were made to improve safety and reduce potential impacts of increased traffic in the area. Suggestions included:</p> <ul style="list-style-type: none"> • reducing speed limits • making streets one way only removing buses and heavy vehicles • limiting traffic to local only traffic • creating shared pedestrian car zones or other traffic calming mechanisms. 	The detailed design and nature of development including traffic calming and any upgrades to the existing pedestrian and cycle network will be determined through the development process. Some issues such as reducing speed limits would need to be addressed through other processes.	N
99.	<p>Submitters raised concerns and made suggestions about the proposed road network. Specific matters raised in relation to this included:</p> <ul style="list-style-type: none"> • Retain and upgrade the existing road layout rather than constructing new roads. • Do not support the extension of Hamilton Street across Outridge Street to Banana Street, due to concerns about increased traffic and noise through the residential precinct. This land should be used for high rise development and money for this road 	<p>The preparation of the development scheme was informed by specialist consultant advice. This included traffic engineering advice on potential development scenarios, impacts to the road network and recommendations on the design of an efficient and safe street and movement network. This also considered the management of conflicts between different land uses and traffic.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development</p>	N

Matter #	Summary and merits of matters raised in submissions: Road network and traffic congestion	Assessment	Amendment Y / N
	<p>extension should be spent on a new integrated bus and ferry transport hub upstream of Weinam Creek.</p> <ul style="list-style-type: none"> • Provide a one way road system through the area, along Banana Street from Hamilton to Meissner and along Meisser to Weinam Street, with Hamilton and Outridge Streets remaining two way. As part of this upgrade intersections at Gordon and Main, Gordon and German Church and German Church and School of Arts. • The proposed road alignment and T intersection to Moores Road be moved west, away from existing residential development. 	<p>proponent or proponents to stage and deliver key catalyst development and infrastructure. This process will also test the feasibility of issues such as the extension of Hamilton Street. Alternative proposals could be considered under the development scheme.</p> <p>Development applications will be required, where relevant to provide a traffic management plan to demonstrate how traffic will be managed during construction periods.</p> <p>The proposed alignment of the intersection at Moores Road is to provide for access to future development parcels above the flood affected areas off Moores Road.</p>	
100.	Other submitters supported the extension of Hamilton Street through to Banana Street and around the new esplanade.	Noted.	N
101.	The proposed waterfront esplanade road should be set back from the water and behind the mixed use area to improve public access to the foreshore.	<p>The preparation of the development scheme was informed by specialist consultant advice. This included traffic engineering advice on potential development scenarios, impacts to the road network and recommendations on the design of an efficient and safe street and movement network.</p> <p>The development scheme shows a new pedestrian / cycle area and waterfront road which will provide a buffer between development and the foreshore, increase activity and therefore safety and enhance public access to the waterfront. Development adjoining this public space and road would provide opportunities for mixed use retail café uses – further enhancing the public’s opportunity to enjoy the waterfront. Map 2 – Structure plan has been amended to clarify the intent for the waterfront promenade to be a green public open space connection which promotes waterfront access.</p>	Y
102.	Prioritise reduction in traffic movement throughout the area to enhance amenity and	The preparation of the development scheme was informed by specialist consultant advice.	N

Matter #	Summary and merits of matters raised in submissions: Road network and traffic congestion	Assessment	Amendment Y / N
	investment potential.	<p>This included traffic engineering advice on potential development scenarios, impacts to the road network and recommendations on the design of an efficient and safe street and movement network.</p> <p>The detailed design and nature of any upgrades including traffic calming, will be determined in future development applications assessed through the development assessment process, where relevant. The timing of when development will occur will be determined by market forces and the development process.</p> <p>Development applications will be required to provide a traffic management plan to demonstrate how traffic will be managed during construction periods, where relevant.</p> <p>Background reports have now been made available to the community to show how specialist consultant advice has informed the preparation of the development scheme.</p>	

Matter #	Summary and merits of matters raised in submissions: Pedestrian and cycle paths	Assessment	Amendment Y / N
Pedestrian and cycle paths			
103.	<p>Improved pedestrian and cycle connections should be wide enough to accommodate several people and bikes using them at the one time.</p> <p>Some submitters were concerned about pedestrian safety around cyclists and suggested traffic calming devices be incorporated into cycle paths.</p> <p>Concerned access to walking tracks along the bay will be affected by development. A variety of walking path options should be provided.</p>	<p>The development scheme identifies requirements for the provision of new walking and cycling paths, including a proposal to create a pedestrian and cycle network through the PDA focussed on a north south link along the foreshore, as well as improvements to existing paths.</p> <p>The preparation of the development scheme was informed by specialist consultant advice. This included traffic engineering advice on potential development scenarios, impacts to the road and active transport network and recommendations on the design of an efficient and safe street and movement network.</p> <p>The detailed design and nature of development including traffic calming, any upgrades to the existing pedestrian and cycle network will be determined in future development applications assessed through the development assessment process, where relevant. Links to existing paths will be one important matter to consider in any assessment of development application where this matter is relevant.</p> <p>The development scheme is also underpinned by the EDQ Guidelines which includes a guideline on best practice design of street and movement networks. Development will be required to address how it delivers on the principles of the development scheme and related guidelines, through the development assessment process.</p>	N
104.	Support the provision of a bridge over the creek for pedestrians.	Noted	N
105.	Opportunities to provide public art along pedestrian and cycle paths should be encouraged.	Noted	N
106.	The pedestrian/cycle path would be better located away from main roads and along	A new pedestrian and cycle path is proposed	N

Matter #	Summary and merits of matters raised in submissions: Pedestrian and cycle paths	Assessment	Amendment Y / N
	Auster Street and the Esplanade, following the foreshore to connect with the existing Orchard Beach pathway.	along the waterfront and Esplanade Street. Opportunities for connection to Orchard Beach will be determined through the design of any development process.	
107.	The pedestrian and cycle path proposed in Precinct 1 through the passenger ferry terminal may negatively impact on the arrival and departure of commuters at peak times.	Appropriate measures can be undertaken to manage conflicts between pedestrian and ferry users such as separated paths and signage. The detailed design and nature of any upgrades including the relationship between the pedestrian and cycle path and ferries, will be determined through the development process, where relevant.	N
108.	End of trip and bicycle facilities should be provided at the new terminal.	This is included in the PDA-wide Criteria.	N

Matter #	Summary and merits of matters raised in submissions: Access to the Southern Moreton Bay Islands	Assessment	Amendment Y / N
Access to the Southern Moreton Bay Islands			
109.	<p>The development scheme must consider the economic and social wellbeing of Islanders and their dependency on sufficient and affordable parking co-located with the ferry terminal and bus interchange and should also have regard to SMBI population growth.</p> <p>The focus of this scheme should be creating a gateway to the Southern Moreton Bay Islands and the scheme should seek to improve the standard of provision for these facilities.</p>	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA and this is supported through the vision. There is also an opportunity for community services to locate in the mixed use area.</p> <p>The development scheme has been amended to clarify future development requirements in relation to parking provision and the co-location of parking with bus and ferry services. This includes additional words to clarify that the bus and ferry terminals will always be co-located with parking, that provision will be made for population growth and that users of these services will not lose access during any construction phase.</p>	Y
110.	<p>Providing high quality, cost effective and convenient access to the Islands will encourage economic development and boost SMBI property prices.</p>	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA which will benefit the SMBI.</p>	N
111.	<p>The most vital components of the development scheme for the SMBI residents are the issues of parking, improvements to water transport costs together with a significant reduction in vehicle barge journey times and costs.</p>	<p>A solution to increasing costs of transport is a complex issue that can only partially be addressed through the development scheme. However, a key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA.</p> <p>The development scheme is a high level planning framework which identifies principles that future development applications will need to have regard to. The detailed design and nature of development will be determined through the development assessment process.</p> <p>The development scheme has been amended to clarify future development requirements in relation to parking provision and the co-location of parking with bus and ferry services. This includes additional words to clarify that the bus</p>	Y

Matter #	Summary and merits of matters raised in submissions: Access to the Southern Moreton Bay Islands	Assessment	Amendment Y / N
		and ferry terminals will always be collocated with parking, that provision will be made for population growth and that users of these services will not lose access during any construction phase.	
112.	<p>A number of submissions suggested alternative means of providing access to the Islands. Suggestions and matters raised included:</p> <ul style="list-style-type: none"> • Look at other alternatives to reduce the islander's reliance on having a car park. • Providing a short cable car barge. A number of different route scenarios were suggested. Some routes have been the subject of previous investigations. Alternatives included from Pannikin Island to the mainland, North Macleay to Victoria Point and Southern Russell Island to Little Rocky Point. • Alternative cable barge routes, North Macleay to Victoria Point and Southern Russell Island to Little Rocky Point • A bridge connection either in the short-term, or allow for a bridge in the future. • Construct a bridge connection over the Logan River near its mouth. • Construct a tunnel to the islands. 	<p>Consideration of other locations for ferry terminals, barge routes, bridges and tunnels outside the PDA boundary would have involved complex and costly assessments that are not a matter for consideration in the development scheme. A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA.</p> <p>The PDA was declared under the <i>Economic Development Act 2012</i> at the request of RCC. The Act's purpose is to facilitate economic development and development for community purposes. The development scheme therefore seeks to support opportunities for economic development within the PDA which will provide new public infrastructure and facilities that will benefit both mainland and island communities.</p>	N
113.	<p>Ensure any changes or moving of the bus and ferry terminal occurs at the same time as car parking. Users should not be disadvantaged in accessing these services during development staging.</p>	<p>The development scheme has been amended to clarify future development requirements in relation to parking provision and the co-location of parking with bus and ferry services. This includes additional words to clarify that the bus and ferry terminals will always be collocated with parking, that provision will be made for population growth and that users of these services will not lose access during any construction phase.</p>	Y
114.	<p>Concerned about access to emergency services from the islands.</p>	<p>The development scheme recognises the need to allocate sites for community services such as emergency services.</p>	N

