

Yeronga

Priority Development Area

Submissions Report

August 2019

The Department of State Development, Manufacturing, Infrastructure and Planning improves productivity and quality of life in Queensland by leading economic strategy, industry development, infrastructure and planning, for the benefit of all.

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Economic Development Queensland
Department of State Development, Manufacturing, Infrastructure and Planning
GPO Box 2202, Brisbane, Queensland 4002.
1 William Street Brisbane Qld 4000 (Australia)
Phone: 13 QGOV (13 7468)
Email: edq@dsdmip.qld.gov.au
Web: www.edq.qld.gov.au

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1. Introduction

The Yeronga Priority Development Area (PDA) was declared on 10 August 2018.

The public notification and submission period for Yeronga PDA Proposed Development Scheme was from 1 April to 17 May 2019.

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

2. Overview of public notification process

2.1 Community engagement

Public notification (the submission period) for Yeronga PDA Proposed Development Scheme was 1 April to 17 May 2019. During the public notification period the MEDQ, undertook the following community engagement initiatives:

- A dedicated Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) 'Have Your Say' webpage for the Yeronga PDA providing the opportunity for the community and other stakeholders to ask questions and receive responses in a public forum
- A dedicated web page for the Yeronga PDA on the DSDMIP website
- A community newsletter delivered to approximately 4000 residents in the local area
- Two drop-in community information sessions held at Yeronga State High School on Tuesday 8 May and Saturday 11 May
- Meetings with the Yeronga State High School and interested stakeholders including the Yeronga Community Centre
- Public notice in The Courier Mail on Saturday 30 March
- Public notice in the government gazette on Friday 29 March
- Advertisements in local newspapers circulating the region
- Community information sessions advertised in the Yeronga State High School newsletter on 3 April 2019
- Community information sessions advertised on the Yeronga State High School Facebook page.

Over the public notification period:

- the 'Have your say' webpage received more than 500 visits
- the proposed development scheme document was also downloaded 27 times
- approximately 45 people attended the community information sessions
- the Yeronga boards and concepts shown at the community information sessions were downloaded 42 times.

2.2 Submission registration and review process

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

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

Table 1: Submission registration and review process

Steps	Action/detail
1. Registration of submissions	Submissions were registered and given a submission number.
2. Summarising submission issues	Each submission was read and the different matters raised were summarised based on their relevance to different sections of the development scheme.
3. Evaluation and responses to issues	Once all comments were summarised, they were assessed and responses were prepared.

	<p>Relevant changes to the development scheme were identified.</p> <p>In evaluating submissions, allowance was made for the same or similar comments being raised in different submissions. For this reason, assessment of comments and resulting development scheme changes were made in relation to sections of the development scheme rather than on submission by submission basis.</p>
4. Submissions report	<p>The submissions report was prepared which collates steps 3 and 4 above, providing a summary of the submissions considered, information about the merits of the submissions, recommendations on amendments to the proposed development scheme to reflect submissions and amendments to the proposed development scheme.</p> <p>To facilitate presentation and review of issues, issues were summarised.</p>
5. MEDQ approval	<p>The final submissions report and development scheme were submitted to the MEDQ for review and approval.</p>
6. Making of development scheme and notice to submitters.	<p>After the MEDQ approved the submissions report and made the development scheme, the development scheme was given effect by a gazette notice.</p> <p>As soon as practicable after the development scheme took effect, the MEDQ published the development scheme and submissions report on the department's website. The MEDQ also published – in at least one newspaper circulating in the local government area – a notice stating the development scheme had been approved and it was available to be inspected on the department's website, along with the submissions report.</p> <p>In addition, the MEDQ notified Brisbane City Council, and those who made a submission and provided a residential/business address or email, that the development scheme had been approved and was available to be inspected.</p>

3. Overview of submissions

3.1 Submission numbers

A total of 25 submissions were received during the submission period. Two of these submissions were received after the submission period had closed and were accepted by the MEDQ.

3.2 Submitter location

The origin of submitters and survey respondents is shown in Table 2 where residential addresses were provided. 36 per cent of the submissions were from residents within Yeronga with the majority of the remainder from within the Brisbane City Council local government area.

Table 2: Breakdown of submission by submitter location

Location	Number of respondents
Within Yeronga	9
Within the Brisbane City Council local government area	15
Location not specified	1
Total submissions	25

3.3 Submission method

There were three different methods of receiving submissions – email, online via the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) Have your say website and via post. Handwritten submissions were also accepted at the public consultation sessions during May. Of the submissions received, 52 per cent were received by email and 36 per cent received via the Have Your Say web page. No submissions were received by post and three (12 per cent) were received at the public information sessions. Table 3 below provides a breakdown by submission method.

Table 3: Breakdown of submissions by submission method

Method of submission	Number of submissions received
Email	13
Online submission	9
Post	0
At public information sessions	3
Total submissions	25

3.4 Submission type

Over two thirds of the submissions (68 per cent) received were from private individuals and the balance from organisations (32 per cent). Table 4 below breaks down the type of submission.

Table 4: Breakdown of submissions by submission type

Type of submission	Number of submissions received
Private individual	17
Organisation	8
Total submissions	25

3.5 Overarching areas of support

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

- providing primarily residential development on the site
- the redevelopment of the TAFE site
- the approach to sustainability
- suitable car parking rates in relation to the sites proximity to Yeronga train station
- built form outcomes that promote flexibility for design.

3.6 Overarching areas of concern

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

- building heights are too high for the character of the surrounding area
- density is too high for character of the surrounding area
- the planning provisions relating to retirement and residential care facilities in the Yeronga area
- concern about increases in traffic volumes from development
- impacts of traffic and car parking including on neighbouring streets
- safety impacts from the development on the Yeronga State High School.

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

4.1 Vision and structural elements

Matter #	Summary of issue/comment	Response	Amendment Y/N
Vision			
1	Suggest that the vision be less specific regarding non-residential uses to ensure it is not interpreted that all these specific uses will be delivered.	The PDA is intended to deliver a mixed-use precinct which consists of a predominately residential community complemented by smaller scale retail, commercial and community facilities. The PDA is well located near the Yeronga State High School, the Yeronga State School, Yeronga Memorial Park and the Yeronga rail station and is therefore an appropriate location to support a mixed-use development.	N
2	Suggest that the vision be more specific and indicate that access to the Yeronga State High School car park will be maintained from Villa Street.	It is not appropriate for the Vision to specify the existing access to the Yeronga State High School car park is via Villa Street. Development within the PDA is unable to make requirements on lots located outside the PDA, including the removal of access to a car park.	N
3	Suggest that the requirement to deliver improvements to the connection to Yeronga rail station is unviable given existing access constraints along Park Road and Killarney Street.	The provision 2.3 (7) has been amended to clarify that development is to provide infrastructure to enhance connection between the site and surrounding active and public transport. The provision of connections will allow the PDA to link into the surrounding active and public transport networks.	Y
4	Concern that Yeronga State School does not have the capacity to accommodate additional demand generated from development in the PDA and other nearby developments.	The future capacity of Yeronga State School has recently been reviewed by the Department of Education (DoE), as part of a master planning process. The planning process took into consideration future anticipated growth in student numbers as residential development progresses, including from potential development in the PDA. The DoE works closely with the Queensland Government Statistician's Office to monitor the population and student growth in this area, as well as across Queensland, in order to provide additional capacity at the school, before it is required	N
Structural elements plan			
5	Suggest that the green line and arrow on the structural element plan is misleading as there is no existing	The structural elements map illustrates both the existing and proposed active transport network. The dark green connection within the PDA is not existing. It is intended that the pedestrian and cycle	N

