

**Toondah Harbour Priority Development Area
Development Scheme**

**Submissions
Report**

Under the Economic Development Act 2012

May 2014

Contents

1. Introduction	2
2. Overview of public notification process	3
2.1. Community engagement.....	3
2.2. Submission registration and review process	4
3. Overview of submissions.....	7
3.1. Submitter type	7
3.2. Submitter location.....	7
3.3. Submission type	8
3.4. Overarching areas of support	9
3.5. Overarching areas of concern	9
4. Summary and merits of submissions relating to development scheme content	11
4.1. Vision and overall approach	11
4.2. Land uses and proposed development.....	19
4.3. Urban and building design.....	27
4.4. Sustainability and the natural environment.....	33
4.5. Street and movement network.....	41
4.6. Open space	51
4.7. Infrastructure, implementation and funding	59
4.8. Other matters.....	63
5. List of all amendments to the development scheme.....	69

1. Introduction

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

The Toondah Harbour PDA is located on the southern shores of Moreton Bay in Cleveland, approximately one kilometre east of the Cleveland CBD. The PDA covers landholdings located at Middle Street, Cleveland and covers a total area of approximately 67 hectares, including 17.5 hectares over land and 49.5 hectares over water within Moreton Bay.

It is a recognised boat landing and acts as the point of departure and arrival for vehicular ferry and water taxi services between the mainland and North Stradbroke Island. The area is also comprised of residential and open space.

Development of the PDA provides an opportunity to support economic development and will seek to reinforce Toondah Harbour as a community focus and a regional gateway to Moreton Bay and North Stradbroke Island. Development will include opportunities for mixed use and medium density residential development as well as tourism and retail based development, dedicated ferry terminals, public open space and the potential for a private berth marina.

The public notification and submission period for the Toondah Harbour PDA Proposed Development Scheme was undertaken from 10 January to 24 February 2014. This period coincided with the public notification of the Weinam Creek 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/toondahPDA. 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 Toondah Harbour PDA Proposed Development Scheme was held from 10 January to 24 February 2014. A structured program of community engagement undertaken involving a range of approaches and media as follows:

- 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.

Three community information forums were held for the Toondah Harbour PDA Proposed Development Scheme, which were well attended. The locations of these forums were:

- Saturday 1 February 2014, 1pm - 3pm at Island View Cafe, Toondah Harbour Ferry Terminal
- Friday 7 February 2014, 3.30pm - 5.30pm at Island View Cafe, Toondah Harbour Ferry Terminal
- Saturday 8 February 2014, 1pm - 3pm at Dunwich Community Hall, Dunwich, North Stradbroke 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 EDQ 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.</p> <p>RCC reviewed key issues raised and made recommendations on development scheme amendments at the Council meeting on 20th March</p>

	2014.
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 Toondah Harbour Development Scheme, which supersedes 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 583 submissions were received during the submission period, including submissions from private individuals, community organisations, businesses, commercial organisations and professional organisations. 44 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	568
Community organisations	5
Professional organisations	3
Commercial organisations	7
Total submissions	583

3.2. Submitter location

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

Table 3: Breakdown of submissions by submitter location

Location	Number of submissions received
Within PDA or immediate adjoining suburbs (postcodes 4160, 4161, 4163, 4164)	323
Other submissions from Redland City Council local government area	114
Other submissions from South East Queensland	32
Submissions from other areas	0
Submissions received via email with no address details	114
Total submissions	583

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	49
Email	188
Online submission	122
Form letter	218
Petition	1
fax	5
Total submissions	583

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.

- General support for redevelopment of the area and underutilised land within the PDA.
- Support for improvements to island access and the enhancement of the area as a gateway to North Stradbroke Island, including revitalisation of the car and passenger ferry terminals. Many submitters suggested that the redevelopment of the ferry terminals was overdue and a much needed improvement to the area.
- Support for improvements to pedestrian and cycle networks, particularly where they provide increased access to the foreshore and bay.
- Support for improvements to local roads and public transport infrastructure.
- Support for the creation of world class facilities which will attract tourists and visitors to the area, as well as creating and supporting employment opportunities.
- Support for the improvement and enhancement of the public realm and open space including the delivery of the public foreshore promenade.

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 about building heights identified in the scheme. In particular, potential impacts to amenity, loss of views and breezes and development which conflicts with the character of the area.
- 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.
- There is concern regarding the traffic network and parking provisions in regard to meeting the demand of the current and future population of the area. Many submitters were concerned that the current network would be unable to support the needs of the proposed development and population.
- Significant concern about the future use of GJ Walter Park. Many residents were concerned that medium or high density residential development would be detrimental to the amenity and negatively impact the heritage and community value of the park. Concerns related to the reduction in size of GJ Walter Park and that open space provision will fall short of the demand of the area.
- 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.
- Concern regarding the public consultation period, in which many submitters voiced concerns that the community views and values were not adequately represented in the proposed scheme. Submitters were concerned that consultation was tokenistic and that their wishes would be disregarded in favour of private development.

- Concern that additional costs may be incurred by ratepayers due to new and upgraded infrastructure i.e. car parking (subsidies and facilities), ongoing dredging of the marina and ferry services.

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

4.1. Vision and overall approach

Matter #	Summary and merits of matters raised in submissions: Vision	Assessment	Amendment Y / N
Vision			
1.	A similar 1980s proposal was widely opposed and did not go ahead. Question why a PDA has been declared here and why development of the area is again being considered.	<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>It was identified that development outcomes could be more efficiently facilitated under the <i>Economic Development Act 2012</i> and a development scheme, than what could be achieved under the <i>Sustainable Planning Act 2004</i> and the Redlands Planning Scheme.</p>	N
2.	<p>Support for the overall vision for the PDA. Believe development is timely and will encourage increased investment, tourism and employment opportunities in the area. Specific areas of support included:</p> <ul style="list-style-type: none"> • The proposed plan adequately caters for the needs of the local community. • The redevelopment of Toondah Harbour and GJ Walter Park will enhance the Cleveland area and complement the existing CBD and harbour. • Support for the harbour to be transformed into a world class development that attracts residents and tourists. • The plan will support growth and tourism for Stradbroke Island post-sand mining and should provide connections to Cleveland CBD. • Believe the development will attract the younger generations to commit and invest 	Noted.	N