Matter #	Summary and merits of matters raised in submissions: Car Parking (mainland resident concerns)	Assessment	Amendment Y / N
Car parking (mainland resident concerns)			
115.	<p>Redland Bay residents should not be negatively impacted by parking provided primarily for SMBI residents. Some specific matters raised in relation to this include:</p> <ul style="list-style-type: none"> • Request further detailed information on the provision of car parking including the size of the area to be taken up for parking, where multi deck car parks will be provided and how they will operate. • Multi deck car parking should not obstruct existing views. • Island residents were aware of the commuting difficulty when purchasing their properties and Redland Bay residents should not be disadvantaged because of this choice. • “Our parking spot” has become an eyesore and problem for Council to manage. It is also a lot of money spent for one interest group at the cost to others. • Additional car parks will result in loss of open space or amenity. • Existing farmland should not be lost to car parking. 	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements and other public infrastructure within the PDA. It is intended these improvements will enhance pedestrian and cycle connections, public open space and the overall amenity of the area. Development will contribute to improvements to public facilities and infrastructure.</p> <p>The vision of the development scheme and Map 2 – Structure Plan propose that ultimately car parking would be collocated with a new ferry and bus terminal in an alternative location from current land along the foreshore. The areas currently used for car parking would be largely replaced by new uses which will improve community access to services, access to the waterfront and the overall amenity of the area.</p> <p>The preparation of the development scheme was informed by specialist consultant advice. This included traffic engineering advice on potential development scenarios, impacts to the road network and recommendations on the design of an efficient and safe street and movement network. This included the need to use rural land in Moores Road for car parking.</p> <p>Background reports have now been made available to the community to show how specialist consultant advice has informed the preparation of the development scheme.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure including parking.</p> <p>Further detailed levels of planning through the development process will be the main tool for</p>	Y

Matter #	Summary and merits of matters raised in submissions: Car Parking (mainland resident concerns)	Assessment	Amendment Y / N
		<p>ensuring parking is planned and developed in an integrated way with various land uses and infrastructure.</p> <p>The development scheme includes criteria for development to have regard to views, access to the waterfront, environmental impacts and traffic impacts in how buildings and streets are designed.</p> <p>In addition to the development scheme, applications will need to consider the EDQ Guidelines which provide further detailed advice on how buildings should be designed to provide for appropriate privacy, safety and high quality design.</p> <p>The PDA-wide criteria in the development scheme have been amended to ensure there is an appropriate interface between new development and existing residential development. They have also been amended to strengthen and clarify the intent for development to have regard to views, breezes and local character in its design and delivery.</p>	
116.	<p>Residents in proximity to Moores Road and Orchard Beach estate are concerned about amenity impacts from multi deck car parking.</p> <p>It is suggested that it be located somewhere else away from existing residential areas or designed to minimise impacts to adjoining development through buffers.</p> <p>In addition to other matters raised in this section, submitters were concerned about:</p> <ul style="list-style-type: none"> • Increased traffic, overflow parking on residential streets and issues with access from a singular entry point. • Reduced amenity and change to the character of the residential area. • Loss of views and breezes. • Devaluing of property. • Public safety and crime. 	<p>Background reports and other information informed the preparation and selection of the preferred framework for future development in the development scheme. This included the proposal to utilise the Moores Road site as an option for car parking and access. The development scheme also includes criteria for development to have regard to views, access to the waterfront, environmental impacts and traffic impacts in how buildings and streets are designed.</p> <p>In addition to the development scheme, applications will need to consider the EDQ Guidelines which provide further detailed advice on how buildings should be designed to provide for appropriate privacy, safety and high quality design.</p> <p>The PDA-wide criteria in the development scheme have been amended to ensure there is an appropriate interface between new development and existing residential</p>	Y

Matter #	Summary and merits of matters raised in submissions: Car Parking (mainland resident concerns)	Assessment	Amendment Y / N
	<ul style="list-style-type: none"> • Light and noise emissions. • Suggest that parking be restricted to the northern side of Weinam Creek and the southern side be developed as a public park. 	<p>development. They have also been amended to strengthen and clarify the intent for development to have regard to views, breezes and local character in its design and delivery.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure including parking.</p> <p>Further detailed levels of planning through the development process will be the main tool for ensuring parking is planned and developed in an integrated way with various land uses and infrastructure.</p>	
117.	<p>Concerned parking will negatively impact ecological areas, particularly in proximity to Weinam Creek.</p>	<p>The preparation of the development schemes was informed by specialist consultant advice including environmental advice and detailed environmental assessments will be undertaken as part of the development assessment process, where relevant.</p> <p>The development scheme requires development to address potential impacts on the environment and recognises and refers to the state government State Planning Policy and associated mapping. These policies and mapping include Matters of State Environmental Significance.</p> <p>Background reports have now been made available to the community to show how specialist consultant advice has informed the preparation of the development scheme.</p>	N
118.	<p>Concerned about the provision of parking in a flood prone area, in particular the environmental impacts and cost of construction.</p> <p>It is noted that a previous development application at Moores Road was rejected on the grounds that the property was flood prone.</p>	<p>The development scheme is a high level planning framework which identifies principles which future development applications will need to have regard to, including managing impacts on the environment and detailed assessment of flooding issues.</p> <p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic</p>	Y

Matter #	Summary and merits of matters raised in submissions: Car Parking (mainland resident concerns)	Assessment	Amendment Y / N
		<p>engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>The detailed design and nature of development including how impacts to the environment have been avoided, minimised or mitigated and whether any fill is required to make a site appropriate for the development proposed, will be determined through the development assessment process, where relevant.</p> <p>The PDA-wide criteria have also been amended to ensure there is an appropriate interface between new development and existing residential development.</p> <p>Further detailed flood modelling will be required for development applications as part of the development assessment process.</p>	
119.	Suggest removing the current parking provisions east of Banana Street as this no longer meeting the needs of residents	<p>The current parking arrangements will need to be reviewed as part of the development of the PDA.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>Further detailed levels of planning through the development process will be the main tool for ensuring parking is planned and developed in an integrated way with various land uses and infrastructure.</p>	N
120.	Parking would be better provided underground rather than in a multi storey configuration and should not be provided on the foreshore	<p>The development scheme's vision is to relocate car parking from the foreshore while ensuring it is also collocated with the ferry and bus terminal. An underground car park would be costly and feasibility would depend on a range of issues.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure</p>	N

Matter #	Summary and merits of matters raised in submissions: Car Parking (mainland resident concerns)	Assessment	Amendment Y / N
		including car parking. Further detailed levels of planning through the development process will be the main tool for ensuring parking is planned and developed in an integrated way with various land uses and infrastructure.	
121.	Suggest moving the car park adjacent to Sel Outridge Park to the west of the proposed reclamation area, to provide for more open space area	Further detailed levels of planning through the development process will be the main tool for ensuring parking and areas of public open space are planned and developed in an integrated way with various land uses and infrastructure. It is intended that open space areas will be created through land reclamation and relocation of car parking.	N

Matter #	Summary and merits of matters raised in submissions: Car Parking (SMBI resident concerns)	Assessment	Amendment Y / N
Car parking (SMBI resident concerns)			
122.	<p>Car parking must be provided in proximity to the passenger ferry and established before other development occurs. Some specific matters raised in relation to this included:</p> <ul style="list-style-type: none"> • There is a shortage of car parking in the area for SMBI residents and their visitors, particularly at peak times, which will only get worse as the SMBI population grows. • SMBI residents rely on having a car on the mainland as public transport is often unavailable at the time they need to travel or not providing convenient connections to desired services or locations. • Car parking shortages and the need to park long distances from the bus and ferry are having health and safety impacts on the community. In particular people with a disability, the elderly, sick, people travelling at night or people with children are forced to walk long distances from car parks to the ferry or experience high levels of stress when unable to get a car park. • Some submitters suggest parking spaces should be allocated based on proof of island residency, income, rates or disability. 	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA and this is supported though the vision.</p> <p>The development scheme has been amended to clarify future development requirements in relation to parking provision and the co-location of parking with bus and ferry services. This includes additional words to clarify that the bus and ferry terminals will always be co-located with parking, that provision will be made for population growth and that users of these services will not lose access during any construction phase.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>Further detailed levels of planning through the development process will be the main tool for ensuring parking is planned and developed in an integrated way with various land uses and infrastructure.</p>	Y
123.	<p>A number of submissions raised issues in relation to the cost of parking. Specific matters raised in relation to this included:</p> <ul style="list-style-type: none"> • Parking must be provided at a reasonable cost to users with a variety of pricing/pay structures available. • Concerned car parking will be privatised and will result in increased costs to users. • Remote or paid parking is unfair to SMBI residents who already have extensive time and costs associated with travel to and from the mainland. 	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA and this is supported though the vision.</p> <p>The development scheme has been amended to clarify future development requirements in relation to parking provision and the collocation of parking with bus and ferry services. This includes additional words to clarify that the bus and ferry terminals will always be co-located with parking, that provision will be made for population growth and that users of these services will not lose access during any construction phase.</p> <p>It is intended that RCC in partnership with the</p>	Y

Matter #	Summary and merits of matters raised in submissions: Car Parking (SMBI resident concerns)	Assessment	Amendment Y / N
		<p>state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>Further detailed levels of planning through the development process will be the main tool for ensuring parking is planned and developed in an integrated way with various land uses and infrastructure.</p> <p>The cost of car parking is a complex issue that can only be partially addressed in the development scheme.</p>	
124.	Concerned mainlanders are parking at Weinam Creek and travelling to the islands for work.	The development scheme cannot regulate who uses car parks. It can only make provision for anticipated demand.	N
125.	Do not support any development in locations which will remove car parking and disadvantage existing users in their ability to access car parking	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA.</p> <p>The development scheme has been amended to clarify future development requirements in relation to parking provision and the co-location of parking with bus and ferry services. This includes additional words to clarify that the bus and ferry terminals will always be collocated with parking, that provision will be made for population growth and that users of these services will not lose access during any construction phase.</p>	Y
126.	<p>The scheme does not provide enough information on where and how parking will be provided. Specific concerns and questions raised in relation to this include:</p> <ul style="list-style-type: none"> • The number of car parks that will be provided and the proportion of free, secure, short and long-term car spaces. • The size of the parking area. • Whether parking will be reserved for SMBI residents. • The location of the multi deck car parks 	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA.</p> <p>The development scheme is a high level planning framework which identifies principles that future development applications will need to have regard to. It identifies the preferred location of key parking areas and key considerations development will need to have regard to in providing parking within the PDA. The detailed design and nature of development</p>	Y