	cycle network on the former TAFE site.	connections within the PDA link into the broader cycling network.	
6	Suggest that the structural elements plan provide additional details to provide better assurances to stakeholders including: <ul style="list-style-type: none"> • block structures • areas for retail activation • vehicle access and parking for the open space area in the north of the PDA 	The Structural Elements Plan has been amended to include an indicative universal access route to the open space area. Additional changes to the development scheme such as indication of block structures, car parking for the park and specific areas for retail activation are not supported. This will enable innovative approaches that achieve the overall outcomes of the development scheme without unnecessarily prescribing the specific outcome on a plan.	Y
7	Suggest that the potential future active transport connection that passes through the school grounds be removed.	The potential future active transport connection from within the PDA through the Yeronga State High School grounds is to be maintained. This future active transport connection has the potential to form an important link between the PDA and Venner Road. An additional Implementation Strategy item 4.2 (4) has been included to ensure a future active transport link maintains safety for children.	Y
8	Suggest the realignment of the proposed cycle connection from within the site to on-road at Park Road as a shared pathway consistent with Brisbane City Council's planned bicycle network or the South-East Queensland Principal Cycle Network Plan. Maintain a conceptual north/south link extending from the future main street to the future open space.	The structural elements plan is to maintain the existing alignment of the proposed active transport connection. This alignment is indicative, and its purpose is to demonstrate that an active transport network which connects to the wider active transport network is to be provided within the PDA. The final alignment of this connection will be determined at the development assessment stage. An additional Implementation Strategy item has been included at 4.2 (3) to ensure the delivery of this infrastructure	Y
9	Suggest that the PDA boundary should be extended along Park Road to include the location where any future works at the Dublin Street, Villa Street and Park Road intersection may occur as a result of development within the PDA	The PDA boundary includes the road reserve at the corner of the Dublin Street, Villa Street and Park Road intersection. The MEDQ has the ability to declare this as PDA-associated development if this upgrade is required to mitigate any impacts of development within the PDA.	N
10	Suggest that existing map provides insufficient detail of the extent of uses within the PDA. A detailed survey plan identifying specific locations and boundaries should be provided.	The structural elements plan is a high-level indicative plan which identifies indicative areas able to be developed and indicative open space areas. It would be inappropriate at this stage to identify locations for a specific density. The built-form provisions in section 2.5.2 guide building heights and built form outcomes in certain locations across the site. Detailed design of the future development will be available publicly on	N

		the department's website when a development application is lodged.	
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4.2 PDA-wide criteria

Matter #	Summary of issue/comment	Response	Amendment Y/N
PDA-wide criteria			
2.5.1 Land use			
11	Support for the intended land use outcomes, in particular the intent for the primary land uses to comprise of residential uses.	Support noted.	N
12	Support for the intended density outcome, noting that the proposed development scheme strikes an appropriate balance between the need to provide a suitable interface to the adjoining area with the commercial requirement to deliver a specific extent of development.	Support noted.	N
13	Suggest that the proposed density of the site is too high. The provision of a minimum density of 65 dwellings per hectare and no upper maximum is not supported.	The proposed onsite density requires a minimum density to ensure that the PDA is developed to its full potential and takes advantage of the well-served location. No maximum density provision has been included as the building heights and built form parameters are sufficient to control density within the site.	N
14	Suggest that a home-based business should not be a primary land use. It should be included in the secondary land uses column of Table 1.	Table 1: Preferred Land Uses has been amended to include 'Home-based business' as a secondary land use.	Y
15	Regarding inclusion of 'bar' as a preferred land use: a. Suggest that the 'bar' land use is not appropriate in the PDA given its proximity to schools and should be	This suggestion is supported, and the 'bar' land use has been removed from the preferred land use table.	Y

	<p>removed as a preferred land use.</p> <p>b. Where a bar is included as a secondary land use, additional provisions consistent with City Plan should be included to minimise the potential of adverse impacts on surrounding uses.</p>		
16	<p>Consider that a significant proportion of the proposed housing must include low-cost options, particularly for first home buyers. This would assist in addressing current housing issues and allow for a mixed demographic in the Yeronga area.</p>	<p>Section 2.5.1 (3) of the development scheme requires that development deliver affordable housing as per the <i>Queensland Housing Strategy 2017-2027</i> and <i>PDA Guideline no. 16</i>.</p>	N
17	<p>Suggest that the community hub/space supports local start-ups and community groups</p>	<p>The development scheme facilitates the delivery of the Yeronga Community Centre and any co-located community uses such as spaces for community groups. However, it does not go to the extent of specifying all activities that could be accommodated in this building in the future. Depending on the nature of the business, local start-up companies may be accommodated in the community centre or elsewhere in the PDA but the development scheme does not explicitly provide for this outcome.</p>	N
18	<p>Suggest maximum gross floor areas should be set for the following uses – club, community care centre, community residence, community uses, health care service, child care centre, educational establishment, indoor sport and recreation, market and office.</p>	<p>The development scheme indicates that development will be predominantly residential in nature and complemented by a range of other compatible non-residential uses. Prescribing a maximum gross floor area for all commercial and retail uses in the PDA is considered inappropriate. However, the commercial and retail land uses have been moved to the secondary land uses column of Table 1. To comply with 2.5.1(1) development will be required to justify that these retail and commercial uses are secondary to the primary land uses, which are predominantly residential in nature.</p>	Y
19	<p>Support primary land uses but not child care centre as a secondary land use. Concern that a new childcare centre in the PDA would have an adverse effect on seven immediate existing centres</p>	<p>Support for primary land uses is noted. Regarding childcare centre oversupply, the development scheme establishes the overarching planning framework for the PDA and is intended to provide for a planning horizon of approximately 10 years. The development scheme provides for a range of preferred land uses that support changes in demand over this period. Listing child care centre as a preferred land use does not indicate that this land use</p>	N

	as many of them are not at full capacity.	will be delivered on the site. This will depend on market analysis undertaken by any future developer of the site and will need to take into account supply and demand in the local area.	
20	Commercial and mixed-used should be located along the future main street. Additional provisions should be included regarding the design and function of these uses.	An additional provision has been included to ensure non-residential uses and mixed-used buildings are focused along Villa Street and internal to the PDA. This is to minimise impacts on adjoining residential uses along Park Road.	Y
21	Concern that Park Road parking and off-street parking are not provided and insufficient detail has been provided on how many additional car trips will be generated.	The development scheme establishes the overarching planning framework for the PDA. It is not possible to provide the specific detail of how many cars will be generated by future development in the development scheme as this may change depending on the scope and scale of development brought forward in a future development application. Detailed planning and design work will be undertaken as individual development applications are assessed and any future relevant development application in the PDA will be assessed in terms of traffic impacts and car parking needs.	N
22	Objection to an additional retirement and residential care facility built in the Yeronga area.	The development scheme aims to deliver a balanced environmentally, economically and socially sustainable outcome to accommodate a mix of age groups. It is considered appropriate to provide diversity of residential options to accommodate these groups. This provides the option that allows local residents to remain in their community when they are older and stay close to their families and friends. Regardless, the specific merits of a particular use will need to be further considered on a case-by-case basis during the development assessment process.	N
23	Suggest the inclusion of a footnote at Table 1 which specifies that 'All preferred land use definitions are in accordance with the definitions in the Planning Regulation 2017'. City Plan definitions are now based on the planning regulation.	No change to Table 1 was made. Schedule 2: Definitions states that unless defined in the definitions at Schedule 2 or in the ED Act, the definitions at schedule 1 of the Brisbane City Plan 2014 apply. As these definitions in the City Plan are based on the planning regulation, there is no need to duplicate this at Table 1.	N
PDA-wide criteria			
2.5.2 Built form			
24	Suggest improvements to provisions to protect amenity and privacy of residents on the western side of Park Road including requiring balconies facing Park	The development scheme includes provisions to ensure the design and orientation of buildings protect the privacy and amenity of residents and adjoining land uses. There could be a number of different design responses to meet these criteria. It is not considered appropriate to specify a particular design response such as external fixed shutters. The	N