Matter #	Summary and merits of matters raised in submissions: Vision	Assessment	Amendment Y / N
	in the future of Redlands.		
3.	<p>Some comments were received in relation to the size and boundary of the PDA including:</p> <ul style="list-style-type: none"> • The size of the PDA is too big and the boundary should be reduced. • The projected population of 3,500 is too high for the size of the site. • The boundary should be extended to the northern side of Oyster Point. 	<p>The PDA boundary was determined with consideration of key catalyst development sites, of which most are government owned. The boundary also includes some privately owned land adjoining catalyst sites to allow for effective long term development integration.</p>	N
4.	<p>A number of submissions raised concerns about impacts to local residents, the environment and the local character of the area. More detailed comments are included in specific sections of the document. Some general matters raised included:</p> <ul style="list-style-type: none"> • The development should protect the local village/bayside character and should compensate local residents with improvements to public amenity and facilities. • The scheme should provide for less intensive activities and development. • The scheme caters for developers and government rather than the community. Concerned development will result in loss of local amenities in favour of profit. • Establishing a sense of character unique to Toondah Harbour is important. Future development should avoid any development similar to Raby Bay and waterfront developments at the Gold Coast, Townsville and Cairns. 	<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, 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 development scheme seeks to create a framework which balances diverse interests. The vision for Toondah Harbour 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>	Y
5.	<p>Submitters raised questions around the role of tourism in development of the PDA. Some key matters raised included:</p> <ul style="list-style-type: none"> • Questioning whether the area can be an 	<p>It is intended that the PDA serve both a transport and tourism function. Significant improvements to public infrastructure and amenities will attract people to the area who</p>	N

Matter #	Summary and merits of matters raised in submissions: Vision	Assessment	Amendment Y / N
	<p>effective tourist destination if it is primarily a transport hub.</p> <ul style="list-style-type: none"> • Concerned about promoting this as a tourism gateway. Supporting an increase in tourism for Moreton Bay and North Stradbroke Island will be detrimental. • Concerned that the PDA will not attract the projected number of tourists to compete with other destinations. • The scheme needs to be flexible and allow for future tourism related development opportunities. • A resort/hotel should be considered as a preferred land use to increase tourist numbers. • A tourism information centre or kiosk should be co-located with an environmental/marine science museum with interactive displays to educate visitors about the bay area. • The mix of uses should support the tourism industry and services that will be utilised by and attract tourists. 	<p>may also travel to the islands.</p> <p>The vision and PDA-wide criteria provide sufficient guidance and flexibility for a range of uses to be considered.</p>	
6.	<p>A number of submitters raised concerns about development of the site and the relationship with its function as a port. Some key matters raised included:</p> <ul style="list-style-type: none"> • Once sand mining activities conclude on Stradbroke Island there will be no need for increased services and amenities. • Support for redevelopment and improvements to the vehicle ferry terminal but not for other development on the site. • The area is a port, not a village, and should be planned accordingly. • Concerned that development will negatively impact island residents. 	<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, open space and the overall amenity of the area. Development will contribute to paying for improvements to public facilities and infrastructure.</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</p>	N

Matter #	Summary and merits of matters raised in submissions: Vision	Assessment	Amendment Y / N
		<p>Council and state agencies.</p> <p>It is intended that investment in development in this location will attract people to the area who also may choose to travel to the Islands. Additionally, island residents will have the opportunity to access and benefit from improvements to public infrastructure and amenities in the PDA.</p>	
7.	<p>There are concerns that the redevelopment of the precinct will inflate property prices and drive out current residents due to affordability issues.</p>	<p>It is not possible to predict with certainty what will happen in the private market in the future. However the key reason the PDA was declared 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>The development scheme provides opportunities for additional housing which will support efficient development outcomes.</p>	N
8.	<p>The proposed plan should be withdrawn and replaced by a new scheme promoting a healthy natural environment and green living.</p>	<p>It is considered that the development scheme provides a balance between environmental, social and economic interests and can deliver development that will contribute positively to the development of the Redlands.</p> <p>Development applications will still require rigorous assessment to ensure community interests are addressed.</p>	N

Matter #	Summary and merits of matters raised in submissions: Document structure, content or language	Assessment	Amendment Y / N
Document structure, content or language			
9.	<p>A number of submissions raised concerns there was insufficient detail provided in the document. Specific comments are discussed in the relevant sections of this document below. Some general matters raised included:</p> <ul style="list-style-type: none"> • The document does not provide enough information on development outcomes or benefits. • The precinct provisions are unclear and it is not easy to understand what will happen in each precinct and how this relates to the vision. • The proposed scheme contains poor, qualitative statements. • It is difficult to interpret maps 3, 4 and 5 from the information provided. • The document is vague and only includes a conceptualised plan. 	<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 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.</p> <p>The detailed design, location of buildings and nature of development will be determined in future development applications assessed through the development assessment process. Some changes have been made to the maps to clarify specific issues.</p>	Y
10.	<p>It is unclear if background studies have been undertaken to inform the content of the document. Further information and background studies are required to justify the 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. This information was then reinforced by advice from Council and state agencies.</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
11.	<p>The development scheme contains terminology which make it difficult for the public to understand. Punctuation used throughout the development scheme is incorrect.</p>	<p>The scheme has been reviewed and minor amendments have been made to clarify criteria, improve the readability of the document and correct typographical errors.</p>	Y
12.	<p>Comments received about some definitions in the plan:</p> <ul style="list-style-type: none"> • The term 'catalyst project' (page 20 of the 	<p>The scheme has been reviewed and minor amendments have been made to clarify criteria and improve the readability of the document.</p>	Y