Matter #	Summary and merits of matters raised in submissions: Car Parking (SMBI resident concerns)	Assessment	Amendment Y / N
	<p>and mode of operation.</p> <ul style="list-style-type: none"> • How the “our parking spot” scheme will be affected. 	<p>will be determined through the development assessment process.</p> <p>The development scheme has been amended to clarify future development requirements in relation to parking provision and the co-location of parking with bus and ferry services. This includes additional words to clarify that the bus and ferry terminals will always be collocated with parking, that provision will be made for population growth and that users of these services will not lose access during any construction phase.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>Further detailed levels of planning through the development process will be the main tool for ensuring parking is planned and developed in an integrated way with various land uses and infrastructure.</p>	
127.	<p>A number of suggestions on where and how parking should be configured, including requests for:</p> <ul style="list-style-type: none"> • Increases in all types of parking including disability, free and permanent and leased spaces. • Multi deck. • Park and ride serviced by a shuttle. • Loading bays. • Combine car parking with services such as a petrol station, car wash or other complementary businesses. • Design buildings to provide parking on lower levels which is reserved for islander ownership. • Leave the ferries and car parking where they are and build a large suspended slab over the top of parking. 	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA.</p> <p>The development scheme is a high level planning framework which identifies principles that future development applications will need to have regard to. The detailed design and nature of development will be determined through the development assessment process.</p> <p>The development scheme has been amended to clarify future development requirements in relation to parking provision and the co-location of parking with bus and ferry services. This includes additional words to clarify that the bus and ferry terminals will always be collocated with parking, that provision will be made for population growth and that users of these services will not lose access during any construction phase.</p>	Y

Matter #	Summary and merits of matters raised in submissions: Car Parking (SMBI resident concerns)	Assessment	Amendment Y / N
	<ul style="list-style-type: none"> • Provide separate parking for retail, marina use and ferry users. • Provide charging points for electric vehicles. 	<p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure such as car parking.</p> <p>Further detailed levels of planning through the development process will be the main tool for ensuring parking is planned and developed in an integrated way with various land uses and infrastructure.</p>	
128.	All parking facilities should remain in public ownership.	<p>The development scheme cannot prescribe who will own parking facilities.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>Further detailed levels of planning through the development process will be the main tool for ensuring parking is planned and developed in an integrated way with various land uses and infrastructure.</p>	N

Matter #	Summary and merits of matters raised in submissions: Boat ramp and parking	Assessment	Amendment Y / N
Boat ramp and parking			
129.	Support for the proposed location of the new boat ramp and associated parking.	Noted.	N
130.	<p>Boat trailer parking around existing boat ramp is limited and under supplied on weekends. Concerned that this is not identified as a priority in the plan.</p> <p>Interim measures will be required to enable access during redevelopment. The current boat ramp should remain open for use until the new facilities are ready.</p>	<p>A key priority of the development scheme is to provide for improvements to the existing parking arrangements within the PDA. Boat trailer parking in particular has been recognised as an important issue and the alternative location identified in the development scheme for a boat ramp.</p> <p>The development scheme is a high level planning framework which identifies principles that future development applications will need to have regard to. The detailed design and nature of development will be determined through the development assessment process.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>Further detailed levels of planning through the development process will be the main tool for ensuring parking for boat trailers and other uses are planned and developed in an integrated way with various land uses and infrastructure.</p> <p>The infrastructure plan has been amended to clarify future development requirements in relation to maintaining or improving the capacity of the boat ramp.</p>	Y
131.	<p>A number of comments and suggestions were received in relation to the design and redevelopment of the boat ramp. Specific suggestions on the design and facilities provided included:</p> <ul style="list-style-type: none"> • The proposed area for the new boat ramp may not be large enough to cater for demand. • Ensure the existing four lane capacity is 	<p>The preparation of the development scheme was informed by specialist consultant advice. This included consideration of potential boat ramp scenarios and locations and considered the management of conflicts between different users.</p> <p>The development scheme is a high level planning framework which identifies principles that future development applications will need</p>	Y

Matter #	Summary and merits of matters raised in submissions: Boat ramp and parking	Assessment	Amendment Y / N
	<p>retained as a minimum at the new boat ramp.</p> <ul style="list-style-type: none"> • Provide a sufficiently large pontoon. • Provide fresh water and shade trees nearby. • Provide disabled parking nearby. • Provide short term mooring and clean-up/wash down facilities. • Ensure a sufficient gradient to launch boats from in all tides, particularly low tide, with dredging to occur at the lowest tide to permit efficient and safe recovery of boats. • Provide additional, free car parking with the new boat ramp. • Small craft access should be retained and improved. 	<p>to have regard to. The detailed design and nature of development will be determined through the development assessment process.</p> <p>The infrastructure plan has been amended to clarify future development requirements in relation to maintaining or improving the capacity of the boat ramp.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>Some of these matters can be addressed as part of any redevelopment of the bus and ferry terminal. The detailed design and nature of any future bus and ferry terminal and its relationship to the boat ramp will be determined through the development process, where relevant.</p>	
132.	<p>Protect the Pelicans slipway as it is the only publicly accessible point to Weinam creek.</p>	<p>There is no proposal in the development scheme to remove the slipway. Any modifications to Weinam Creek would need to address this issue.</p>	N
133.	<p>A number of submitters commented on the location of the boat ramp and parking. Comments received included:</p> <ul style="list-style-type: none"> • The location of the new boat ramp will negatively impact existing residential areas. It will decrease property values, create light and noise emissions, result in developers purchasing housing around the boat ramp, create traffic conflicts between residential and boat trailer traffic and increase traffic congestion. • The boat ramp and parking should be moved to the northern side of the vehicular ferries or seaward of the existing fishing club in the northern part of the site. • Locate the boat ramp at the base of the creek with an enlarged and improved marina area with associated services, 	<p>The preparation of the development scheme was informed by specialist consultant advice. This included consideration of potential boat ramp scenarios and locations and considered the management of conflicts between different users.</p> <p>The development scheme is a high level planning framework which identifies principles that future development applications will need to have regard to. The detailed design and nature of development will be determined through the development assessment process.</p> <p>The infrastructure plan has been amended to clarify future development requirements in relation to maintaining or improving the capacity of the boat ramp.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression</p>	Y

Matter #	Summary and merits of matters raised in submissions: Boat ramp and parking	Assessment	Amendment Y / N
	<p>shops and restaurants.</p> <ul style="list-style-type: none"> • Suggest that the new recreational boat ramp should be removed from the scheme, and the alternative should be to upgrade the Moores Road ramp or a new ramp in a more suitable location. • Suggest including the boat ramp in the marina to eliminate the conflict between ferries and recreational watercraft. 	<p>of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>Further detailed levels of planning through the development process will be the main tool for ensuring parking and the design of the boat ramp is planned and developed in an integrated way with various land uses and infrastructure.</p>	

4.5. Public open space and community facilities

Matter #	Summary and merits of matters raised in submissions: Public open space	Assessment	Amendment Y / N
Public open space			
134.	<p>Support for improvements to the foreshore area, public open space and community facilities.</p> <p>Excited about the potential and support opportunities to capitalise on the beauty of the waterfront and Moreton Bay.</p>	Noted.	N
135.	<p>There is insufficient open space planned for the area to accommodate the increase in population.</p> <p>More large open space areas should be provided with landscaping and native species.</p>	<p>The development scheme is a high level planning framework which seeks to balance diverse interests. It is not an application for development and detailed designs have not yet been undertaken. The development scheme identifies principles which future development applications will need to address. The detailed design and nature of development will be determined through the development assessment process.</p> <p>It is intended that the development scheme will support development opportunities which improve the character of the area and enhance the current amenity, pedestrian and cycle connections and public open space within the PDA.</p> <p>The development scheme seeks to improve public access and enjoyment of the waterfront through maintaining and improving two major parks, as well as providing a pedestrian/cycle path along the length of the waterfront and promoting mixed use retail café opportunities along an extension of Meissner and Weinam Streets. This will enhance opportunities for the public to access and enjoy the water and bay through both active and passive recreation.</p> <p>Significant parks, gardens and public spaces will contribute to increased enhanced public open space and public realm. When the site is developed, public open space will include mixed use plazas, waterways, parks, gardens and building forecourts. Within the PDA, waterfront promenades and pedestrian</p>	Y

Matter #	Summary and merits of matters raised in submissions: Public open space	Assessment	Amendment Y / N
		<p>corridors and creek corridors will also contribute to public open space.</p> <p>Minor amendments have been made to the development scheme to clarify the intention to protect the functioning of existing park areas and ensure no net loss of public open space within the PDA.</p>	
136.	<p>Open space areas could be increased by reclaiming existing car park areas east of Banana Street, near the war memorial for open space. These areas could be increased by filling and grassing behind a retaining wall at the low tide mark between the existing car and passenger ferry terminals.</p>	<p>The development scheme provides for the future potential reclamation of land in front of Neville Stafford Park. The timing and delivery of land reclamation would be subject to funding and approvals for development under the <i>Marine Parks Act 2004</i> including where required, environmental impact statements.</p> <p>The document seeks to improve public access and enjoyment of the waterfront through maintaining and improving two major parks, as well as providing a pedestrian/cycle path along the length of the waterfront and promoting mixed use retail café opportunities along an extension of Meissner and Weinam Streets. This will enhance opportunities for the public to access and enjoy the water and bay through both active and passive recreation.</p> <p>Significant parks, gardens and public spaces will contribute to increased enhanced public open space and public realm. When the site is developed, public open space will include mixed use plazas, waterways, parks, gardens and building forecourts. Within the PDA, waterfront promenades and pedestrian corridors and creek corridors will also contribute to public open space.</p>	N
137.	<p>Some submitters requested there be more facilities provided close to the ferry terminal which people can enjoy while they wait for the ferry.</p>	<p>The development scheme is a high level planning framework which seeks to balance diverse interests. It is not an application for development and detailed designs have not yet been undertaken. The development scheme identifies principles which future development applications will need to address. The detailed design and nature of development will be determined in future development applications assessed through the development</p>	N