	Road to install external fixed shutters, retaining existing vegetation in situ and planting of mature trees to the height of the existing treescape on Park Road.	development scheme also includes provisions to minimise impacts on significant vegetation and retain where possible. The specific response will be assessable subject to a future development application.	
25	Suggest that car park sleeving is only required along the eastern side of Park Road.	The development scheme establishes the overarching planning framework for the PDA noting that only the road reserve is included on the eastern side of Park Road. Car park sleeving is only relevant to future buildings in the PDA and not related to any development in the road reserve on the western or eastern sides of Park Road.	N
26	Suggest that a building footprint outlined in the accepted quantitative measures is unduly restrictive. Building footprints should be increased, removed or only apply to those parts of a building above three storeys. These parameters restrict flexibility in building footprints for certain uses such as retirement living, health care and child care uses which require large footprints for operational efficiencies. Consider that building mass is more effectively controlled through site cover and architectural solutions to create operational and energy efficient buildings.	New development within the PDA is to reflect and be appropriate to the surrounding residential context. Due to the PDA consisting of one large super lot, building footprints are the more appropriate measure to achieve preferred outcomes, than site coverage. building footprints, setbacks, maximum wall lengths and architectural design are appropriate measures to ensure development reflects the character of the surrounds.	N
27	Suggest that regarding building height, the requirement to step down to the eastern boundary of the PDA be replaced by a new quantitative measure that requires a maximum building height of three storeys within 10 metres of an existing building on the Yeronga State High School site to the east.	The stepping down of building heights is aimed at protecting the privacy and amenity of both existing and future buildings and facilities within the Yeronga State High School site. It is therefore considered appropriate to retain this provision in the development scheme.	N
28	Suggest that built form provisions including building envelopes, are considered excessive and	The development scheme aims to balance a number of competing objectives including maintaining residential amenity for adjacent residents, as well as providing infill development within 7 km of the	N

	will allow high rise buildings to dominate the streetscape. Provisions relating to set-backs, built to boundary walls, site cover, separation distances and wall lengths should be removed as these accepted qualitative measures are contrary to the existing low and medium-low density character of the area.	Brisbane CBD. The built form provisions seek to balance these competing objectives by requiring development to have high-amenity urban design outcomes such as adequate private open space, minimum lot frontages, maximum building heights maximum site cover, setbacks and minimum lot sizes.	
29	Suggest that Table 2 should be amended to only apply to residential buildings up to three storeys where on separate freehold allotments.	The accepted qualitative measures demonstrate how the built form outcomes can be met, however other design solutions which meet the built form PDA-wide criteria may also be acceptable if they meet the overall performance outcomes. Table 2 highlights accepted qualitative measures for residential buildings up to three storeys, whether situated on freehold lots or on a community title scheme.	N
30	Suggest that Table 3 should be amended to allow for reduced setbacks on secondary street frontages compared with primary street frontages (e.g. Park Road and Villa Street).	The proposed minimum setback of 3m to the street frontage is considered appropriate for future development within the PDA to sensitively integrate with the existing character of the surrounding area while providing for a more urban infill outcome. An alternative solution may be appropriate where the development can demonstrate compliance at the development assessment stage with the PDA-wide criteria.	N
31	Suggest that section 2.5.2 should be amended to ensure lots with two or more street frontages do not have a rear boundary and therefore the rear boundary setback provision do not apply.	Table 2 and Table 3 have been amended to include a footnote, clarifying setbacks where a lot does not have a rear boundary, (e.g. a corner lot).	Y
32	Support for built form controls that provide flexibility for the design, in particular the fact that a hard line has not been drawn between the areas intended for three and six storey buildings and that a specific requirement for stepping of building height of the Yeronga State High School edge has not been defined.	Support noted.	N
33	Suggest that the front setbacks in Table 2 should	The proposed minimum setback of 3m to the street frontage is considered appropriate for future	N

	be reduced where there is a retail/commercial tenancy proposed along primary street frontages.	development consisting of residential dwellings of three storeys or less. If a future development were to include a retail/commercial component at the ground floor, the development would be mixed-use and Table 3 setbacks would apply. An alternative solution may be appropriate where the development can demonstrate compliance at the development assessment stage with the PDA-wide criteria.	
34	Suggest that the requirements for 15 per cent of site area for communal open space in Table 2 is more applicable to apartment development and more challenging for townhouse development where maximisation of private open space is preferred. Suggest that the provision of communal open space should be considered alongside the private open space.	The provision refers to an accepted qualitative measure for a development of six or more dwellings. Where a development consists of six or more dwellings, the provision of sufficient communal open space is an appropriate minimum requirement. An alternative solution may be appropriate where the development can demonstrate compliance at the development assessment stage with the PDA-wide criteria.	N
35	Concern the development will increase the demand for on-street parking on Park Road.	The proposed development scheme requires development to deliver on-site car parking that minimises the impact on other premises and streets both internal and external to the PDA. This will include consideration of on-street parking demand. This will be assessed in detail by EDQ during the development assessment of a future development application.	N
36	Suggest that six storey buildings are: a. too high as the density of the PDA will cause an increase in traffic on Fairfield Road and Venner Road. Suggest considering congestion of the roundabout on the corner of Venner Road and Fairfield Road b. not of height, scale and form that is considerate of interface with adjoining properties c. in conflict with the Brisbane City Plan.	a. The development scheme provided provisions to deliver medium and high-density buildings in the PDA. This broadly aligns with the requirements in other inner-city urban renewal precincts in Brisbane. Detailed planning and design work will be undertaken including consideration of potential upgrades to the local network and any future relevant development application in the PDA will be assessed in terms of traffic impacts and resultant network improvements. However, the development scheme is limited to managing development that is located within the PDA. It is Brisbane City Council's jurisdiction to maintain the road network in the immediate vicinity of the PDA. b. The development scheme aims to balance a number of competing objectives. The development scheme provides a number of specific metrics that provide for outcomes including building height, setback and building footprint where relevant. c. The provision requires a maximum building height of three storeys along Park Road and Villa	N

		Street to minimise impacts on and compliment the character of the surrounding residential area. A maximum height of six storeys is considered appropriate internally to the site as it enables the development of mixed-use housing options within close proximity to existing heavy rail.	
37	Provision 2.5.2(4) should also refer to smart meters and water efficient appliances.	2.5.2(4) has been amended to include: <i>g) smart meters and water efficient appliances</i>	Y
38	2.5.2 (4) Footnote 16 on should refer to the specific provisions of the <i>Buildings that Breathe</i> guideline.	The footnote does not refer to specific sections of the Buildings that Breathe guideline as the guideline is applicable in its entirety.	N
39	2.5.2 (8) The provision should make it clearer that 'universally accessible communal open space' is required to maintain equitable access.	Both the provision 2.5.2(8) and Tables 2 and 3 are clear in requiring that universally accessible open space is required.	N
40	Amend 2.5.2 (9) to clarify that Park Road and Villa Street are the main gateways to the site.	Due to the location and surrounds of the site, Park Road and Villa Street are the logical and only entry points into the site.	N
41	Amend 2.5.2 (16) to include clarification of 'generous landscape area', such as dimensions and minimum areas	No prescriptive specifications are required for dimensions or minimum areas as various tree species have differing requirements for deep planting. Further, provisions and processes outlined in other parts of the document including the Implementation Strategy aim to deliver significant opportunities for exemplar landscape outcomes.	Y
42	Include a provision for addressing noise impacts from the rail corridor through built form parameters such as mitigation measures.	2.5.6 (3) includes provisions for mitigating significant adverse impacts from noise emissions including those from transport noise corridors. This provision also includes a footnote which refers to the City Plan Centre or Mixed-Use code for guidance.	N
43	Include a provision which provides built form guidance for development fronting Park Road and Villa Street to ensuring surrounding streets are positively engaged.	Section 2.5.2 requires that development delivers high quality-built form outcomes that (1) deliver an attractive, human-scale and welcoming interface with the public realm and (2) promote architectural diversity while respecting the neighbourhood character.	N
44	Amend Table 2 to: a. increase front setbacks to 5.5m. b. include additional requirements for built to boundary walls c. amend rear setback provisions to relate to length of lot	a. Minor amendments have been made to the development scheme. An increase to setbacks is not supported. The accepted quantitative measures for setbacks are set to encourage activation of the street. b. Additional built to boundary wall requirements are considered unnecessary given the relationship between this provisions and other controls. c. the maximum lot length would be 17 m in accordance with Table 2, therefore existing rear	N N N