Matter #	Summary and merits of matters raised in submissions: Document structure, content or language	Assessment	Amendment Y / N
	<p>proposed scheme) is not defined.</p> <ul style="list-style-type: none"> There is no definition for 'compensatory offset' which 'seeks to achieve a net gain in koala and marine habitat' in the development scheme. Sustainability is inadequately defined and the scheme does not contain a widely accepted definition. 		
13.	<p>Some submissions raised concerns regarding the title of the PDA, including:</p> <ul style="list-style-type: none"> The PDA name should be changed to 'Toondah Harbour and GJ Walter Park Redevelopment PDA' to reflect true intention. The name of the PDA is misleading given the PDA boundary includes adjacent land, open space and parts of Moreton Bay. 	<p>The PDA title is a legal title, as defined in the <i>Economic Development Regulation 2013</i> and therefore cannot be changed without a statutory amendment to the regulation which is considered unnecessary.</p>	N
14.	<p>There are concerns that mapping is inaccurate, with discrepancies between RCC material and the PDA boundary map (i.e. the spoil area is included in the PDA map but excluded from council material).</p>	<p>Submitters were invited to comment on the publicly notified proposed development scheme which included correct maps.</p>	N
15.	<p>The pictures used throughout the document are misleading as they depict buildings of up to 7 storeys, yet the scheme allows up to 15.</p>	<p>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.</p> <p>The scheme has been amended to reduce height limits to 10 storeys in specified locations.</p>	Y
16.	<p>The proposed scheme has no relationship to the objectives or community values in the South East Queensland Regional Plan, Redlands Community Plan and 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>	N

Matter #	Summary and merits of matters raised in submissions: Document structure, content or language	Assessment	Amendment Y / N
		<p>It was identified that development outcomes could be more efficiently facilitated under the <i>Economic Development Act 2012</i> and a development scheme, than what could be achieved under the <i>Sustainable Planning Act 2004</i> and the Redlands Planning Scheme.</p> <p>The development scheme has been prepared in partnership between the state government and RCC.</p>	
17.	<p>Concerned that the community will have no say in relation to exempt development.</p> <p>Question why exempt development is included in the scheme when other assessable development must be assessed against criteria.</p>	<p>The RCC planning scheme currently provides for exempt development. Exempt development is generally development of a lower order or development that provides a public benefit and the requirement for an application would be costly and an imposition on the proponent</p> <p>Additionally, the scheme provides for future exempt development where it is in accordance with an existing approval. This means developers submit an initial development application which establishes key design requirements and considerations to be addressed but removes the need for secondary approvals. This streamlined process reduces red tape and therefore cost and time to developers and government.</p>	N
18.	<p>Concerned that the document is too flexible and development can be approved where it is inconsistent with the criteria in the document.</p>	<p>The development scheme is a high level planning framework which seeks to balance diverse interests. It 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>A development application may propose something which is different to the PDA-wide criteria or Precinct provisions, provided 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 be publicly notified and provide sufficient</p>	N

Matter #	Summary and merits of matters raised in submissions: Document structure, content or language	Assessment	Amendment Y / N
		justification of a superior design outcome or overwhelming community need to support the proposal.	

4.2. Land uses and proposed development

Matter #	Summary and merits of matters raised in submissions. General land use	Assessment	Amendment Y / N
General land use			
19.	Development should be restricted to infill and not greenfield areas.	The redevelopment of Toondah Harbour is considered to be infill development.	N
20.	<p>Support for a number of land use outcomes proposed in the scheme including:</p> <ul style="list-style-type: none"> • The development of modern ferry terminals, attractive on-land infrastructure, modest residential and social facilities and widening and maintaining Fison channel to assist current and future ferry operations. • The marina development and associated apartments. • The redevelopment of the former CSIRO building. 	Noted.	N
21.	Concerned about the mix of uses proposed within the area and that some types of development are not compatible. For example, car parking with residential or high density development next to environmental sanctuaries.	<p>The development scheme identifies principles which future development applications will need to address.</p> <p>The detailed design, location of buildings and nature of development will be determined in future development applications assessed through the development assessment process.</p>	N
22.	Do not support the scale, nature or mix of development types proposed and believe they are inconsistent with the character of the area.	<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 development scheme seeks to create a framework which balances diverse interests.</p> <p>The vision for Toondah Harbour has been designed to clearly distinguish it from other locations in South East Queensland. It provides</p>	Y

Matter #	Summary and merits of matters raised in submissions. General land use	Assessment	Amendment Y / N
		for a harbour as well as a place to live and relax within a setting that is unique.	
23.	The proposed plan should include other public cultural uses (such as a library, maritime museum, art gallery, revitalised horticulture research centre and indigenous training facilities) creating a multi-purpose destination rather than just a launch pad to the islands.	The development scheme allows for these uses to be established in the PDA	N
24.	The plan should include major employment nodes such as hospitals, industry and universities outlined in the document. The proposal should include opportunities for a university and tech park to enhance employment opportunities and strengthen the local community and economy.	A university or hospital would require a large area of land that is unlikely to be accommodated within the PDA and which would be better located in other more suitable places within the Redlands.	N
25.	A free serviced camping ground with provisions for caravans, tents and motorhomes should be provided.	A tourist park would require a large area of land that is unlikely to be accommodated within the PDA.	N
26.	Concerned about the impact of the development on personal safety, particularly at night, including concern that crime would increase.	The development scheme requires development to consider 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
27.	Land within the PDA should be allocated for the Australian Navy Cadets Training Ship Diamantina.	This is not specifically proposed in the development scheme, however this use could be proposed in the future, subject to the availability of funding and a delivery proponent.	N

Matter #	Summary and merits of matters raised in submissions. Residential development	Assessment	Amendment Y / N
Residential development			
28.	Support for residential development which is consistent with the character of the area.	Noted.	N
29.	Some submitters did not support high density or high rise development which is discussed in the Building height and density section below.	<p>The development scheme seeks to create a framework which balances diverse interests.</p> <p>The preparation of the development scheme included looking at potential development yields, the potential arrangement of different land uses, how development should be designed, where heights would be best located and how development should contribute towards infrastructure upgrades, in order to create an attractive and liveable community and viable development outcomes. The development densities and heights proposed are maximums and are based on potential ultimate numbers. The delivery of development will be subject to market forces.</p>	Y
30.	Support for residential development similar to Raby Bay.	Noted.	N
31.	The proposal should accommodate public and affordable housing options.	The development scheme allows for public and private housing to be established in the PDA if a provider chose to locate there. Land and house prices will be determined by the private market.	N
32.	Residential development, including low-rise and medium density development, should cater for different household types, including retirees, couples and single person households.	<p>The final mix of housing types to be delivered will be determined by market forces.</p> <p>The development scheme is underpinned by the EDQ Guidelines which include a guideline on best practice design of medium and high rise buildings and encompass consideration of diversity of housing types. 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
33.	Concerned about residential development occurring close to an operating port facility.	The development scheme includes requirements for development to ensure	N