Matter #	Summary and merits of matters raised in submissions: Public open space	Assessment	Amendment Y / N
		<p>assessment process.</p> <p>It is intended that the development scheme will support development opportunities which improve the character of the area and enhance the current amenity, pedestrian and cycle connections and public open space within the PDA including the ferry terminal area.</p> <p>The delivery of park embellishments and facilities will be determined through the development assessment process, in accordance with RCC's public open space policies.</p>	
138.	<p>Concerned about impact of development on open space at Orchard Beach and the walking tracks along the Esplanade. Suggest strengthening reference to the Esplanade and foreshore and ensuring that this area is protected for the community to enjoy.</p>	<p>The PDA-wide criteria in the development scheme have been amended to ensure there is an appropriate interface between new development and existing residential development. They have also been amended to strengthen and clarify the intent for development to have regard to views, breezes and local character in its design and delivery.</p>	Y
139.	<p>Concerned about loss of greenery and open space for high rise development.</p>	<p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice.</p> <p>Achieving higher yields on developable land increases the feasibility of development therefore enabling public open space and other public facilities to be improved.</p> <p>Background reports have now been made available to the community to show how specialist consultant advice has informed the preparation of the development scheme.</p> <p>Minor amendments have been made to the development scheme to clarify the intention to protect the functioning of existing park areas and ensure no net loss of public open space within the PDA.</p>	Y
140.	<p>Development should focus on maintaining and improving existing park areas before new areas</p>	<p>The PDA was declared under the <i>Economic Development Act 2012</i> at the request of RCC. The Act's purpose is to facilitate economic</p>	Y

Matter #	Summary and merits of matters raised in submissions: Public open space	Assessment	Amendment Y / N
	are created.	<p>development and development for community purposes. The development scheme therefore seeks to support opportunities for economic development which will provide new public infrastructure and facilities that will benefit both mainland and island communities.</p> <p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements and other public infrastructure within the PDA. It is intended these improvements will enhance pedestrian and cycle connections, public open space and the overall amenity of the area. Development will contribute to improvements to public facilities and infrastructure.</p> <p>It is acknowledged that there are a number of existing areas within the PDA which the community value and utilise. The development scheme requires applications to have regard to existing residential development and local character in the way new development is designed and delivered. Minor amendments have been made to the Urban design section of the PDA-wide criteria to clarify this requirement.</p>	
141.	Support for land reclamation into the bay to create open space areas.	Noted.	N
142.	Support filling of existing dredge pond area and removal of fencing.	Noted.	N
143.	The land around the creek could become a combination of a park and sports centre.	<p>The document seeks to improve public access and enjoyment of the waterfront through maintaining and improving two major parks, as well as providing a pedestrian/cycle path along the length of the waterfront and promoting mixed use retail café opportunities along an extension of Meissner and Weinam Streets. This will enhance opportunities for the public to access and enjoy the water and bay through both active and passive recreation.</p> <p>Significant parks, gardens and public spaces</p>	N

Matter #	Summary and merits of matters raised in submissions: Public open space	Assessment	Amendment Y / N
		<p>will contribute to increased enhanced public open space and public realm. When the site is developed, public open space will include mixed use plazas, waterways, parks, gardens and building forecourts. Within the PDA, waterfront promenades and pedestrian corridors and creek corridors will also contribute to public open space.</p> <p>A sports centre would require a large area of land and there is no evidence at this point in time to suggest this could be funded or is needed in the area.</p>	
144.	<p>Walking and cycling paths, playgrounds, parks and recreational facilities including toilets and shaded areas are important for this area, particularly along the foreshore and should be protected.</p> <p>Park and recreation facilities should be maintained during the transition to the 2030 plan.</p>	<p>The development scheme identifies principles which future development applications will need to have regard to including existing parks and facilities.</p> <p>It is intended that the development scheme will support development opportunities which improve the character of the area and enhance amenity, pedestrian and cycle connections and public open space within the PDA.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>Minor amendments have been made to the development scheme to clarify the intention to protect the functioning of existing park areas and ensure no net loss of public open space within the PDA.</p>	Y
145.	The Anzac memorial space must be protected.	Minor amendments have been made to the development scheme to clarify the intention to protect the functioning of existing park areas and ensure no net loss of public open space within the PDA.	Y
146.	<p>Support for improvements to public open space within the PDA. Suggestions on potential improvements included:</p> <ul style="list-style-type: none"> Walking and cycling paths, playgrounds, parks and recreational facilities including 	The development scheme's vision and Map 2 – Structure Plan support many of these improvements. Map 2 has been amended to clarify the intent for the pedestrian and cycle path to contribute to the open space network.	Y

Matter #	Summary and merits of matters raised in submissions: Public open space	Assessment	Amendment Y / N
	<p>toilets, bins and shaded areas.</p> <ul style="list-style-type: none"> • Improvements that are user friendly and attractive. • Provide a boardwalk following the creek to join up with existing wildlife corridor. • Extend the promenade to follow the coastline. • Provide a swimming pool, water park or beach. (Some submitters do not support a water play park or attractions which will draw people to the area). • Landscaping, tree species and provision of shady trees is important. Existing trees to be protected. • Locate businesses along the esplanade such as ice cream shops. • Incorporating public art and uniquely designed open space features to enhance the sense of place. • A cable chair lift (sky rail) like the one at Kuranda. • Key statement areas to establish the area as an entry and arrival point from the SMBI islands. • Dog off leash areas along the foreshore with a designated dog swimming enclosure. • Opportunities for fishing from the foreshore. • More facilities near the ferry terminal. 	<p>The development scheme identifies principles which future development applications will need to address. The detailed design and nature of development will be determined through the development assessment process.</p> <p>The development scheme seeks to improve public access and enjoyment of the waterfront through maintaining and improving two major parks, as well as providing a pedestrian/cycle path along the length of the waterfront and promoting mixed use retail café opportunities along an extension of Meissner and Weinam Streets. This will enhance opportunities for the public to access and enjoy the water and bay through both active and passive recreation.</p> <p>Significant parks, gardens and public spaces will contribute to increased enhanced public open space and public realm. When the site is developed, public open space will include mixed use plazas, waterways, parks, gardens and building forecourts. Within the PDA, waterfront promenades and pedestrian corridors and creek corridors will also contribute to public open space.</p> <p>Further detailed levels of planning through the development process will be the main tool for ensuring development and public open space areas are planned and delivered in an integrated way with various land uses and infrastructure.</p> <p>The delivery of park embellishments and facilities will be determined in accordance with RCC's public open space policies.</p>	
147.	<p>A number of submissions raised specific concerns regarding Sel Outridge Park. Specific matters raised in relation to this included:</p> <ul style="list-style-type: none"> • Question why Sel Outridge Park was included in the PDA boundary. • Some submitters were concerned that the plan shows high rise development over and adjacent to Sel Outridge Park, and that it should be protected from development. 	<p>The document seeks to improve public access and enjoyment of the waterfront through maintaining and improving two major parks, as well as providing a pedestrian/cycle path along the length of the waterfront and promoting mixed use retail café opportunities along an extension of Meissner and Weinam Streets. This will enhance opportunities for the public to access and enjoy the water and bay through both active and passive recreation.</p>	Y

Matter #	Summary and merits of matters raised in submissions: Public open space	Assessment	Amendment Y / N
	<ul style="list-style-type: none"> • Some submitters were concerned changes to the area may attract people to the park. Believe the park should be left for local residents' use. • Other submitters request that the park not be changed but supported improved facilities. • An upgrade to pedestrian access from Sel Outridge Park to Redland Bay shops is needed. • Suggest clearing rocks from beneath the mangrove tress out to the low tide area. • Concerned changes to the park will negatively impact property values. • Concerned Sel Outridge Park will be lost to a ferry terminal upgrade. • Link Sel Outridge Park with Weinam Creek. 	<p>Significant parks, gardens and public spaces will contribute to increased enhanced public open space and public realm. When the site is developed, public open space will include mixed use plazas, waterways, parks, gardens and building forecourts. Within the PDA, waterfront promenades and pedestrian corridors and creek corridors will also contribute to public open space.</p> <p>Map 4 – Height plan has been amended to clarify the intent for Sel Outridge Park to be open space.</p>	

Matter #	Summary and merits of matters raised in submissions: Access to the waterfront	Assessment	Amendment Y / N
Access to the waterfront			
148.	<p>Some submitters were opposed to development on the foreshore, preferring that the area be protected for community use and access. Additional comments raised relating to this included:</p> <ul style="list-style-type: none"> • The waterfront should be retained as an area for community use as the scheme does not provide enough public open space along the foreshore. • The waterfront should be protected for open space and leisure including walking and cycling. • Development along the waterfront will reduce the amenity of the area. • Any development or parking areas should be set back from the waterfront with the exception of existing buildings. • Concerned boat storage, a private marina, marine services and maintenance and heavy lift facilities will reduce access and amenity of the foreshore area. 	<p>The development scheme is a high level planning framework which seeks to balance diverse interests. The detailed design and nature of development will be determined through the development assessment process.</p> <p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>The development scheme includes the requirement to demonstrate how development provides opportunities for the community to engage with the heritage and coastal habitats of Moreton Bay through new and improved areas of waterfront public open space.</p> <p>The document seeks to improve public access and enjoyment of the waterfront through maintaining and improving two major parks, as well as providing a pedestrian/cycle path along the length of the waterfront and promoting mixed use retail café opportunities along an extension of Meissner and Weinam Streets. This will enhance opportunities for the public to access and enjoy the water and bay through both active and passive recreation.</p> <p>Significant parks, gardens and public spaces will contribute to increased enhanced public open space and public realm. When the site is developed, public open space will include mixed use plazas, waterways, parks, gardens and building forecourts. Within the PDA, waterfront promenades and pedestrian corridors and creek corridors will also contribute to public open space.</p> <p>The development scheme shows a new pedestrian / cycle area and waterfront road which will provide a buffer between development and the foreshore, increase</p>	Y