	<ul style="list-style-type: none"> d. amend the site coverage requirements to allow for dwelling houses e. include minimum lot size provisions which state minimum dimensions for new lots f. amend communal open space provisions to 'whichever is greater' and require a specific open space provision for open space at ground floor units. 	<p>setback provisions of 3 m are considered appropriate</p> <ul style="list-style-type: none"> d. A traditional dwelling house is unlikely to be developed and would generally not be supported within the PDA. As the minimum lot size is 120 m², the maximum building footprint would be 84 m², which is an appropriate site coverage. e. Table 2 currently requires a minimum lot size and a minimum frontage of 7 m. Additional provisions for lot dimensions would be considered onerous. f. The general communal open space provision will be amended to include 'whichever is the greater of'. Additional requirements for private open space of ground floor units are not required as existing private open space requirements and setback requirements are adequate. 	<p>N</p> <p>N</p> <p>Y</p>
45	<p>Amend Table 3 to:</p> <ul style="list-style-type: none"> a. Include additional provisions for built to boundary walls – similar to Table 2 b. Remove second storey setbacks as these decrease street definition c. Remove provision relating to maximum building footprint as its purpose and its relationship to site cover is not clear d. Site cover for buildings less than four storeys must be specified e. Provisions regarding wall lengths are confusing and should be clarified f. The building separation distances will result in towers on the same lot having a greater separation distance than towers on adjoining lots g. amend communal open space provisions to 'whichever is greater' and require a specific open space provision for open space at ground floor units. 	<p>Minor amendments have been made to the development scheme.</p> <ul style="list-style-type: none"> a. Table 2 and Table 3 relate to different building typologies and therefore have different intents. b. Setbacks are considered appropriate as they provided opportunity to established definition through design and articulation of balcony forms on storeys 2 to 6. c. The maximum site coverage aims to avoid overdevelopment of any lot. The maximum building footprint has been maintained to ensure future development is appropriate for the scale and bulk of the surrounding locality. d. Site cover is not specified in favour of provisions relating to maximum building footprints and setbacks from boundaries. e. Wording has been amended to clarify the provisions relating to wall lengths. f. The separation distances apply to individual buildings regardless of whether they are on the same lot or not. Table 3 has been amended to 'Separation distances (between buildings, whether on the same or adjoining lots)' to clarify. g. Additional requirements for private open space of ground floor units are not required as existing private open space requirements and setback requirements are adequate. The communal open space provision will be amended to include 'whichever is the greater of'. 	<p>N</p> <p>N</p> <p>N</p> <p>N</p> <p>Y</p> <p>Y</p> <p>N</p>

PDA-wide criteria			
2.5.3 Public realm			
46	Suggest that the 6 metre buffer on the eastern boundary should specifically include the active transport connection.	The preferred route for the active transport corridor will be finalised at development assessment stage. The alignment of this route in the structural elements plan is indicative only. However, section 2.5.3 (5) has been amended to ensure that if the active transport connection is located at the eastern boundary, it is able to be incorporated into the 6 m vegetated buffer.	Y
47	Section 2.5.3 (1) requires development to respond to and respect the cultural heritage values of the Yeronga Memorial Park, however there are no details regarding how development is to achieve this outcome.	An additional implementation strategy items has been included to facilitate the delivery of a linkage between the PDA site and the memorial park. The inclusion of appropriate wayfinding and interpretive signage is also suggested.	Y
48	The streetscape network, including footpaths, should reflect the streetscape hierarchy set out in the City Plan.	Section 2.5.3 (7) requires that the public realm creates a high level of amenity and references the City Plan's streetscape hierarchy overlay code for guidance.	N
49	Suggest green/recreation space is easily accessed by families.	Existing provisions in the development scheme require the open space to be publicly accessible. An additional amendment has been made to the structural elements plan to ensure access is provided to the open space.	Y
50	Include provisions to provide road frontage to the open space area at the north of the site, which incorporate CPTED principles creating a useable and safe public open space	Section 2.5.3 (6) Public Realm – includes a provision which refers to the Brisbane City Pan's CPTED planning scheme policy for guidance. The structural elements plan includes a minor change to include an indicative universal access connection to the open space area at the north of the site.	N Y
51	Section 2.5.3 (5) is supported provided a key east/west transport link is delivered within the site. Additional provisions should be provided detailing what an attractive visual buffer entails.	The Structural Elements Plan identifies that the future active transport link through the PDA incorporates a north-south link through the site, in addition to an east/west link. Additional provisions for the landscape buffer are not appropriate as the provision is intended to encourage a creative response through landscape design.	N
52	2.5.3 (7) Footnote 21 should be amended to Section read 'For guidance, refer to the Brisbane City Plan Streetscape hierarchy overlay code and Infrastructure design planning scheme policy'	The applicable footnote has been amended to ' <i>For guidance, refer to the Brisbane City Plan Streetscape hierarchy overlay code and Infrastructure design planning scheme policy</i> '	Y

53	Include a new provision which seeks to provide vantage points at open space locations for rest and socialisation as these are a good urban design outcome.	Section 2.5.3 (11) has been included which states that development ' <i>provides comfortable vantage points to rest, socialise and observe surrounding activities including: - a consistent and durable hard and soft landscaping palette comprising sub-tropical advanced street trees and landscaping and high-quality street furniture.</i> '	Y
PDA-wide criteria			
2.5.4 Street and movement network			
54	Concern about the safety of pedestrians and cyclists at the existing signalised crossing on Park Road (near Dublin Street) when there is increased vehicles, pedestrian and cyclist activity.	The development scheme includes provisions to manage safety of vehicles, pedestrians and cyclists within the PDA. This will be considered by EDQ during development assessment based on the specific development proposal that is brought forward.	N
55	Include a provision that no direct lot access is to be provided from Park Road or Villa Street, with all access to be from the internal road network.	An additional provision has been included at section 2.5.4 (11) stating that development ' <i>provides vehicular access from the internal road network with no direct vehicular access provided from Park Road</i>	Y
56	Concerns that amenity and public risk are issues with the current indicative egress site impacting both the development site and residents on western side of Park Road.	The structural elements plan is a spatial representation of the highest-order physical elements that are critical to achieve the vision for the PDA. The plan indicatively outlines egress points on both Park Road and Villa Street. This location is not set and may change based on a number of considerations including safety and efficiency of the adjacent road network. On this basis, it is not considered appropriate to guarantee specific points in this plan. This will need to be addressed by any future applicant for development in the PDA and considered by EDQ during development assessment.	N
57	Consider that the former egress from the Yeronga TAFE onto Park Road near the rail underpass is the best location for future site egress to address a range of matters including vehicle light impact, minimising conflict, historical effectiveness of this location, congestion and vehicle queueing, cost efficiency, financial feasibility, traffic management and safety.	The proposed development scheme includes provisions to manage the efficiency and safety of the road network. Taking this into account, the specific location of the egress point will be further considered by EDQ during development assessment based on the specific development proposal that is brought forward.	N
58	Suggest that the no parking sign should remain on the western side of Park Road to manage	The development scheme requires development to ensure safe and efficient operation of the road network internal and external to the PDA. This will	N

	safety concerns.	include consideration of existing parking signage along Park Road.	
59	<p>Car parking</p> <p>a. Concern that car parking standards outlined in Table 4 do not contemplate user needs in affordable housing product and lower rates should be expressly stated in the development scheme.</p> <p>b. Support for suitable rates for car parking, acknowledging that the site possesses good accessibility to Yeronga station.</p> <p>c. Suggest that Table 4: Car parking should align with City Plan.</p> <p>d. Support for the design requirements for car parking enable it to be accommodated at ground and podium levels which acknowledges basement parking construction is challenging from a cost perspective.</p> <p>e. Concern regarding the reduced parking rates for development based on its proximity to the railway station.</p> <p>f. Suggest that for integration with surrounding uses, the large carpark belonging to the high school should serve as a shared parking resource out of school hours for local businesses and residents.</p>	<p>a. A specific concession on parking rates for affordable housing product is not supported. However, a reduced rate may be acceptable if an appropriate level of evidence is provided that demonstrates how the proposed parking solution meets the performance outcome specified in the PDA-wide criteria. This will be considered during the development application phase.</p> <p>b. Support noted</p> <p>c. The car parking rates of Table 4 of the development scheme align with Table 13 of the City Plan's Transport, access, parking and servicing planning scheme policy as at August 2019.</p> <p>d. Support noted.</p> <p>e. The car parking rates of Table 4 of the development scheme align with Table 13 of the City Plan's Transport, access, parking and servicing planning scheme policy (as at August 2019) which applies to development within 400 m of a rail station.</p> <p>f. The development scheme requires that future development provide for adequate car parking onsite to minimise impacts on the surrounding residents and existing uses. It would be inappropriate for the development scheme to require the adjoining site, which is outside the PDA to provide parking for future development within the PDA. This may be negotiated separately from the planning process.</p>	<p>N</p> <p>N</p> <p>N</p> <p>N</p> <p>N</p> <p>N</p>
60	<p>Suggest providing two car parking spaces either:</p> <ol style="list-style-type: none"> 1. per dwelling, or 2. per two-bedroom dwelling 	<p>The development scheme aims to balance a number of competing objectives including increasing public transport uses where development is in close proximity to public transport but also limiting any traffic impacts on the local road network. Requiring two car parking spaces for a two-bedroom dwelling is not</p>	N