Matter #	Summary and merits of matters raised in submissions. Residential development	Assessment	Amendment Y / N
	Believe residential development is proposed too close to diesel fumes and noise of ferries and will conflict with other land uses of the area.	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. Potential conflicts between port related and residential activity will be assessed and managed through the development process.	
34.	Suggests that the residential area in Precinct 4 is developed closer to the shoreline so that it is not reliant on land reclamation.	The height map is indicative only and does not confer use rights for buildings over the entire area water. The inclusion of water within the PDA boundary was to allow for potential water based uses and land reclamation. The timing and delivery of land reclamation would be subject to funding, detailed assessment and approvals 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.	N

Matter #	Summary and merits of matters raised in submissions: Retail and commercial development and relationship with Cleveland	Assessment	Amendment Y / N
Retail and commercial development and relationship with Cleveland			
35.	<p>There are concerns about how the development of Toondah Harbour sits within the wider centres network in the Redlands area.</p> <p>Council's focus should be on upgrading and supporting the existing CBD with a mix of residential and retail rather than redeveloping the foreshore land.</p> <p>A number of submitters did not support mixed use retail or commercial development in the area. Specific matters raised in relation to this included:</p> <ul style="list-style-type: none"> • Retail provisions should provide for no more than 600sqm in total for local service retail and food and beverage businesses. • The development of a new hotel will compete with existing services in the local area and should be removed. • A supermarket is not required as the area is well serviced by supermarkets already. • The proposed supermarket is too large but a smaller supermarket or convenience store may be appropriate. • The type of retail which may locate there will not complement the local character. • Mixed use development should be deferred until demand is assessed. • Restaurants and pubs will lead to safety issues as a result of alcohol consumption. <p>The redevelopment will not activate commercial development or create jobs.</p>	<p>The development scheme provides limits for retail and commercial uses in the Precinct Provisions and requires development to demonstrate consideration of how it complements the Cleveland CBD. The development scheme acknowledges that out of centre development can result in inefficient development, and impact surrounding centres.</p> <p>Furthermore, measures proposed within the development scheme will ensure that residents will have the opportunity to access the Cleveland CBD by walking, bicycling or public transport. The Cleveland CBD is currently receiving support from Council via a CBD incentives package and revitalisation strategy.</p>	
36.	<p>A number of submitters supported mixed use retail and commercial development in the area, including cafes and restaurants along the foreshore.</p>	Noted.	N
37.	<p>Submissions included suggestions for specific services which should be provided in the mixed</p>	<p>The development scheme allows for these uses to be established in the PDA if a provider</p>	N

Matter #	Summary and merits of matters raised in submissions: Retail and commercial development and relationship with Cleveland	Assessment	Amendment Y / N
	<p>use node. Some examples include:</p> <ul style="list-style-type: none"> • specialty retail shops such as hair dressers, service stations and post office • cafes and seafood stores • a marine education / research facility. 	<p>chooses to locate there and they address any issues raised as part of the development assessment process.</p> <p>The delivery of development is subject to market forces.</p>	
38.	<p>Some submitters suggested specific design considerations including more parking and public amenities (shaded seating etc.) and central square.</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.</p> <p>The detailed design, location of buildings and nature of development will be determined in future development applications assessed through the development assessment process.</p>	N
39.	<p>Retail and commercial uses should be provided in Precinct 1 only and these uses should focus on tourism only.</p>	<p>The detailed design, location of buildings and nature of development will be determined in future development applications assessed through the development assessment process.</p>	N
40.	<p>There is an incorrect reference to "Hostel" as a preferred land use rather than hotel.</p>	<p>The development scheme has been amended to change "Hostel" to "Hotel."</p>	Y
41.	<p>Clarify why the plan states that retail is limited to 2,500sqm yet the map shows the mixed use node as 12,000sqm.</p>	<p>The development scheme limits retail uses to 5,000sqm and commercial uses to 2,500sqm. The location of the mixed use node is indicative and is intended to provide some flexibility for where businesses may choose to locate.</p> <p>The mixed use node provides for retail, commercial and residential development.</p>	Y

Matter #	Summary and merits of matters raised in submissions: Marina development	Assessment	Amendment Y / N
Marina development			
42.	A number of submitters provided general support for the development of a marina and improved marina car parking.	Noted.	N
43.	<p>Other submitters did not support a marina in this location for a range reasons. Specific matters raised in relation to this:</p> <ul style="list-style-type: none"> • Development should focus on improving recreational opportunities rather than developing a marina. • Raby Bay Marina should not be used as the model for the Toondah Harbour Marina. • The scale of the proposed marina has not been supported by appropriate economic assessment. Vacancy rates in existing marinas are high, including the Wynnum and Manly marinas. A marina is not required and may be commercially unviable. • Concerned marine life and habitats will be adversely impacted by the marina and rock wall or from erosion from boat movements and storm events. • Concerned about conflicts between the marina and associated industrial uses and other nearby land uses including open space and residential areas. • Concerned about the marina being located in shallow water and the cost of capital and maintenance dredging of the marina. Believe that this may result in increased rates for local residents. • Concerned that prevailing winds blowing against the proposed site would make the marina inoperable for long periods of time. Notes that the location of the Marina is most exposed to weather conditions. • Question if an economic impact 	<p>Based on community feedback, further analysis and recommendations from RCC, the development scheme has been amended to limit the number of marina berths to up to 400.</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, such as a marina, will be determined in future development applications assessed through the development assessment process.</p> <p>The development of a marina is dependent on private sector interest. Therefore the timing of when development will occur will be determined by market forces.</p> <p>Additionally the timing and delivery of any marina or dredging would be subject to detailed assessment and approvals for development under the <i>Marine Parks Act 2004</i> including where required, environmental impact statements.</p>	Y