Matter #	Summary and merits of matters raised in submissions: Access to the waterfront	Assessment	Amendment Y / N
		<p>activity and therefore safety and enhance public access to the waterfront. Development adjoining this public space and road would provide opportunities for mixed use retail café uses – further enhancing the public’s opportunity to enjoy the waterfront.</p> <p>Map 2 – Structure plan has been amended to clarify the intent for the waterfront promenade to be a green public open space connection which promotes waterfront access.</p>	
149.	Other submitters were generally supportive of development on the foreshore including pedestrian and cycle facilities and new cafes in the area.	Noted.	N
150.	Support improvements to the foreshore as long as transport and parking is the priority of development in the PDA.	A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA.	N
151.	Concerned about the ring road concept if it prevents ready access to the water edge from retailers and residential and parkland areas.	<p>The preparation of the development scheme was informed by specialist consultant advice. This included traffic engineering advice on potential development scenarios, impacts to the road network and recommendations on the design of an efficient and safe street and movement network.</p> <p>The development scheme shows a new pedestrian / cycle area and waterfront road which will provide a buffer between development and the foreshore, increase activity and therefore safety and enhance public access to the waterfront. Development adjoining this public space and road would provide opportunities for mixed use retail café uses – further enhancing the public’s opportunity to enjoy the waterfront.</p> <p>Map 2 – Structure plan has been amended to clarify the intent for the waterfront promenade to be a green public open space connection which promotes waterfront access.</p>	Y
152.	Concerned that widening of Weinam Creek	Amenity and public open space features will be	N

Matter #	Summary and merits of matters raised in submissions: Access to the waterfront	Assessment	Amendment Y / N
	would result in a loss of available foreshore for public amenity.	considered as part of the detailed planning undertaken through the development process.	
153.	Suggest waterfront markets be supported in the area.	Noted.	N
154.	Suggest a fishing pier and telescopes be provided along the waterfront.	Noted.	N

Matter #	Summary and merits of matters raised in submissions: Community facilities and services	Assessment	Amendment Y / N
Community facilities and services			
155.	Concerned development will result in loss of community facilities for community groups.	The vision includes community facilities and identifies that existing facilities will be planned and developed to ensure they can evolve with population demographics and thresholds.	N
156.	<p>Consideration should be given to the relocation of the Lions Club and Redland Bay SES Group who will need to be moved from the end of Weinam Creek to make way for the boat ramp.</p> <p>Concerned regarding land allocation for Australian Navy Cadets and the Training Ship Diamantina. Request land be allocated to store equipment and run their unit from. Some submitters suggested land and a gymnasium style building in Sel Outridge Park.</p> <p>The document does not identify whether there is regard to the Volunteer Marine Rescue. These services should be retained and relocated with any new boat ramp.</p> <p>Suggest generally the scheme should support greater opportunities for Navy Cadets, Scout groups and other community and outdoor activities for youth interaction.</p>	<p>The vision discusses community facilities and identifies that existing facilities will be planned and developed to ensure they can evolve with population demographics and thresholds.</p> <p>Relocation will only occur if appropriate alternative sites are identified.</p>	N
157.	Support for shared facilities with the Australian Navy Cadets and Redlands Sea Cadets.	Noted.	N
158.	Support for medical facilities to be located in the area.	The development scheme allows for medical facilities and associated uses to be developed.	N
159.	Wish to see the existing fishing jetty retained.	There is potential for these activities to be provided as part of new or relocated facilities in the PDA.	N
160.	Suggest community hall site could be redeveloped to accommodate existing community facilities and new community facilities as well as the Dragon Boats, RSL, Navel Cadets, Lions and SES, as well as provide information on heritage of the area.	<p>The development scheme supports this as a potential outcome if funding and delivery partners are identified.</p> <p>The vision discusses community facilities and identifies that existing facilities will be planned and developed to ensure they can evolve with population demographics and thresholds.</p>	N

Matter #	Summary and merits of matters raised in submissions: Community facilities and services	Assessment	Amendment Y / N
161.	Concerned about impacts to Ruster's historic swimming enclosure.	It is not intended that the swimming enclosure at the end of Moores Road will be impacted by the development scheme.	N
162.	Request for more schools and health care services not retail shops.	The development scheme allows for medical facilities, schools and associated uses to be developed in the area, but delivery is subject to a proponent choosing to develop those services in this area. A school is unlikely to locate within the PDA because it would need a large parcel of vacant land.	N
163.	Request for a community facilities / gymnasium style building for use by community groups within the PDA.	<p>The vision discusses community facilities and identifies that existing facilities will be planned and developed to ensure they can evolve with population demographics and thresholds.</p> <p>The development scheme allows for new community facilities or a gym to be developed, but delivery is subject to a proponent choosing to develop those services in this area and sufficient land being available for these uses.</p>	N

4.6. Infrastructure, implementation and funding

Matter #	Summary and merits of matters raised in submissions: Development and infrastructure funding and delivery	Assessment	Amendment Y / N
Development and infrastructure funding and delivery			
164.	<p>The car park should be paid for by developers of the new residential development as it should be considered infrastructure just as much as water, power and sewerage.</p>	<p>Parking is a key piece of infrastructure mentioned within the development scheme and the implementation section requires parking to be considered as part of the development of the PDA.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure such as car parking.</p> <p>Further detailed levels of planning through the development process will be the main tool for ensuring parking is planned, funded and developed in an integrated way with various land uses and infrastructure.</p>	N
165.	<p>Concerned there is insufficient infrastructure capacity for the increased development and population growth.</p>	<p>The preparation of the development scheme was informed by specialist consultant advice including advice on the capacity of trunk infrastructure and whether any upgrades would be required to accommodate development.</p> <p>Background reports have now been made available to the community to show how specialist consultant advice has informed the preparation of the development scheme.</p>	N
166.	<p>It is unclear how infrastructure that is normally funded by council will be paid for and delivered. There is concern that funding will result in increased rates or levies on either mainland or SMBI residents for infrastructure to provide mainland infrastructure that benefits island residents.</p>	<p>The development scheme includes an explanation that infrastructure charges will be based on RCC's applicable infrastructure charging document for the area or an Infrastructure Agreement.</p> <p>An infrastructure agreement may provide for alternative funding arrangements; however this would be negotiated with the developer and would not rely on Council rate increases.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development</p>	N

Matter #	Summary and merits of matters raised in submissions: Development and infrastructure funding and delivery	Assessment	Amendment Y / N
		<p>proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>Further detailed levels of planning through the development process will be the main tool for negotiating an Infrastructure Agreement to ensure infrastructure is planned, funded and developed in an integrated way with various land uses and development.</p> <p>There is no intention or indication in the development scheme that levies will be used to fund infrastructure.</p>	
167.	<p>Support for a public private funding arrangement provided that SMBI resident needs are given priority.</p>	<p>The development scheme seeks to provide a balance between all stakeholder needs in the future development of the PDA.</p>	N
168.	<p>Support for the State government cutting red tape to facilitate delivery of development in this area.</p> <p>Supportive of change and economic development in the area, and agree the area is currently underutilised.</p> <p>Support the proposals and believe they will generate economic benefit for the area, including investment and increased job opportunities.</p> <p>Support for proposals commencing as soon as possible.</p>	<p>Noted.</p>	N
169.	<p>Concerned the proposals have not undertaken a cost benefit analysis and that decisions have not been made on a commercially driven basis.</p> <p>Perceive that no background studies have been done and concerned about the economic viability of development proposed.</p> <p>The development scheme does not provide information on how development will be funded and concerned it will result in increased rates.</p> <p>Request further information regarding timeframes, costings and funding arrangements, cost benefit analysis and impacts from development particularly in</p>	<p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p> <p>Background reports have now been made available to the community to show how</p>	N

Matter #	Summary and merits of matters raised in submissions: Development and infrastructure funding and delivery	Assessment	Amendment Y / N
	relation to the environment.	specialist consultant advice has informed the preparation of the development scheme.	
170.	Concerned that the proposal is relying on the release of catalyst sites owned by RCC and that publicly owned land should not be released at no cost or below market value.	The state government and RCC are committed to efficiently utilising resources including public land to achieve improvements for the community.	N
171.	If lower building heights reduce development viability, a greater proportion of public funding should be provided.	<p>The preparation of the development scheme was informed by specialist consultant advice including civil engineering, economic, environmental, stormwater management, traffic engineering and urban design advice. This information was then reinforced by advice from Council and state agencies.</p> <p>This included looking at development yields and resulting options for heights. The development heights proposed are maximum heights and are based on potential ultimate numbers. The delivery of development is subject to market forces and the delivery of the private market.</p> <p>Through this process it was determined that the framework identified in the development scheme was the most appropriate option to manage state and local interests and provide for economic development and development for community purposes.</p> <p>Background reports have now been made available to the community to show how specialist consultant advice has informed the preparation of the development scheme.</p>	N
172.	It is unrealistic to consider private capital alone will be able to initiate and complete the redevelopment. State government and RCC funding will also be required.	The significant state and council owned land holdings in the PDA can be used to assist in improving the feasibility of development in the area including improvements to public infrastructure.	N
173.	Funding for ferries and other water transport could be subsidised from commercial leasing fees.	There is no proposal at this time to subsidise funding for ferries for development from commercial leasing fees.	N

Matter #	Summary and merits of matters raised in submissions: Development and infrastructure funding and delivery	Assessment	Amendment Y / N
174.	New infrastructure should be funded through a "user pays" system.	Public infrastructure within the PDA is significant and costly to maintain and renew. There is also a general benefit to the community from this infrastructure. A user pays system would be difficult to implement and may be inequitable.	N

Matter #	Summary and merits of matters raised in submissions: Timing and implementation of development	Assessment	Amendment Y / N
Timing and implementation of development			
175.	More information is required on the proposed timeframes and sequencing for the development.	<p>The development scheme is a high level planning framework which seeks to balance diverse interests. It is not an application for development and detailed designs have not yet been undertaken.</p> <p>The detailed design and nature of development will be determined through the development assessment process.</p> <p>The development scheme includes a development staging strategy which identifies the anticipated sequencing of development through the precinct. The timing of when development will occur will be determined by market forces and the development process.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p>	N
176.	<p>The delivery of the ferry, bus and new car parking should be undertaken in the short term with a longer life (min 20 years) with the opportunity to expand in the future.</p> <p>This should be the first priority and delivered prior to other development.</p>	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA.</p> <p>The development scheme has been amended to provide for relocation of the bus and ferry terminal at any time. However this will be dependent on availability of funds and other issues such as construction feasibility. The timing of when the new bus and ferry terminal will occur will also depend on the Expression of Interest process.</p> <p>It is intended that RCC in partnership with the state government, will undertake an Expression of Interest process to identify a development proponent or proponents to stage and deliver key catalyst development and infrastructure.</p>	Y
177.	The suggested sequencing will not work. Believe there are conflicts between competing	The sequencing proposed in the implementation strategy is based on specialist	N