		<p>supported as it does not promote either of these outcomes.</p> <p>To deliver a balance between these competing objectives, the development scheme has adopted the parking rates that apply in the Brisbane City Plan 2014, as at August 2019, for development within 400 metres of a train station. Car parking will be assessed in detail by EDQ during the development application phase to ensure it services the needs of residents and visitors to the PDA.</p>	
61	<p>Linkage to public transport:</p> <p>11. Suggest that the requirement to accentuate linkages to Yeronga station will be difficult to achieve and should be removed.</p> <p>12. Suggest that due to the proximity to the Yeronga Rail Station, the PDA should place greater emphasis on connecting to the station through improving infrastructure along Park Road and Killarney Street.</p>	<p>Provision 2.5.4 (6) has been amended to clarify that linkages to public transport stops are to be accentuated from the PDA, in recognition that there is limited scope to provide a linkage from the PDA to the public transport stops.</p>	Y
62	<p>Concern that the State ensures the proper and safe management of the additional vehicular traffic generated in proximity to the school during construction and on completion of the development.</p>	<p>The safety of pedestrians and vehicles around the Yeronga PDA is a priority and will be well-considered during construction of the development.</p> <p>Generally, development of this nature will require a Traffic Guidance Scheme (TGS) which includes a number of traffic management measures.</p> <p>In relation to entering and exiting the site, a TGS usually requires spotters to be in place on the site entry. The purpose of these spotters is to ensure trucks are entering the site safely, and no pedestrians are nearby. The spotters also assist the trucks when entering and exiting site and are positioned at the gate during hours of work. If there is a time when a spotter is not present, traffic control signage, which is also informed by the TGS, is erected along the street in order to manage the speed of general traffic and heighten awareness of truck movements.</p> <p>Workplace Health and Safety Queensland monitors the safe work practices on construction sites and are able to conduct regular inspections through the course of the works.</p>	N

63	Include street cross-sections to provide clarity of how future development will occur.	2.5.4 (1) includes a footnote which refers to the Brisbane City Plan Streetscape hierarchy overlay and Infrastructure design planning scheme policy.	N
64	Suggest safety, especially at night, should be strongly emphasised, particularly if active transport is to be encouraged.	2.5.4 (1) requires that a high-quality and functional street and movement network be provided with a network of routes for all transport modes. This provision has been amended to ensure that safety is also a consideration when development provides movement networks.	Y
65	Concern regarding the impact development in the PDA will have on local traffic and congestion (especially on the capacity of both Villa Street further east of the PDA and the Venner Road, Park Road and Fairfield Road roundabout) and resultant quality of life of local residents and pedestrian safety.	The development scheme includes provisions to manage the operation of the road and transport network internal and external to the PDA. The potential impact of development on the surrounding road network and will be considered by EDQ during development assessment based on the specific development proposal that is brought forward. When the form and scale of development on site has been finalised at the development application stage, estimated dwelling and population data will inform a detailed traffic analysis for the site. This will help EDQ understand any impacts on the local road network that directly result from the redevelopment and appropriately condition any actions that need to be taken to mitigate these impacts such as intersection upgrades, changes to speed limits or lane widening.	N
66	Include provisions for additional footpath requirements within the PDA such as widening footpaths to 2 m and providing footpaths along the southern park boundary	Sections 2.5.4 (1) and 2.5.4 (10) include footnotes for guidance which refer to the relevant sections of the City Plan which regulate footpath design. The following provision has been included ' <i>provides for a pedestrian footpath along the southern boundary of the open space area at the north of the PDA to allow for universal access</i> '	Y
67	Concern that more traffic on Park Road increases the danger of turning right from Arras Street onto Park Road which is currently a blind corner. Suggest addressing traffic issues around both the primary and high schools, School Road especially the rail overpass to Fairfield Road, the Arras Street blind intersection and the Fairfield Road roundabout in order to handle the increased traffic.	The development scheme is limited to managing development that is located within the PDA. However, the impact of development in the PDA on the local road network is a key consideration in the future planning and design of the site. The development scheme also includes a provision to ensure no net worsening effect to existing traffic on the surrounding road network. This will be assessed in greater detail at the development assessment stage when a specific development proposal is brought forward. Brisbane City Council maintain the road network in the immediate vicinity of the PDA. The council and other stakeholders, have been, and will continue to be, consulted regarding traffic matters on the local road network.	N
68	Suggest that a detailed plan for road upgrades, site entry and traffic	At the time that a development application is lodged with the MEDQ, a detailed traffic impact assessment report is required detailing the potential impacts of the	N

	management should be developed and released for public consultation.	development on the surrounding road network and which actions will be taken to ameliorate these potential impacts. Detailed plans of the future development will be available publicly on the departments website when the development application is lodged.	
69	<p>Concern the surrounding road network will be impacted by increased density. Suggest a range of road upgrades including:</p> <ul style="list-style-type: none"> • Park Road and Villa Street intersection • Park road/Fairfield Road and Venner Road roundabout • Clara Street and Venner Road intersection • opening up Ovendean Street from Park Road • Park Road turning left onto Fairfield Road. 	<p>The development scheme is limited to managing development that is located within the PDA. The Infrastructure plan describes future transport service to the PDA may include:</p> <ul style="list-style-type: none"> • Upgrades to Park Road and Villa Street including new intersections, road widening, realignment and turning lanes at entry points into the PDA • An active transport connection on the eastern boundary of PDA with connection to Park Road and the surrounding primary cycle network. <p>Further investigations of infrastructure requirements and delivery responsibilities will occur as development progresses and may be amended over time to reflect changing circumstances. EDQ is not able to manage the road network outside of the PDA. However, an important aspect of the Vision is to improve integration between the PDA and the surrounding area and these matters are already reflected in the structural elements plan and the PDA wide criteria which</p> <ul style="list-style-type: none"> • Seek to respect the relationship between new development in the PDA and existing residential development outside the PDA • Ensure the safety and operation of the public road and active transport outside of the PDA is not adversely impacted. 	N
70	The PDA should incorporate improved active transport outcomes from the site to surrounding key destinations and include additional provisions to ensure the safe transition of the internal bike network to Park Road and to connect the site to the surrounding key destinations.	<p>The following additional implementation strategy item has been added to ensure that the future bicycle network internal to the PDA connects to the broader cycling network:</p> <p>3. Work with stakeholders including BCC and the Department of Transport and Main Roads to ensure the new active transport route through the PDA connects to the wider active transport network, including the South East Queensland Principal Cycle Network and the planned bicycle network.</p>	Y
PDA-wide criteria			
2.5.5 Environment and sustainability			
71	Concern that the State ensures the proper and safe management of impacts of the development on native wildlife (including, but not limited to, possums and	Whilst there is no mapped protected flora or fauna, the PDA does not negate development from complying with other legislation including, but not limited to the <i>Environmental Protection Act 1994</i> and the <i>Nature Conservation Act 1992</i> , where applicable.	N