Matter #	Summary and merits of matters raised in submissions: Marina development	Assessment	Amendment Y / N
	<p>assessment has been undertaken.</p> <ul style="list-style-type: none"> • Suggest any marina be located elsewhere, such as Point Halloran. • Suggest that a public jetty is sufficient and a marina is not required. • Concerned that a marina will only benefit a small number of boat owners, and will detract from public access to the waterfront. • The marina should be located away from GJ Walter Park and other open space areas. 		
44.	<p>Some submitters provided suggestions on how the marina should be delivered and designed. Suggestions raised included:</p> <ul style="list-style-type: none"> • Marina berths and associated infrastructure should have restricted access. • Support for a marina of a smaller size. • The marina should be developed in one stage rather than in incremental upgrades, to ensure the design remains consistent with the character of the area. • Incorporate an attractive, clean and accessible entry to Toondah Harbour. • Designated bays for small boats. • Tourist operators should be allowed to operate out of the marina providing water activities for locals. • Marina facilities should incorporate temporary berthing for vessels up to 35m length (and 10m breadth). 	<p>Based on community feedback, further analysis and recommendations from RCC, the development scheme has been amended to limit the number of marina berths to up to 400.</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 is dependent on private sector interest. Therefore the timing of when development will occur will be determined by market forces.</p> <p>Additionally the timing and delivery of any marina or dredging would be subject to detailed assessment and approvals for development under the <i>Marine Parks Act 2004</i> including where required, environmental impact statements.</p>	Y

4.3. Urban and building design

Matter #	Summary and merits of matters raised in submissions: General building and housing design	Assessment	Amendment Y/N
General building and housing design			
45.	<p>A number of submitters made suggestions about the design of buildings. Examples of comments received include:</p> <ul style="list-style-type: none"> Concerned development will be of a low quality. Unique building design should be encouraged to create development that is iconic, beautiful and functional. The interface between Moreton Bay and land should be integrated into the design of waterfront buildings to create a strong sense of place. Support for development which consists of brick or block on slab and underground parking. Other submitters did not support this development type and suggested buildings be timber and of light weight construction. 	<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</p>	N
46.	<p>Building design should be sympathetic to existing development in the area and the Cleveland CBD and retain views and breezes.</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
47.	<p>Buildings should promote sustainable outcomes, incorporate innovative green design techniques, including natural cooling and heating, and have regard to the existing natural environment.</p>	<p>The development scheme and associated EDQ Guidelines support this as an outcome.</p>	N
48.	<p>The development scheme should provide more detail on the design of higher density buildings. Specific matters raised in submissions included:</p> <ul style="list-style-type: none"> The design principles are too flexible and 	<p>The development scheme includes criteria for development to have regard to access to the waterfront, environmental impacts and traffic impacts in how buildings and streets are designed.</p>	N

Matter #	Summary and merits of matters raised in submissions: General building and housing design	Assessment	Amendment Y / N
	<p>general and do not clearly depict how conflicting uses will be resolved.</p> <ul style="list-style-type: none"> • No examples of building designs have been provided; therefore it is difficult to comment on form and design. • Privacy of residential dwellings must be considered in landscaping and building design. • Acoustic design treatments and noise management strategies should be included to mitigate noise issues for future residents. 	<p>The development scheme is also underpinned by the EDQ Guidelines which includes a guideline on best practice design of medium and high rise buildings including consideration of privacy, noise, safety and building design.</p> <p>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>	
49.	Residential development in Precinct 2 should reflect current RCC planning standards.	<p>The development scheme includes criteria for development to have regard to access to the waterfront, environmental impacts and traffic impacts in how buildings and streets are designed.</p> <p>The development scheme is also underpinned by the EDQ Guidelines which includes a guideline on best practice design of medium and high rise buildings including consideration of privacy, noise, safety and building design.</p> <p>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
50.	Concerned that deep piling will make development unviable and buildings unaffordable.	<p>The nature of the type of development to be delivered will be determined by market forces.</p> <p>Residential and other development exists within the PDA.</p>	N

Matter #	Summary and merits of matters raised in submissions: Building height and density	Assessment	Amendment Y / N
Building height and density			
51.	<p>A number of submitters opposed high rise and high density development in the area. A number of alternative height maximums were suggested, ranging from 2-15 storeys.</p> <p>Concerns raised included:</p> <ul style="list-style-type: none"> • Insufficient detail is provided about the total number of residential dwellings and the proposed building heights. • High rise and high density buildings are out of character with the area and will negatively impact on amenity and local heritage. • Do not create another Gold Coast or development which will take away from unique qualities of the area. • Concerned about environmental, privacy, amenity, traffic and waterfront access impacts. • Infrastructure capacity and the need for upgrades. • Concerned about negative impacts to the value of existing properties. 	<p>The development scheme has been amended to reduce maximum potential building heights to ten storeys in some specified parts of the site. RCC supported this amendment. These maximum heights 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
52.	<p>Other submitters supported high rise development and increased density in the area. Comments made included:</p> <ul style="list-style-type: none"> • The impacts from height are negligible provided buildings are appropriately designed and aesthetically pleasing. • Support for the 15 storey height limit as higher density residential buildings require less developable land minimising destruction of existing vegetation and koala 	Noted.	N

Matter #	Summary and merits of matters raised in submissions: Building height and density	Assessment	Amendment Y / N
	<p>habitats.</p> <ul style="list-style-type: none"> • Support for the location of high density development. • Agree that high density buildings are required to support the proposed retail and commercial uses. 		
53.	<p>Concerned that the Grand View Hotel's viability and tourist potential will be threatened if the current view and outlook is lost due to high rise being built in front of it.</p>	<p>The development scheme has been amended to reduce maximum potential building heights to ten storeys in some specified parts of the site. RCC supported this amendment. These maximum heights 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.</p> <p>The PDA-wide criteria in the development scheme have 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

Matter #	Summary and merits of matters raised in submissions: Heritage	Assessment	Amendment Y / N
Heritage			
54.	<p>The proposed scheme does not adequately address that future development falls within a heritage zone.</p> <p>There is a lack of information on how heritage has been considered and how it will be impacted by development.</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. Additionally, three lots of heritage significance are recognised on Map 2 – Structure plan.</p>	N
55.	<p>Further research should be undertaken into the local Indigenous traditions, farming history and importance of local mudflats, to underpin the scheme and ensure protection of heritage.</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
56.	<p>The references to cultural and Aboriginal heritage in the proposed scheme are insufficient and too generic and do not have regard to the Quandamooka People.</p> <p>Planning and development at Toondah Harbour should be undertaken in consultation with the Quandamooka people to achieve place-specific landscape and building design.</p>	<p>Key stakeholders including representatives of the Quandamooka People were involved in the design workshops as well as private meetings to inform the preparation of the proposed development scheme.</p> <p>Further consultation and consideration of cultural and Aboriginal heritage can occur as part of the development process.</p> <p>The development scheme has been amended to make further reference to consideration of cultural and Aboriginal heritage issues.</p>	Y
57.	<p>The scheme does not respect the historical significance of GJ Walter Park and the “Fernleigh” precinct which should be highlighted in the scheme as heritage assets and of regional significance.</p>	<p>The development scheme refers to heritage values in the PDA-wide criteria and on Map 2 – Structure Plan.</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> <p>The development scheme has been amended to protect the recreational function of GJ Walter</p>	Y