Matter #	Summary and merits of matters raised in submissions: Timing and implementation of development	Assessment	Amendment Y / N
	users with respect to access and that uses should be separated in the short term. Building a new north south waterfront esplanade linking Hamilton and Meissner streets will exacerbate this problem.	advice received and is intended to be flexible. If more information is received that changes the delivery of development there is sufficient flexibility in the development scheme to enable this to occur.	
178.	SMBI residents are concerned they will be negatively impacted and question how development will benefit the Island community. Concerned that the document does not provide any certainties during development for island residents, businesses and visitors.	<p>The PDA was declared under the <i>Economic Development Act 2012</i> at the request of RCC. The Act's purpose is to facilitate economic development and development for community purposes. The development scheme therefore seeks to support opportunities for economic development which will provide new public infrastructure and facilities that will benefit both mainland and island communities.</p> <p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements and other public infrastructure within the PDA. It is intended these improvements will enhance pedestrian and cycle connections, public open space and the overall amenity of the area. Development will contribute to improvements to public facilities and infrastructure.</p> <p>The development scheme has been amended to clarify future development requirements in relation to parking provision and the co-location of parking with bus and ferry services. This includes additional words to clarify that the bus and ferry terminals will always be collocated with parking, that provision will be made for population growth and that users of these services will not lose access during any construction phase.</p>	Y
179.	Concerned about impacts to amenity during construction.	The development scheme requires developers to minimise adverse impacts on amenity during construction and must demonstrate how this will be managed as part of the development assessment process.	N
180.	Local residents are concerned they will be negatively impacted and general concerns	It is not possible to predict with certainty what will happen with property values in the future. However the key reason the PDA was declared	Y

Matter #	Summary and merits of matters raised in submissions: Timing and implementation of development	Assessment	Amendment Y / N
	around negative impacts to property values.	<p>was to support opportunities for economic development which will provide new public infrastructure and facilities that will benefit both mainland and island communities.</p> <p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements and other public infrastructure within the PDA. It is intended these improvements will enhance pedestrian and cycle connections, public open space and the overall amenity of the area. Development will contribute to improvements to public facilities and infrastructure.</p> <p>It is acknowledged that there are a number of existing areas within the PDA which the community value and utilise. The development scheme requires applications to have regard to existing residential development and local character in the way new development is designed and delivered. Minor amendments have been made to the Urban design section of the PDA-wide criteria to clarify this requirement.</p>	
181.	Concerned the vision is not deliverable within a reasonable timeframe.	The development scheme enables development to occur in stages and indicates opportunities for early development on catalyst sites as well as longer term development opportunities. The specific timing of when development will occur will ultimately be determined by market forces and the development process.	N

4.7. Summary and merits of submissions relating to other matters

Matter #	Summary and merits of matters raised in submissions: Consultation process	Assessment	Amendment Y / N
Consultation process			
182.	Request background reports to be made available to the community	Background reports have now been made available to the community to show how specialist consultant advice has informed the preparation of the development scheme.	N
183.	<p>A number of comments were raised in relation to public notification of the development scheme. Key matters raised included:</p> <ul style="list-style-type: none"> • The document is difficult to access which has affected people's ability to make comment. Suggest providing a direct link to documents and online submissions on the RCC website as it is not clear where documents can be accessed. • The community consultation was limited and the community were not actively included in the planning process. • Question whether Coochiemudlo Island and Victoria Point communities were consulted. • Staff provided insufficient information on matters relating to car parking at community consultation sessions. • Comments provided to RCC in the past have not been taken into consideration. • Concerned the process has not been transparent. Many residents do not know the extent of development that is planned. • Feedback that traditional methods would have been favourable to a new app that was used as a consultation tool • It was difficult to find detailed information. The online consultation portal is difficult and time consuming to use. • The duration of the submission period was insufficient to allow residents to provide 	A comprehensive community engagement program has been carried out as part of the preparation of the development scheme. This program is outlined in section 2 of the submissions report.	N

Matter #	Summary and merits of matters raised in submissions: Consultation process	Assessment	Amendment Y / N
	<p>their feedback.</p> <ul style="list-style-type: none"> • More awareness of the proposed development scheme to the community should have occurred. 		
184.	The designs provided in the 3D images require more windows overlooking the waterfront.	These images are examples of potential development which may occur in the future and are for illustration purposes only. Future building designs will be subject to a development assessment process.	N

Matter #	Summary and merits of matters raised in submissions: Other concerns relating to Weinam Creek	Assessment	Amendment Y / N
Other concerns relating to Weinam Creek			
185.	<p>A number of questions and comments were received in relation to areas which were outside of the PDA boundary. Matters raised include:</p> <ul style="list-style-type: none"> • Are there are proposals or packages to improve the heritage listed Redland Bay Hotel and surrounding parking, open space and walkway and bring them up to the standards similar to the vision for future development? • Ferry terminals on the Islands are poorly maintained and offer little protection from the weather, parking is also an issue. Suggest there are opportunities to set up a kiosk and provide landscaping which would improve the terminals. • Submitter has previously written to State and local government suggesting an alternative calm water transport route out from Kestrel Street at Sandpiper Beach on the central west of Macleay Island to Coochi-Mudlo and to Victoria Point, which would reduce our carbon footprint, reduce the car parking problems at Weinam Creek and support development. • Suggest that a record should be kept of travel between Islands. • Concerned about access to ferries on Macleay Island - notes submitter has to catch the barge as his partner cannot walk on pontoons due to health reasons and that many people are affected by "Angina Hill". More parking is required closer to the ferry. • Suggest extending the rail line to the Redland Bay area. • There should be better bus connections between Weinam Creek and the rail line. Also suggest Translink services should link to trips travelling south to the Gold Coast. • Suggest a greater range of more affordable items should be made available on the 	<p>A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements within the PDA.</p> <p>These matters have been noted by EDQ and RCC and may be further investigated via other government projects. They are not matters for consideration in the development scheme.</p>	N

Matter #	Summary and merits of matters raised in submissions: Other concerns relating to Weinam Creek	Assessment	Amendment Y / N
	<p>Islands which would reduce the need to travel to the mainland.</p> <ul style="list-style-type: none"> • Question whether the proposed bus station at Victoria Point is linked to the proposal. • Suggest that population on the islands be capped to preserve the attractive qualities of the area. • Request additional parks be provided on the islands. • Support for Thornlands to be included as an urban area. • Concerned about safety of rail line on Russell Island Jetty. Suggest a safety rail is required. • There is a need for upgrades to drainage on Wilson's Esplanade road as silt from the headland is washed into the bay during storm events, negatively impacting water quality. 		

5. List of all amendments to the development scheme

Amendment #	Section details	Nature of amendment	Reason for amendment
General			
1.	Throughout the document	Amend the terminology through the document from " <i>proposed development scheme</i> " to now read " <i>development scheme</i> "	To reflect finalisation and adoption of the scheme.
2.	Front cover	Amend the date of the cover from " <i>January 2014</i> " to " <i>May 2014</i> ."	To reflect the month the scheme was adopted.
3.	Back cover	Amend the date of the back cover from " <i>January 2014</i> " to " <i>May 2014</i> ."	To reflect the month the scheme was adopted.
1.0 Introduction			
1.	Introduction	<p>Insert a new section 1.5 "<i>State interests</i>" and footnote to read as follows:</p> <p><i>"Relevant matters of state interests have been considered in the preparation of this development".</i></p> <p>The footnote is to read as follows:</p> <p><i>"For the purposes of addressing state interests in development assessment, the State Assessment and Referral Agency (SARA) online mapping provides guidance in identifying if a state interest is relevant to the assessment of a PDA development application (refer to: http://www.dsdip.qld.gov.au/about-planning/sara-mapping-online-system.html). Where the MEDQ delegates development assessment functions and powers, applicants and the delegate should also refer to http://www.dsdip.qld.gov.au/resources/guideline/pda/practice-note-14-state-interests.pdf (note: the functions and powers of the MEDQ under the definition of state interest are not delegated)".</i></p>	To clarify how state interests have been considered in the preparation of the development scheme and how they will be addressed through the development assessment process.
3.0 Land use plan			
3.2 Development assessment			
2.	Section 3.2.3 Development approval	Delete " <i>footnote 3</i> " at end of paragraph 2.	To reflect finalisation and adoption of the scheme.
3.	Section 3.2.5 Development inconsistent with the scheme	Delete " <i>footnote 4</i> " in paragraph 1.	To reflect finalisation and adoption of the scheme.

Amendment #	Section details	Nature of amendment	Reason for amendment
4.	Section 3.2.6 Demonstrating development is consistent with the scheme, sub heading <i>Preliminary approval</i>	Delete words " <i>at an intermediate level of spatial planning between</i> " and amend wording in paragraph 2 from: <i>"In this regard preliminary approvals may demonstrate how development achieves the requirements of the scheme at an intermediate level of spatial planning between the broad spatial framework of the Structure plan and Precinct provision and the individual development proposals and associated Plans of Development (PoDs)."</i> to now read: <i>"In this regard preliminary approvals may demonstrate how development achieves the requirements of the scheme within the broad spatial framework of the Structure plan and Precinct provision and the individual development proposals and associated Plans of Development (PoDs)."</i>	To improve readability of the document.
5.	Section 3.2.6 Demonstrating development is consistent with the scheme, sub heading <i>Plan of Development</i>	Amend paragraph 2 from: <i>"A PoD is prepared by an applicant and may include maps, graphics and text that collectively demonstrate how proposed uses, works and lots will contribute towards the achievement of the vision and will be consistent with the relevant PDA development requirements and Precinct provisions."</i> to now read: <i>"A PoD is prepared by an applicant and may include maps, graphics and text that collectively demonstrate how proposed uses, works and lots will contribute towards the achievement of the vision. It should also be consistent with the relevant PDA development requirements and Precinct provisions."</i>	To improve readability of the document.
3.3 Vision			
6.	Section 3.3 Vision - <i>Map 2 – Structure plan</i>	Delete Map 2 – Structure plan and insert new map with following amendments: <ul style="list-style-type: none"> • waterfront promenade / pedestrian connection made more distinct • minor re-alignment of Meissner Street preferred car parking location • PDA boundary graphical treatment changed • note added to legend to ensure plan is read in conjunction with Maps 3 and 4. 	To reflect changes made to the text.