	brush turkeys the displacement of which is already observable).		
72	Remove the requirement for a community garden. A community garden is not required within the PDA as there is one successfully operating from the YSHS site.	A community garden is not required within the development. Section 2.5.6(8) suggests a community garden as an option, amongst a number of options, for the innovative and efficient use of water onsite.	N
73	Support for the approach to sustainability.	Support noted.	N
74	Significant vegetation should be maintained onsite through limiting any proposed buildings to the existing developed footprint.	Sections 2.5.5 (2) and (3) require significant vegetation to be retained onsite and any impacts on vegetation to be minimised or mitigated.	N
75	Provide clarification regarding the relevance of the reference to Moreton Bay Water	The reference to Moreton Bay Waters is to protect water quality for the entirety of the Moreton Bay catchment. Achieving the water quality objectives prevents pollutants from flowing from the site, to the Brisbane River and into the Moreton Bay.	N
PDA-wide criteria			
2.5.6 Community safety			
76	Concerns about dust, odour, noise and light nuisance (including vehicle headlights) impacting residences west of Park Road including from site egress location.	The proposed development scheme includes provisions that requires development to avoid, manage or mitigate adverse impacts from noise, light nuisance and air pollution. An appropriate strategy to manage significant impacts during construction, will need to accompany future relevant development applications in the PDA.	N
77	Concern that the State ensures the proper and safe management of noise, dust and other interruptions resultant of the project and development.	Section 2.5.6 (3) requires development to avoid, manage and mitigate adverse impacts from a number of environmental pollutants, including air pollution during and after construction.	N
78	Concern regarding the safety of school children and the need for measures to protect them including flashing school zone lights, speed cameras and 'lollypop' people at crossing points.	These are not issues that are able to be resolved by the development scheme. School zone lighting, speed cameras and lollypop people are safety measures which are the responsibility of the Yeronga State High School, the Department of Education and Brisbane City Council.	N
79	Amended title of this section to recognise references to flooding.	The title of this section has been amended to 'Community safety and development constraints'	Y
80	Amend footnote 34 to the correct date of 2016	Amendment to scheme made.	Y

		Footnote 39 has been amended to Queensland Urban Drainage Manual 2016	
PDA-wide criteria			
2.5.7 Service infrastructure			
81	Provision requiring future infrastructure to be designed to meet Brisbane City Council's desired standards of service and design standards in the Infrastructure design planning scheme policy in City Plan	Appropriate references to guidance material and Brisbane City Plan are included throughout the development scheme. Additionally, EDQ has a range of Guidelines regarding infrastructure delivery.	N
82	Suggest that infrastructure upgrades, particularly of sewer and stormwater should occur to manage impacts from additional residents.	The development scheme provisions 2.5.7 (2), 2.5.7 (3) and 2.5.7 (4) adequately address infrastructure requirements and provision within the PDA.	N
83	During construction, manage traffic, dust, noise and other impacts from the site on the school particularly during key learning times	Section 2.5.6 (3) requires that the construction of development supports community safety and avoids, mitigates or manages adverse impacts from air pollution, light nuisance and noise emissions	N
PDA-wide criteria			
2.6 Levels of Assessment			
84	For increased transparency on appropriate land uses, include the following list of prohibited development, which are within the ILUP: <ul style="list-style-type: none"> • Adult store • Intensive animal industry • Intensive horticulture • Low impact industry • Medium impact industry • Special industry • Transport depot • Warehouse. 	Column 2B – prohibited development has been included with the following uses: <ul style="list-style-type: none"> • Adult store • Intensive animal industry • Intensive horticulture • Low impact industry • Medium impact industry • Special industry • Transport depot • Warehouse. 	Y

4.4 Infrastructure and implementation

Matter #	Summary of issue/comment	Response	Amendment Y/N
3. Infrastructure plan			
85	Suggest that the infrastructure plan should acknowledge that there are existing demand credits available for gross floor area and impervious areas in the PDA.	Noted. Existing demand credits are determined through the development assessment process and provided as a reduction to calculated infrastructure charges. EDQ Infrastructure has a standard policy of providing credits for existing lawful uses which is set out in the IFF and will be included in a DCOP for Yeronga (or any alternative infrastructure policy document which is drafted for the PDA).	N
86	Suggest that the infrastructure plan should specifically state that any dwellings delivered to the State for public housing should be exempt from infrastructure charges.	Not supported. This matter will need further consideration and will be dealt with through the drafting of a DCOP or alternative infrastructure policy documentation.	N
87	Suggest that the 'parks and open space' infrastructure category in Table 6 make note of the drainage reserve and stormwater function that the open space area will provide.	Agreed – This will need to be considered during the determination of costing for potential trunk infrastructure.	Y
88	The infrastructure plan does not provide adequate detail for infrastructure provision for the PDA, including setting provisions for stormwater drainage networks, sewerage networks, footpath, bikeways and roads and parkland. The development scheme needs to provide additional infrastructure provisions for drainage to resolve existing flooding and overland flow issues.	No change.	N
89	3.1 remove the reference to 'local government' as an infrastructure provider for this PDA.	Infrastructure will be delivered in accordance with the applicable EDQ standards or the applicable local or state government, or relevant infrastructure providers at the time a PDA development application. EDQ will continue to liaise with Council as the relevant local	N

		government for the PDA regarding infrastructure works.	
90	Ensure infrastructure contributions from development within the PDA are retained for future development within the PDA or for the benefit of the local community.	Infrastructure planning is currently being undertaken which will identify trunk infrastructure and forecast trunk infrastructure charges revenue. Infrastructure charges spending will be based on the findings of these investigations.	N
91	The proposed park cannot be considered as trunk park infrastructure, however its use as an open space area is supported.	Noted. However, an assessment of whether the park is trunk will be undertaken in the drafting of the DCOP (or alternative policy document) in consultation with Council. The support for the park to be open space is noted.	N
4. Implementation strategy			
92	If the provision of a community facility is not undertaken by developers, the PDA needs to identify alternative measures for how to deliver this facility.	The delivery of the community centre is part of an election commitment by the Queensland Government. The future developer of the site will be required to deliver this as part of their contractual agreement.	N

4.5 Other matters

Matter #	Summary of issue/comment	Response	Amendment Y/N
5. Schedules			
93	Concern that EDQ has breached the <i>Economic Development Act 2012</i> , the <i>Work Health and Safety Act 2011</i> and the <i>Environmental Protection Act 1994</i> in terms of demolition and other works on the former TAFE site.	The proposed development scheme does not regulate demolition work. Schedule 1 of the development scheme states that carrying out building work, where for demolition of a building or other structure is accepted development. PDA accepted development does not require a development application. It is acknowledged demolition including asbestos removal is subject to a number of statutory requirements including the <i>Work Health and Safety Act 2011</i> and the <i>Environmental Protection Act 1994</i> . Other works may be assessable and will be assessed on a case-by-case basis.	N
94	Request that clarification be provided on the operation of 'accepted quantitative measures' that are called up by section 2.5 by including a new definition that outlines that these measures are only one way to achieve	A new definition has been inserted into Schedule 2 to clarify the meaning of accepted quantitative measures.	Y

	overall outcomes specified in section 2.5		
95	<p>Suggest that the definition of storey should be amended to:</p> <ul style="list-style-type: none"> include private open space on roof tops and not be limited to communal open space to promote innovative housing product and acknowledge the limited impact on massing and form remove requirement for the open space to be landscaped due to potential subjectivity, and provide exclusion for a space on a rooftop that accommodates building plant and equipment to better align with Brisbane City Plan 2014 definition. 	<p>The definition of 'storey' has been amended to remove specific reference to communal open space, thereby allowing both communal and private open space to occur on a roof-top.</p> <p>It is not considered appropriate to remove the requirement for open space to be landscaped. Landscaping is required for visual amenity for both residents and surrounding development and also to offset the urban heat island effect.</p> <p>The storey definition now includes a reference to building plant and equipment to better align with the Brisbane City Plan 2014.</p>	Y
96	<p>The Interim uses requirements are to consider the impacts on adjoining residential areas and traffic networks. A list of inappropriate uses is to be included, to provide clarity regarding which uses are undesirable in the PDA.</p>	<p>Interim uses are still required to make an application to the MEDQ and be assessed against the development scheme. The interim use is subject to conditions of approval which may include: limit to the duration of the use; management of traffic impacts; management of amenity impacts, etc.</p>	N
97	<p>Concerns regarding safety issue caused by the development to Yeronga State High School and Yeronga State School. Suggest protecting students and families who are accessing the School from the additional traffic generated by the development in ways that:</p> <ul style="list-style-type: none"> Construction to ensure dust, noise and vibrations are minimised Fence to be built between the school and the development site Heavy machinery and heavy vehicle movement are limited to outside of key learning times 	<p>No change.</p> <p>The development scheme includes provision 2.5.6 (3) which requires development to avoid, manage and mitigate adverse impacts from a number of environmental pollutants, including air pollution during and after construction.</p> <p>Construction work is subject to a range of statutory requirements including the <i>Work Health and Safety Act 2011</i> and the <i>Environmental Project Act 1994</i>. An appropriate strategy to manage significant impacts will need to accompany future relevant development applications in the PDA.</p>	N