Matter #	Summary and merits of matters raised in submissions: Heritage	Assessment	Amendment Y / N
		Park as a public open space area.	
58.	Heritage should be displayed and emphasised in the public realm through statues, seats and trees.	<p>The detailed design of public open space 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 identity and character.</p>	N

4.4. Sustainability and the natural environment

Matter #	Summary and merits of matters raised in submissions: General sustainability and the natural environment	Assessment	Amendment Y / N
General sustainability and the natural environment			
59.	<p>Submitters raised general concerns about the impacts of development on the environment. A number of specific queries are discussed in sections below. Some general comments received included:</p> <ul style="list-style-type: none"> • Concerned that environmental impact studies have not been completed to underpin the planning process. • Concerned that environmental constraints are not addressed or planned for in the development scheme. • Concerned that increased population will destroy the quality of the environment and increase pollution. • Development should not extend beyond existing bitumen or developed areas. • Development should protect and emphasise character environmental elements including koalas, place of red earth, mangroves, mud flats and Moreton Bay, through open space and development. • There is concern that the scheme will impact existing ecological habitats. 	<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 while meeting the purpose of the Act. 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>Through this process it was determined that the framework identified in the proposed 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 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.</p> <p>The development scheme recognises and refers to the State Planning Policy and associated mapping. This mapping includes 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 assessment process.</p>	Y

Matter #	Summary and merits of matters raised in submissions: General sustainability and the natural environment	Assessment	Amendment Y / N
		<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>The scheme has been amended to reduce height limits to 10 storeys, reduce maximum marina berths to 400 and to protect the recreational function of GJ Walter Park.</p>	
60.	There is general support for section 3.4.4 (Natural environment) of the proposed scheme; however there are concerns that these considerations are not reflected through the rest of the document.	The PDA-wide criteria in section 3.4 including Natural environment apply to all assessable development within the PDA.	N
61.	Section 5.2 (Development staging strategy), degrades the importance of environmental sustainability and prioritises development outcomes.	The PDA-wide criteria in section 3.4 apply to all assessable development within the PDA.	N
62.	GJ Walter Park was previously used for landfill and consideration should be given to potential contamination.	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
63.	Concerned that the PDA contains 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
64.	<p>Concerns were raised in relation to impacts from dredging. Matters raised include:</p> <ul style="list-style-type: none"> The development of the proposed marina would require extensive and constant dredging, which will have adverse 	The timing and delivery of any marina or dredging would be subject to detailed assessment and approvals for development under the <i>Marine Parks Act 2004</i> , including where required, environmental impact statements.	N

Matter #	Summary and merits of matters raised in submissions: General sustainability and the natural environment	Assessment	Amendment Y / N
	<p>environmental impacts on the local area.</p> <ul style="list-style-type: none"> • The scheme should have stronger references to issues associated with dredging, including effects on the marine environment and acid sulfate soils. • Dredging spoil is not suitable for landfill. • Concerned there will be increased siltation due to changes to water flow from dredging. • Request further information on how dredge spoil will be managed, including dredge ponds and how this relates to land reclamation. • Question what environmental assessment will be undertaken to ensure there is limited impact to the environment and bay. • Suggest that dredging may have Native Title implications. • Dredging should be carried out in consultation with the relevant environmental bodies. 		
65.	<p>A number of submissions raised concerns in relation to land reclamation and its impacts on the environment. Specific comments included:</p> <ul style="list-style-type: none"> • Believe there is sufficient land available for development without the need to create new areas. • Uncertainly about where the fill will come from and what it might contain. • Concerned that a large portion of Moreton Bay is shown as 15 storey development. Suggest proposed land reclamation should be reduced to conserve the existing natural habitat for migratory birds, mangroves and other marine vegetation. • Land reclamation should be used for park and visitor facilities only. 	<p>The inclusion of water within the PDA boundary was to allow for potential water based uses and land reclamation. The timing and delivery of land reclamation would be subject to funding, detailed assessment and approvals for development under the <i>Marine Parks Act 2004</i> including where required, environmental impact statements.</p> <p>The height map is indicative only and does not confer use rights for buildings over the entire area water. The development scheme has been amended to reduce building heights to 10 storeys and clarify its intent.</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>	Y

Matter #	Summary and merits of matters raised in submissions: General sustainability and the natural environment	Assessment	Amendment Y / N
66.	There was general support for limited land reclamation around the harbour to support ferry operations, marine services and a small mixed use precinct.	Noted.	N

Matter #	Summary and merits of matters raised in submissions: Flora and fauna and the Moreton Bay Marine Park	Assessment	Amendment Y / N
Flora and fauna and the Moreton Bay Marine Park			
67.	Concerned that the RAMSAR areas are not adequately protected and that development would contravene the RAMSAR international treaty.	Commonwealth legislation still applies to relevant development within the Toondah Harbour PDA. Development in the PDA may trigger assessment against the Commonwealth <i>Environmental Protection and Biodiversity Conservation Act 1999</i> , which recognises the RAMSAR treaty.	N
68.	Concerned that loss of mangroves will be exacerbated by development and increased pollution. Mangroves surrounding Toondah Harbour should be protected. More detail should be provided to demonstrate how the environmentally rich mudflats fronting GJ Walter Park will be preserved and integrated into the PDA.	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 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. Development must address how it will seek to avoid, minimise and mitigate impacts to sensitive areas, through the development assessment process.	N
69.	Other submitters noted that the mangroves are of low quality in this area and any impact to them will have a negligible impact.	Noted.	N
70.	Significant trees and other native vegetation (Moreton Bay Figs and Norfolk Pines) in GJ Walter Park and the PDA should be retained.	The development scheme includes requirements for development to seek to retain existing mature trees where possible. Additionally, the development scheme has been amended to strengthen the protection of the recreational function of GJ Walter Park and the proposed north south link has been removed.	Y
71.	Concerned that the scale of development will not allow for deep planting.	The development scheme and associated EDQ Guidelines support this as an outcome. Areas indicated for urban development will be	N