Amendment #	Section details	Nature of amendment	Reason for amendment
7.	Section 3.3 Vision	Delete the words "and Map 2 – Structure Plan" and amend wording in paragraph 1 to read: <i>"The Weinam Creek PDA vision describes the overall outcomes to be achieved in the PDA and is articulated through the vision statement and the structural elements."</i>	To clarify that Map 2 – Structure plan is supporting information to the vision, but is not part of the vision.
8.	Section 3.3 Vision	Amend paragraph 2 to read: <i>"...is articulated in Map 2 – Structure plan, the PDA-wide criteria, Precinct provisions, Infrastructure plan and Implementation strategy."</i>	To clarify that Map 2 – Structure plan is supporting information to the vision, but is not part of the vision.
9.	Section 3.3.1 Vision statement	Amend paragraph 2 from: <i>"The bus stop and ferry interchange provide an integral link between the mainland, Southern Moreton Bay Islands (Macleay, Lamb Karragarra and Russell islands) and the Greater Brisbane area."</i> to now read: <i>"The bus stop and ferry interchange are co-located with parking and provide an integral link between the mainland, Southern Moreton Bay Islands (Macleay, Lamb Karragarra and Russell islands) and the Greater Brisbane area."</i>	To clarify the intent for the bus, passenger ferry and parking facilities to be collocated.
10.	Section 3.3.1 Vision statement	Amend paragraph 3, fourth sentence from: <i>"Opportunity for marine service industries to expand, utilising Weinam Creek as one of few creeks entering the bay between Southport and the Port of Brisbane are supported."</i> to now read: <i>"Opportunity exists for marine service industries to expand, utilising Weinam Creek as one of few creeks entering the bay between Southport and the Port of Brisbane."</i>	<ul style="list-style-type: none"> To improve readability of the document.
11.	Section 3.3.1 Vision statement	Amend paragraph 4, second sentence from: <i>"Development and public open space areas embrace the waterfront location and significant views to Moreton Bay and the Southern Moreton Bay Islands."</i> to now read: <i>"Development and public open space areas embrace the indigenous heritage, waterfront location and significant views to Moreton Bay and the Southern Moreton Bay Islands."</i>	To clarify the intention to respect indigenous heritage through development of the PDA.

Amendment #	Section details	Nature of amendment	Reason for amendment
12.	Section 3.3.1 Vision statement	<p>Amend paragraph 5 from:</p> <p><i>"Development complements the Redland Bay retail centre and provides appropriate infrastructure that meets market expectations for safety, comfort, convenience, information and service delivery while supporting the needs of the local community and Southern Moreton Bay Islanders."</i></p> <p>to now read:</p> <p><i>"Development complements the Redland Bay retail centre and provides appropriate infrastructure including parking that meets market expectations for safety, comfort, convenience, information and service delivery while supporting the needs of the local community and Southern Moreton Bay Islanders, having regard to projected population growth."</i></p>	To clarify and strengthen requirements around the provision and delivery of parking.
13.	Section 3.3.1 Vision statement	<p>After paragraph 5 insert a new paragraph to read:</p> <p><i>"Permanent residents of the Southern Moreton Bay Islands will continue to have high levels of access to transport and ferry infrastructure, and throughout the development of the PDA will not be disadvantaged in their access to the ferry terminal, bus interchange or parking areas."</i></p>	To clarify intent of the vision and improve readability of the document.
14.	Section 3.3.1 Vision statement	<p>Amend paragraph 7 to insert a new sentence after the last sentence to read:</p> <p><i>"There is no net loss of public open space from Weinam Creek within the PDA."</i></p>	To clarify the intent to ensure there is no net loss of public open space within the PDA as a result of development.
15.	Section 3.3.1 Vision statement	<p>After paragraph 7, insert a new paragraph to read:</p> <p><i>"Development establishes a strong community identity which benefits from the indigenous heritage, the amenity of Moreton Bay and a mixture of residential, retail, commercial and community uses."</i></p>	To clarify intent of the vision and improve readability of the document.
16.	Section 3.3.1 Vision statement	<p>Insert paragraph 8, include a new paragraph to read:</p> <p><i>"Pedestrians, cyclists and vehicles are afforded safe and efficient movement options which connect with public transport, the waterfront and community focal points. Adequate parking is provided to meet the scale of development and anticipated future growth."</i></p>	To clarify intent of the vision and improve readability of the document.
17.	Section 3.3.2 Structural elements	<p>Amend dot point 2 from:</p> <p><i>"providing for the new Translink Redland Bay Marina bus station designed to incorporate additional bus bays and upgraded passenger waiting facilities"</i></p>	To improve readability of the document.

Amendment #	Section details	Nature of amendment	Reason for amendment
		<p><i>integrated with access to passenger ferry terminal"</i></p> <p>to now read:</p> <p><i>"providing for the new Translink Redland Bay Marina bus station designed to incorporate additional bus bays and upgraded passenger waiting facilities integrated with access to the passenger ferry terminal"</i></p>	
18.	Section 3.3.2 Structural elements	<p>Amend the first sentence of dot point 3 from:</p> <p><i>"providing for the passenger ferries and bus services to continue in their current location while allowing for the opportunity to relocate the passenger ferry terminal and Translink Redland bay marina bus station upstream into Precinct 3 on the northern side of Weinam Creek in the longer term."</i></p> <p>to now read:</p> <p><i>"providing for the passenger ferries and bus services to continue in their current location while allowing for the opportunity to relocate the passenger ferry terminal and Translink Redland bay marina bus station upstream into Precinct 3 on the northern side of Weinam Creek."</i></p>	To remove timing restrictions on when the bus and ferry terminal could be relocated.
19.	Section 3.3.2 Structural elements	<p>Amend dot point 4 from:</p> <p><i>"ensuring the co-location of the bus station and passenger ferry terminal in the short and long term to provide an integrated public transport network"</i></p> <p>to now read:</p> <p><i>"ensure the co-location of the bus station, passenger ferry terminal and car parking in the short and long term to provide an integrated transport network"</i></p>	To reflect the intent to collocate the bus, passenger ferry and parking facilities.
20.	Section 3.3.2 Structural elements	<p>Amend dot point 5 from:</p> <p><i>"promoting the creation of a mixed use node where active retail and commercial uses are located, in proximity to the waterfront with medium density development within and surrounding the mixed use node"</i></p> <p>to now read:</p> <p><i>"promoting the creation of a mixed use node where active retail, commercial and cultural uses are located, in proximity to the waterfront with medium density development within and surrounding the mixed use node"</i></p>	To clarify the intent to provide for cultural facilities to locate in the PDA.

Amendment #	Section details	Nature of amendment	Reason for amendment
21.	Section 3.3.2 Structural elements	<p>Amend dot point 11 from:</p> <p><i>"relocating the recreational boat ramp to the southern side of Weinam Creek"</i></p> <p>To now read:</p> <p><i>"providing a recreational boat ramp in a safe and accessible location, of the same or improved capacity with appropriate provision of car and trailer parking"</i></p>	<p>To clarify that the location of the boat ramp on Map 2 – Structure plan is indicative and may be located in an alternative location where it is not in conflict with the vision and where its location and design ensures the safety of boat users.</p>
22.	Section 3.3.2 Structural elements	<p>Amend dot point 12 from:</p> <p><i>"improving access to the waterfront and public open space through pedestrian waterfront links and a new waterfront promenade which is safe, has regard to coastal resources and establishes connections north and south of the PDA."</i></p> <p>to now read:</p> <p><i>"improving access to the waterfront and public open space through pedestrian waterfront links and a new waterfront promenade which is safe, contributes to the open space network, has regard to coastal resources and establishes connections north and south of the PDA."</i></p>	<p>To clarify the intent for the waterfront pedestrian and cycle link to be designed and delivered in a way that contributes to the public open space network.</p>
23.	Section 3.3.2 Structural elements, paragraph 2	<p>Amend dot point 13 from:</p> <p><i>"providing appropriate infrastructure and parking facilities in accessible locations that have regard to coastal resources and meet market expectations for safety, comfort, convenience, information and service delivery"</i></p> <p>to now read:</p> <p><i>"providing appropriate infrastructure and car parking facilities in accessible locations that have regard to coastal resources and meet market expectations for safety, comfort, convenience, information and service delivery. The supply of car parking will be staged, appropriately designed and sufficient to cope with predicted growth on the islands".</i></p>	<p>To clarify and strengthen requirements around the provision and delivery of parking.</p>
3.4 PDA-wide criteria			
24.	Section 3.4. Urban design	<p>Amend dot point 3 from:</p> <p><i>"create an active place characterised by a high quality public realm and safe, attractive pedestrian areas which encourage community interaction and support active, healthy lifestyles"</i></p>	<p>To improve readability of the document.</p>

Amendment #	Section details	Nature of amendment	Reason for amendment
		<p>to now read:</p> <p><i>"create an active place characterised by a high quality public realm and safe pedestrian areas which encourage community interaction and support healthy lifestyles"</i></p>	
25.	Section 3.4.1 Urban design	<p>Delete dot point 5 from:</p> <p><i>"are integrated with or complement development in neighbouring sites and precincts, having regard to the marina and potential filling or land reclamation"</i></p> <p>and replace with:</p> <p><i>"appropriately interfaces with existing residential development within and adjoining the PDA boundary and mitigates impacts from density or height by providing.</i></p> <ul style="list-style-type: none"> • <i>visual buffers and setbacks or graduation in height</i> • <i>appropriate access arrangements, and</i> • <i>complementary uses."</i> 	To improve readability of the document and clarify the intent for development to have an appropriate interface with adjoining residential development.
26.	Section 3.4.1 Urban design	<p>Amend dot point 7 from:</p> <p><i>"are designed to enhance the relationship with the waterfront"</i></p> <p>to now read:</p> <p><i>"enhance the relationship with the waterfront"</i></p>	To improve readability of the document.
27.	Section 3.4.1 Urban design	<p>Delete dot point 9 which currently reads:</p> <p><i>"responds to and conserve local site characteristics, settlings, places of heritage significance, landmarks and views, and uses built form and natural features to provide specific identity and character, by avoiding or minimising impacts and considering the nature and scale of development that may impact cultural heritage"</i></p> <p>and replace with new dot point that reads:</p> <p><i>"conserve local site characteristics, settlings, places of heritage significance, landmarks, breezes and views"</i></p>	To improve readability of the document and clarify intent for development to also have regard to breezes in its design.
28.	Section 3.4.1 Urban design	<p>Insert new dot point after dot point 9 to read:</p> <p><i>"uses built form and natural features to provide specific identity, which complements existing local character and cultural heritage"</i></p>	To improve readability of the document.