	<ul style="list-style-type: none"> • High noise and high vibration works are limited to outside of key learning times • Maintain the active transport access • Traffic controllers to be employed • A proper native wildlife management plan to be implemented. 		
98	Schedule 1: Amend the thresholds regarding number of customers for home-based business to align with the City Plan	The provisions for a home-based business in Schedule 1 are considered appropriate for accepted development within the PDA. The provisions in the City Plan are not adopted as the purpose of the PDA is to encourage economic development, particularly small-scale development which is compatible with a residential area, such as a home-based business	N
99	Schedule 2: The table with the definitions should be amended to reflect the Planning Regulation	No change. Schedule 2: Definitions states that unless defined in the definitions at Schedule 2 or in the ED Act, the definitions at schedule 1 of the Brisbane City Plan 2014 apply. As these definitions in the City Plan are based on the planning regulation, it is not considered necessary to duplicate.	N
General comments on development scheme			
100	Suggest amending section 2.2.4 to only require development, where inconsistent with any of the outcomes of the PDA development requirements, to demonstrate sufficient grounds through either superior design outcomes or overwhelming community need, not both aspects.	This suggestion is not supported. On the basis that the development scheme has gone through a public consultation process, it is considered imperative to ensure that any departure from the outcomes of the PDA development requirements demonstrates both design excellence and overwhelming community need.	N
101	Suggest that greater certainty be provided regarding criteria for public notice of applications over and above non-preferred land uses as existing criteria are too broad. It is suggested one additional criteria be included that requires public notice where building heights are exceeded.	This amendment is not supported. The use of exceeding prescribed building heights as a trigger to publicly notify an application also presupposes that this will be an acceptable outcome. It is suggested that public notification may be required for a range of matters over and above building height and that this can be discussed with applicants during pre-lodgement. Under the <i>Economic Development Act 2012</i> , the MEDQ can, within 20 business days after an application is made, give the applicant notice that they must publicly notify the application. This is irrespective of any criteria that the development scheme indicates.	N
102	Suggest that additional criteria be included in the development scheme to provide certainty to	Reconfiguring a lot is considered development under the development scheme. As per Table 5: Levels of assessment, all development other than that mentioned in Column 1 or 2B is permissible	N

	stakeholders regarding the process for reconfiguring a lot development assessment.	development and therefore and must comply with the relevant provisions of the development scheme. This may include the street and movement network PDA-wide criteria, the built form PDA-wide criteria and the land use PDA-wide criteria. The existing criteria in the development scheme are considered sufficient to assess a development application for reconfiguring a lot.	
103	Suggest that bicycle paths and bike parking are built in consultation with bicycle users to make sure they are truly bicycle friendly.	An additional strategy has been included in the implementation strategy to ensure that bicycle parking services the needs of end users. Bicycle paths are to be designed as per Council standards	Y
104	Suggest that the Community Centre have sufficient space for a small hall, which could accommodate performances, exhibitions and public meetings, as well as a drop-in space for local people to help build a stronger sense of community.	No change. It is intended that the Community Facility will provide opportunity for a multi-purpose area which could host a number of the suggested function and activities.	N
105	Suggest a local reference group is established to participate in decision making around planning and construction. The YSHS P&C would like to maintain communication with EDQ and the new stakeholder who will be developing the site.	Noted. The redevelopment of the Yeronga PDA and the drafting of the development scheme is the culmination of community consultation, consultation with community groups and consultation with various stakeholders. Further community consultation for specific development applications will be required for applications that are publicly notified. The decision whether to publicly notify a development application is only made following lodgement of the application. The YSHS P&C are able to comment further on applications that are publicly notified.	N
106	Support for the redevelopment of the TAFE site.	Support noted.	N
107	Include detailed provisions to identify how a development can meet the vision and PDA-wide criteria. Specific development provisions from the City Plan and provisions from the Buildings that Breathe guide should be used.	Detailed, codified provisions are not considered appropriate within a PDA. The provisions are drafted to ensure outcomes are clearly defined, whilst providing development flexibility in meeting those outcomes. Accepted quantitative measures for certain built form criteria assist with interpretation of the PDA-wide criteria. For additional guidance, both the <i>City Plan</i> and the <i>Buildings that Breathe</i> guideline are referenced by the development scheme at several points.	N
108	Reference is made in section 2.5.1(5) to a 'community hub' whereas	The section 2.5.1(5) has been amended to 'community facility' to be consistent with Map 2 in the development scheme.	Y

	map 2 outlines a requirement for a community facility. Consistency with terminology is required.		
109	General support for locating the community centre on Villa Street to provide connectivity to the Yeronga Memorial Parklands and to be inviting for the public.	Noted	N
110	Improved consultation is needed, the informal sessions are not adequate, and these were not properly advertised.	<p>Noted.</p> <p>EDQ has been formally consulting with the Yeronga community since 2017. During this time, to ensure the community were aware of consultation sessions, EDQ delivered newsletters and postcards to over 4000 homes in the surrounding area. Additionally, over 75 registered users were sent emails through the Have Your Say website with information regarding the community engagement sessions.</p> <p>The project to date, underwent three rounds of community consultation.</p> <p>The first round was in 2017, with four sessions held during August and September to understand the community's preferences for the development of the site.</p> <p>The second round of community consultation was two sessions in March 2018 to present to the community a development concept based on previous feedback, with new feedback being used to draft the development scheme.</p> <p>The third round of community consultation was two sessions in May 2019 to get community feedback on the proposed development scheme.</p> <p>Across all the community consultation sessions, a cumulative total of over 250 people attended.</p>	N
111	Suggest that the Minister for EDQ must comply with all relevant legislation including BCC ordinances.	The development scheme states that development may require assessment against other relevant legislation including any relevant local laws made under the <i>City of Brisbane Act 2010</i> that apply in the PDA to the extent they are not replaced by a by-law made under the <i>Economic Development Act 2012</i> . EDQ will continue to consult with Brisbane City Council and other state agencies throughout the planning process in regard to this matter.	N

5. List of all amendments to the development scheme

Amendment #	Section details	Nature of/reason for amendment
General		
1	Throughout the document	To reflect changes made by the <i>Economic Development and Other Legislation Amendment Act 2019</i> , PDA self-assessable development and PDA exempt development have been changed to PDA accepted development.
1	Throughout the document	To reflect finalisation and adoption of the scheme amend the terminology through the document from 'proposed development scheme' to now read 'development scheme'.
2	Throughout the document	To reflect the month the scheme was adopted amend the date through the document to ' <i>August 2019</i> '
3	Throughout the document	For accuracy, amend minor formatting, typographical errors, word omissions or referencing including: <ul style="list-style-type: none"> changing the naming of land uses to align with City Plan definitions (e.g. child care centre to childcare centre) missing words from footnotes incorrect links to online documentation incorrect terminology consistency of terminology including reference to heritage buildings cross-referencing references to the Yeronga PDA Development Charges and Offset Plan accuracy and alignment of maps.