Matter #	Summary and merits of matters raised in submissions: Flora and fauna and the Moreton Bay Marine Park	Assessment	Amendment Y / N
		required to provide street trees and landscaping. Areas of open space will allow for deep planting of trees.	
72.	<p>Existing animal species in the local area will be adversely impacted by the proposed development which fails to prescribe criteria for protecting existing wildlife species, with particular concern for koalas, turtles, dugongs and rare bird species.</p> <p>Development should incorporate vegetation buffers and design features to protect local animals.</p> <p>Concerned the identified koala corridor will not sufficiently protect existing koala habitat from the proposed high density development, particularly due to its close proximity to a road and dog park. Concerned the koalas will be driven away or killed.</p> <p>Suggest that the width of the koala corridor be increased to protect the koala's habitat.</p> <p>Suggest that reference to the koala corridor in the proposed scheme be amended to "establishing a vegetated corridor for wildlife habitat and provide for koalas and their safe movement".</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 environmental advice on fauna movements through the area, which the development scheme seeks to support.</p> <p>Detailed environmental assessments will be undertaken as part of the development assessment process, where relevant.</p> <p>The development scheme recognises and refers to the State Planning Policy and associated mapping. This mapping includes 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 assessment process.</p> <p>A minor amendment to the development scheme wording has been reflected to strengthen the role of the vegetated corridor.</p>	Y
73.	<p>A number of concerns were raised in relation to impacts from development on the Moreton Bay Marine Park. Some key matters raised included:</p> <ul style="list-style-type: none"> • Greater protection of marine zones should be provided. • The development scheme does not abide by the Moreton Bay Marine Park Guideline. • Concerned about the impact on fisheries, fishing and bait collection. • Concerned about the impact on coral due to increased turbidity and nutrient load. 	<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>Additionally the timing and delivery of land reclamation would be subject to funding, detailed assessment and approvals for development under the <i>Marine Parks Act 2004</i> including, environmental impact statements, where required.</p>	N

Matter #	Summary and merits of matters raised in submissions: Coastal hazards, stormwater, water quality and flooding	Assessment	Amendment Y / N
Coastal hazards, stormwater, water quality and flooding			
74.	There are concerns that foreshore development will cause erosion.	<p>The detailed design and nature of development will be determined in future development applications assessed 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.</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>Development must address how it will seek to avoid, minimise and mitigate impacts to sensitive areas, through the development assessment process.</p>	N
75.	<p>Some comments were made in relation to stormwater management including:</p> <ul style="list-style-type: none"> • The re-use of stormwater for irrigation and in open spaces should be encouraged. • Additional open space should be provided for stormwater management to compensate for increased hard stand areas. 	The development scheme and associated EDQ Guidelines support this as an outcome.	N
76.	<p>Some submitters were concerned parts of the PDA are affected by flood and storm surge. Matters raised in relation to this included:</p> <ul style="list-style-type: none"> • Concerned development will result in increased stormwater runoff during storm events. • Measures to minimise this risk are not adequately covered in the PDA-wide criteria. 	<p>The development scheme is consistent with and is to be read in conjunction with the 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>The development scheme includes criteria relating to sustainability, community safety and development constraints which development must respond to in future development</p>	N

Matter #	Summary and merits of matters raised in submissions: Coastal hazards, stormwater, water quality and flooding	Assessment	Amendment Y / N
	<ul style="list-style-type: none"> The scheme should take account of future sea level rise (e.g. 1000m rise). 	<p>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 flood modelling will be required as part of the development assessment process, where relevant.</p>	
77.	Concerned about drainage issues in the south west corner of the PDA, which may negatively impact parish land which has riparian rights.	<p>The development scheme requires development to demonstrate that stormwater runoff does not exceed that which presently exists and that there is no net worsening of flood conditions at the PDA boundary.</p> <p>The detailed design and nature of development will be determined in future development applications assessed through the development assessment process.</p> <p>Further detailed flood modelling will be required in association with future development applications, where relevant.</p>	N
78.	Sediment studies should be included to determine the extent to which water quality will be affected.	<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, where relevant.</p>	N

4.5. Street and movement network

Matter #	Summary and merits of matters raised in submissions: Pedestrian, cyclist and active transport networks	Assessment	Amendment Y / N
Pedestrian, cyclist and active transport networks			
79.	Support for improvements to existing footpaths and the creation of new pedestrian and cycle networks.	Noted.	N
80.	<p>A number of suggestions were raised in relation to active transport including pedestrian and cycle paths. Examples of suggestions include:</p> <ul style="list-style-type: none"> • Provide shared access zones. • Pedestrian and cycle paths should be incorporated into new development and given priority over vehicular access. • Paths should be comfortable to use and include protection for the weather, seating and water fountains. • Pedestrian paths should be clearly separated from cycle paths. • Cycle paths should be clearly separated from roads. • Cycling facilities should be provided to improve external connections to public transport. • Some existing pedestrian paths should be retained such as the Erobin Street path. • The cycle path should be extended through the koala corridor to the south rather than to the west of the external road network. • Pedestrian safety is currently being jeopardised on Passage Street due to a lack of footpaths, except for a section outside the primary school. 	<p>The preparation of the development scheme was informed by specialist consultant advice including advice on the design of an efficient and safe movement network. The development scheme supports the delivery of an extensive pedestrian and cycle path network which will ultimately link to the city wide trunk pedestrian and cycle network.</p> <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 and best practice design.</p> <p>The detailed design and construction of pedestrian and cycle paths will be determined in future development applications assessed through the development assessment process.</p> <p>Map 2 – Structure plan has been amended to clarify the intent for the waterfront promenade to be a green open space connection which promotes waterfront access.</p>	Y