Amendment #	Section details	Nature of amendment	Reason for amendment
29.	Section 3.4.3 Street and movement network	<p>Insert three new dot points before first dot point to read:</p> <p><i>"provides for the co-location of parking, bus and passenger ferry services</i></p> <p><i>provides appropriately designed car parking to service identified parking requirements in accordance with the Redlands Planning Scheme having regard to projected population growth</i></p> <p><i>ensures the delivery of new parking is coordinated with the staging and delivery of development to provide no net loss in access to parking during construction"</i></p>	To clarify and strengthen requirements around the provision and delivery of parking.
30.	Section 3.4.5 Open space	<p>Include new first dot point to read:</p> <p><i>"protects the functioning of existing parks and ensures no net loss of public open space within the PDA"</i></p>	To clarify the intent to ensure there is no net loss of public open space within the PDA as a result of development.
31.	Section 3.4.5 Open space	<p>Amend dot point 3 from:</p> <p><i>"provide opportunities to connect to public open space areas within and adjoin the PDA and delivers parks identified in Map 2"</i></p> <p>to now read:</p> <p><i>"provide opportunities to connect to public open space areas within and adjoining the PDA and delivers parks identified in Map 2 – Structure plan"</i></p>	To improve readability of the document.
32.	Section 3.4.5 Open space	<p>Amend dot point 6 from:</p> <p><i>"ensures the waterfront promenade is designed to provide opportunities for the public to access and enjoy the waterfront"</i></p> <p>to now read:</p> <p><i>"ensures the waterfront promenade is designed to contribute to the public open space network and provide opportunities for the public to access and enjoy the waterfront".</i></p>	To clarify the intent for the waterfront pedestrian and cycle link to be designed and delivered in a way that contributes to the public open space network.
33.	Section 3.4.5 Open space	<p>Amend dot point 7 from:</p> <p><i>"retain existing significant areas and incorporate existing natural features to the greatest extent possible having regard to the achievement of natural environment criteria in Section 3.4.4"</i></p> <p>to now read:</p> <p><i>"incorporate existing natural features to the greatest</i></p>	To improve readability of the document.

Amendment #	Section details	Nature of amendment	Reason for amendment
		<i>extent possible having regard to the achievement of natural environment criteria in Section 3.4.4"</i>	
34.	Section 3.4.6 Community safety and development constraints	Amend dot point 2 from: <i>"have regard to and mitigate impacts from erosion prone areas"</i> to now read: <i>"mitigate impacts from erosion prone areas"</i>	To improve readability of the document.
35.	Section 3.4.6 Community safety and development constraints	Amend dot point 3 from: <i>" have regard to and mitigate impacts from contaminated land"</i> to now read: <i>"mitigate impacts from contaminated land"</i>	To improve readability of the document.
3.5 Precinct provisions			
36.	Section 3.5 Precinct provisions – <i>Map 4 – Height plan</i>	Delete Map 4 – Height plan and insert new map with following amendments: <ul style="list-style-type: none"> graphical changes to reflect extent of developable land 	To provide greater clarity in respect of land areas and their associated building height allocations.
37.	Section 3.5.2 Precinct 1 – Mixed use village, sub heading – <i>Precinct intent</i>	Amend paragraph 2 and include new sentence after the last sentence to read: <i>"Development will ensure the co-location of the bus station, passenger ferry terminal and car parking in the short and long term to provide an integrated transport network."</i>	To reflect the intent to co-locate the bus, passenger ferry and parking facilities.
38.	Section 3.5.2 Precinct 1 – Mixed use village, sub heading <i>Preferred land uses</i>	Delete dot point 9 from " <i>Hostel</i> " and replace with " <i>Hotel</i> "	To amend an error.
39.	Section 3.5.4 Precinct 3 – Weinam Creek – sub heading <i>Precinct intent</i>	Amend paragraph 1 second sentence from: <i>"In this regard, development in Precinct 3 will provide for boating access from Weinam Creek into Moreton Bay, and associated parking requirements as well as opportunity for residential and marine industry development."</i> to now read: <i>"Development in Precinct 3 will provide for boating access from Weinam Creek into Moreton Bay, and associated parking requirements as well as opportunity for residential and marine industry"</i>	To improve readability of the document.

Amendment #	Section details	Nature of amendment	Reason for amendment
		<i>development."</i>	
40.	Section 3.5.4 Precinct 3 – Weinam Creek – sub heading <i>Precinct intent</i>	Amend paragraph 2, second sentence from: <i>"Additionally connectivity across the creek will be investigated including potential for a pedestrian bridge at the end of the creek connecting the north and south of the precinct and providing links to the residential areas, southern waterfront and proposed long term parking."</i> to now read: <i>"Connectivity across the creek will be investigated including potential for a pedestrian bridge at the end of the creek connecting the north and south of the precinct and providing links to the residential areas, southern waterfront and proposed long term parking."</i>	To improve readability of the document.
41.	Section 3.5.4 Precinct 3 – Weinam Creek – sub heading <i>Precinct intent</i>	Amend paragraph 3 from: <i>"Development in Precinct 3 will allow for the opportunity to relocate the Translink Redland Bay marina bus station, from Precinct 1 upstream on the northern side of Weinam Creek into Precinct 3 in the longer term."</i> to now read: <i>"Development in Precinct 3 will allow for the opportunity to relocate the Translink Redland Bay marina bus station, from Precinct 1 upstream on the northern side of Weinam Creek into Precinct 3."</i>	To remove timing restrictions on when the bus and ferry terminal could be relocated.
42.	Section 3.5.4 Precinct 3 – Weinam Creek – sub heading <i>Precinct intent</i>	Amend paragraph 4, and insert new dot point after dot point 2 to read: <i>"minimise dredging requirements and has regard to the treatment and or disposal of dredge spoil"</i>	To clarify intent for development to have regard to dredging and management of dredge spoil in design and delivery.
43.	Section 3.5.4 Precinct 3 – Weinam Creek – sub heading <i>Precinct intent,</i>	Amend paragraph 4 dot point 5 to insert new sentence after the last sentence to read: <i>"ensures adequate car parking is provided to meet the scale of development and anticipated growth"</i>	To clarify intent for development to have regard to population growth in the provision of future car parking.
44.	Section 3.5.4 Precinct 3 – Weinam Creek – sub heading <i>Precinct intent</i>	Amend paragraph 4 and insert new dot point after dot point 6, which reads: <i>"ensure the location of the boat ramp has regard to the safety of all boat users and the operational requirements of ferries"</i>	To clarify that the location of the boat ramp on Map 2 – Structure plan is indicative and may be located in an alternative location where it is not in conflict with the vision and where its location and design ensures the safety of boat users.

Amendment #	Section details	Nature of amendment	Reason for amendment
45.	Section 3.5.4 Precinct 3 – Weinam Creek – sub heading <i>Precinct intent,</i>	Amend paragraph 4 and insert a new dot point after dot point 9 to read: <i>"provide an upgrade of the Meissner Street and Moores Road intersection to provide for development in the south of the precinct"</i>	To clarify intent to deliver this through development.
46.	Section 3.5.4 Precinct 3 – Weinam Creek – sub heading <i>Precinct intent,</i>	Amend paragraph 4 and insert a new dot point before dot point 10 to read: <i>"ensures access minimises impacts of vehicle and trailer movements on adjoining residential development"</i>	To strengthen requirement for detailed consideration of how the movement network is designed to minimise or prevent impacts to existing residential development.
47.	Section 3.5 Precinct provisions – <i>Table 1 – Level of assessment</i>	Delete " <i>Extractive industry</i> " from column 3B.	To clarify that dredging may be proposed within the PDA.
4.0 Infrastructure Plan			
48.	Section 4.0 Infrastructure plan table	Amend row 5 under marine from: <i>"Relocate the existing boat ramp to the southern side of the creek into Precinct 3"</i> to now read: <i>"Provide a recreational boat ramp in a safe and accessible location, of the same or improved capacity with appropriate provision of car and trailer parking"</i>	To clarify that the location of the boat ramp on Map 2 – Structure plan is indicative and may be located in an alternative location where it is not in conflict with the vision and where its location and design ensures the safety of boat users and provides sufficient parking.
49.	Section 4.0 Infrastructure plan table	Amend second row under Pedestrian / cycle networks from: <i>"Establish pedestrian and cycle connections along the waterfront, opening up the area currently occupied by the car parking and providing access along the southern edge of Weinam Creek."</i> to now read: <i>"Establish pedestrian and cycle connections along the waterfront, contributing to the public open space network, opening up the area currently occupied by car parking and providing access along the southern edge of Weinam Creek."</i>	To clarify the intent for the waterfront pedestrian and cycle link to be designed and delivered in a way that contributes to the public open space network.
50.	Section 4.0 Infrastructure plan table	Amend first row under Roads and transport from: <i>"Make adequate provisions for the nature and number of vehicles expected including..."</i> to now read: <i>"Make adequate provisions for the nature and number</i>	To clarify intent for development to have regard to population growth in the provision of future car parking.

Amendment #	Section details	Nature of amendment	Reason for amendment
		<i>of vehicles expected having regard to projected population growth including..."</i>	
51.	Section 4.0 Infrastructure plan table	After row 9 insert new row to read: <i>"provide for the co-location of bus, passenger ferry and parking facilities".</i>	To clarify the intent for the bus, passenger ferry and parking facilities to be co-located.
5.0 Implementation Strategy			
52.	Section 5.0 Implementation strategy table	Move first row under " <i>Long Term</i> " to now sit after last row under " <i>Short Term</i> " and remove references to " <i>in the longer term.</i> "	To clarify the intent for the bus, passenger ferry and parking facilities to be co-located.
Schedule 1: Exempt development			
53.	All aspects of development	Insert new row which reads: <i>"Development undertaken for the purposes of a dwelling house where extending or replacing an existing dwelling house, where complying with the acceptable solutions in the Queensland Development Code MP1.1 – Design and siting standards for single detached housing and MP1.2 – Design and siting standards for single detached housing"</i>	To correct an omission and allow for applicants with an existing house to undertake renovations or build a new house, without requiring planning approval.