Section 2: Land use plan

4	2.3 Vision	<p>To clarify that the supporting infrastructure to be provided is to link the PDA to the surrounding infrastructure networks to enhance the connectivity between the PDA and the surrounding area, the Vision statement 2.3 (7) has been amended to:</p> <p><i>7. delivering appropriate supporting infrastructure to enhance active and public transport connectivity in the PDA and to the surrounding area, to improve connectivity to Yeronga rail station, bus stops and the existing cycle network</i></p>
5	2.4 Structural elements	<p>The structural elements plan has been amended to identify an indicative universal access route to the open space are at the north of the PDA.</p>
6	2.5.1 PDA-wide criteria	<p>The references to ‘community facility’ have been made consistent throughout the document:</p> <p><i>5. deliver a new community facility including a new Yeronga Community Centre and other co-located community and complementary uses such as health care services</i></p>
7	2.5.1 PDA-wide criteria	<p>An additional provision has been included at 2.5.1- Development provides a range of preferred land uses (refer to Table 1) that:</p> <p><i>7. minimises conflict with adjoining residential uses by focusing non-residential uses or mixed-use buildings along the Villa Street frontage or internally within the PDA</i></p>
8	2.5.1 PDA-wide criteria	<p>Table 1: Preferred land uses has been amended to move ‘home based business’ from the primary land uses column to the secondary land uses column.</p>
9	2.5.1 PDA-wide criteria	<p>Table 1: Preferred land uses has been amended to remove ‘bar’ from the secondary land uses column, as a bar is not a preferred land use in the PDA.</p>
10	2.5.1 PDA-wide criteria	<p>Table 1: Preferred land uses has been amended to remove all retail and commercial type uses from the primary land uses column to the secondary land uses column.</p>
11	2.5.2 PDA-wide criteria	<p>2.5.2(4) has been amended to include:</p> <p><i>g) smart meters and water efficient appliances</i></p>

12	2.5.2 PDA-wide criteria	<i>Table 2: Accepted quantitative measures for particular residential buildings and Table 3: Accepted quantitative measures for particular residential, mixed-use and non-residential buildings</i> have been amended to clarify setbacks where a lot does not have a rear boundary (e.g. a corner lot).
13	2.5.2 PDA-wide criteria	<i>Table 2: Accepted quantitative measures for particular residential buildings</i> has been amended to clarify that communal open space provided is <i>'whichever is the greater of...'</i>
14	2.5.2 PDA-wide criteria	<i>Table 3: Accepted quantitative measures for particular residential, mixed-use and non-residential buildings</i> have been amended to clarify that separation distances between buildings apply whether buildings are located on the same lot or adjoining lots.
15	2.5.2 PDA-wide criteria	<i>Table 3: Accepted quantitative measures for particular residential, mixed-use and non-residential buildings</i> has been amended to clarify that communal open space provided is <i>'whichever is the greater of...'</i>
16	2.5.3 PDA-wide criteria	A footnote has been included at 2.5.3 (1) which refers to the new implementation strategy 11.
17	2.5.3 PDA-wide criteria	2.5.3 has been amended to clarify that the 6 m eastern boundary setback is able to incorporate the active transport connection. <i>'provides an attractive landscaped buffer, which may include an active transport route, of at least 6 m on the eastern boundary of the PDA to provide an appropriate interface with Yeronga State High School'</i>
18	2.5.3 PDA-wide criteria	2.5.3 Public Realm has had an additional provision included: 11. <i>provides comfortable vantage points to rest, socialise and observe surrounding activities including a durable hard and soft landscaping palette of sub-tropical street trees, landscaping and high-quality street furniture</i>
19	2.5.3 PDA-wide criteria	2.5.3 Public Realm has had the footnote for provision (7) amended to <i>'For guidance, refer to the Brisbane City Plan Streetscape hierarchy overlay code and Infrastructure design planning scheme policy'</i>
20	2.5.4 PDA-wide criteria	2.5.4 (1) has been amended to include safety within the provision as follows: 1. <i>has a clear hierarchy and is easy to navigate with a well-connected, safe, logical, permeable and legible network of routes for all transport modes</i>

21	2.5.4 PDA-wide criteria	<p>Clarification that development within the PDA cannot control access to lots outside of the PDA through the amendment of provision 4 to:</p> <p><i>4. considers the safety, amenity and function of Yeronga State High School including the existing vehicular access to the Yeronga State High School car park to the east of the PDA (refer Map 2)</i></p>
22	2.5.4 PDA-wide criteria	<p>Clarify that linkages to public transport stops are to be accentuated from the PDA, in recognition that there is limited scope to provide a direct linkage the entire distance from the PDA to the public transport stops.</p> <p><i>6. maximises public transport patronage by accentuating linkages from the PDA to public transport stops including Yeronga train station</i></p>
23	2.5.4 PDA-wide criteria	<p>To clarify that direct vehicular access is not to be provided from Park Road, the following provision has been included at 2.5.4:</p> <p><i>11. provides vehicular access from the internal road network with no direct vehicular access provided from Park Road to new development.</i></p>
24	2.5.4 PDA-wide criteria	<p>Additional provision to ensure northern open space area can be universally accessed.</p> <p><i>14. provides for a pedestrian footpath along the southern boundary of the open space area to the north of the PDA to allow for universal access</i></p>
25	2.5.4 PDA-wide criteria	<p>Clarification that footnote 27 refers to the Brisbane City Plan Transport, access, parking at servicing planning scheme policy refers to the provision of on-site bicycle parking and end of trip facilities.</p>
26	2.5.4 PDA-wide criteria	<p>2.5.4 Street and movement network – Table 4: Car parking space standards has been amended to include a footnote that the car parking rates in Table 14 in the Brisbane City Plan 2014 Transport, access, parking and servicing planning scheme policy apply as at August 2019. This is to give certainty to future development for car parking rates.</p>
27	2.5.6 PDA-wide criteria	<p>The title of section 2.5.6 has been amended to: Community safety and development constraints</p>
28	2.5.6 PDA-wide criteria	<p>Footnote 39 at 2.5.6 has been amended to 'Queensland Urban Drainage Manual 2016'</p>

29	2.6 Levels of Assessment	<p>Table 5: Levels of assessment has been amended to include Column 2B– prohibited development, which identifies the following uses:</p> <ul style="list-style-type: none"> • Adult store • Intensive animal industry • Intensive horticulture • Low impact industry • Medium impact industry • Special industry • Transport depot • Warehouse.
Section 3: Infrastructure Plan		
30	Table 6: Infrastructure	The provisions relating to parks and open space have been expanded to include ‘drainage reserve’ and ‘stormwater treatment and storage’.
Section 4: Implementation strategy		
31	4.2 delivering a unique and vibrant place for the Yeronga community	<p>To ensure the final alignment of the indicative active transport connection through the PDA is appropriate for the surrounding active transport network, the following item has been included:</p> <ol style="list-style-type: none"> 1. <i>Work with stakeholders including BCC and the Department of Transport and Main Roads to ensure the new active transport route through the PDA connects to the wider active transport network, including the South East Queensland Principal Cycle Network and the planned bicycle network.</i>
32	4.2 delivering a unique and vibrant place for the Yeronga community	<p>To ensure the future active transport connection is designed to consider that safety and security of school children at the Yeronga State High School, the following item has been included:</p> <ol style="list-style-type: none"> 2. <i>Work with stakeholders including BCC, the Department of Education, the Department of Transport and Main Roads Yeronga State High School and Queensland Rail to ensure that new active transport connections maintain safety for children</i>
33	4.2 delivering a unique and vibrant place for the Yeronga community	<p>Additional implementation strategy item has been included:</p> <ol style="list-style-type: none"> 3. <i>Ensure the design and location of bicycle parking facilities are compatible with the needs of end users.</i>
34	4.2 delivering a unique and vibrant place for the Yeronga community	Additional implementation strategy 11 has been included

Section 5: Schedules

35	Schedule 1: PDA accepted development	<p>The following matter has been added to 'All aspects of development' to ensure development categorised as accepted under the Planning Regulation is also accepted under the development scheme.</p> <p>Development prescribed in Schedule 7 of the <i>Planning Regulation 2017</i>.'</p>
36	Schedule 2: Definitions	<p>Additional definition for 'accepted quantitative measures' has been included.</p>
37	Schedule 2: Definitions	<p>The inclusion of 'building plant equipment' has been added to section 'a' of the storey definition The removal of references to 'communal' in part 'c' of the storey definition.</p>