Matter #	Summary and merits of matters raised in submissions: Public transport and ferry services	Assessment	Amendment Y / N
Public transport and ferry services			
81.	Public transit is already running at capacity, and will require significant upgrades to accommodate future demand. Transport upgrades should be constructed with priority.	A key priority of the development scheme is to provide for improvements to the existing bus, ferry and parking arrangements.	N
82.	<p>A number of submissions requested improvements in public transport provision in the area. Suggestions included:</p> <ul style="list-style-type: none"> • A subsidised shuttle from Cleveland Station to and from Toondah Harbour. • The extension of the rail line connecting Toondah Harbour to Cleveland Station. • An overhead automated monorail to connect areas. • Construction of a light rail between Toondah Harbour and Cleveland • Coordination of timetables to improve efficient connections between different modes and locations. • An upgrade to the Cleveland line and station facilities. 	<p>The preparation of the development scheme was informed by specialist consultant advice including advice on the traffic and transport network. The development scheme seeks to support opportunities to improve public transport efficiency.</p> <p>Some of the suggested improvements are not matters for consideration in the development scheme.</p>	N
83.	Concerned that the proposed scheme does not provide any direct benefit to island residents in regard to travel time.	<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 implementation strategy includes anticipated future actions to be delivered such as improvements to ferry terminals, the Fison Channel and ferry movements. The development scheme also supports the potential for a second ferry operator to be located within the PDA. It is intended these improvements will support more efficient ferry services.</p>	N
84.	Support for upgrades and improvements to the existing ferry and water taxi terminals and associated parking and services.	Further detailed levels of planning through the development process will be the main tool for ensuring bus and ferry services are planned	N

Matter #	Summary and merits of matters raised in submissions: Public transport and ferry services	Assessment	Amendment Y / N
	<p>Believe there should be better integration between the passenger and car ferry terminals</p> <p>The terminal should provide protection from the weather and appropriate facilities including toilets and seating.</p>	<p>and developed in an integrated way with various land uses and infrastructure. Improvements to terminal facilities will be considered as part of this process.</p>	
85.	<p>Support for increased dredging and improvements to the width and depth of the water channel and suggest this will improve access for ferry services, which have issues at low tide. Support expressed for improvements to barge and water taxi services.</p> <p>The development scheme should support dredging and the construction of a retaining wall to address these issues.</p>	Noted.	N
86.	<p>Ferry services are currently being monopolised due to a lack of competition and only a limited number of service providers operating in the area. A variety of transport options and services providers should be supported in this precinct. Some submitters suggested new development should incorporate two vehicle and passenger ferry services.</p> <p>Conversely some submitters are concerned an increase in passenger/vehicle ferry operators will force existing operators out of business.</p>	<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.</p>	N
87.	<p>A number of comments were received in relation to the location of ferries and conflicts between users. These included:</p> <ul style="list-style-type: none"> • The development scheme should provide for an integrated northern access point and/or channel for passenger and vehicle ferries. • Access for ferries and private vessels should be limited to only one area with the rest left as natural environment. • Relocating car ferries will increase traffic queuing and have a negative impact on the community and environment • There is potential for conflict between the location of the marina, recreational boat 	<p>The detailed design and nature of development will be determined in future development applications assessed through the development assessment process. The development scheme identifies principles which future development applications will need to have regard to including providing for the community to access the waterfront, appropriate provision of car parking and queuing areas, boat safety and environmental considerations.</p> <p>Operational arrangements for ferries and boating and detailed design, including dredging, parking, and the design of the marina will be considered through the development process.</p>	N

Matter #	Summary and merits of matters raised in submissions: Public transport and ferry services	Assessment	Amendment Y / N
	<p>traffic and ferries. Ferries turning and reversing will compete with recreational boating over the weekend if the channel. Lack of dredging may exacerbate this issue.</p>		
88.	<p>Residential and mixed use development should not impact on the operation of the vehicle and passenger ferries and should provide for future expansion of the terminals.</p> <p>Some submissions were concerned with potential noise impacts from ferries and suggested a need to establish a process for managing noise complaints.</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> <p>Prevention of conflicts between ferries and recreational boats and potential conflicts between port related and residential activity and detailed design, including dredging, parking, and the design of the marina will be considered through the development process.</p>	N

Matter #	Summary and merits of matters raised in submissions: Boat ramp and recreational boating	Assessment	Amendment Y / N
Boat ramp and recreational boating			
89.	<p>A number of submissions offered suggestions in relation to the boat ramp. Matters raised in relation to this included:</p> <ul style="list-style-type: none"> • The existing boat ramp is suitable for use by only small lightweight trailer boats at high tide only due to a build-up of soft mud over the base of the ramp. This facility should be upgraded. • A large multi-lane sheltered deep water boat ramp should be constructed as part of the PDA, including a wide sandy beach area for boat queuing. • Support the provision of increased number of boat ramps in the future. • Water and refuelling facilities should be provided for recreational boats. • Parking for boat trailers should be prioritised at the boat ramp and should not conflict with other demands for parking. 	<p>The preparation of the development scheme was informed by specialist consultant advice.</p> <p>The development scheme allows for the ongoing use of the existing boat ramp, and there are no proposals at this point in time to change its location or configuration.</p> <p>The development scheme is a high level planning framework which identifies principles that 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>	N

Matter #	Summary and merits of matters raised in submissions: Car parking	Assessment	Amendment Y / N
Car parking			
90.	<p>Submissions raised concerns around access and provision of adequate parking. Matters raised in relation to this included:</p> <ul style="list-style-type: none"> • It is unclear how many car parks will be provided in the future. The scheme should clearly state the parking standards for different development types and densities. • It is unclear from Map 2 exactly where car parking will be provided and how large the parking facilities will be. • Concerned that insufficient space has been allocated. • Concerned that existing residents will be impacted by car parks. • Unclear how development will be staged to ensure there is no reduction in access to parking as a result of development. • Request further information be included about the type of parking to be provided, for example free, short-term, long-term, multi deck etc. 	<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 address. It identifies the preferred location of key parking areas and key considerations development will need to address in providing parking within the PDA. The detailed design and nature of development will be determined through the Expression of Interest process and in future development applications assessed through the development assessment process.</p> <p>The quantity of parking provided for new development will be dependent on the scale and nature of development proposed.</p>	N
91.	<p>A number of suggestions were received in relation to how and where parking should be provided including:</p> <ul style="list-style-type: none"> • Support for underground car parking for residential and commercial buildings. Concerns that underground parking will be prone to flooding. • Both support and opposition to multi deck car parking. • Request to maintain car parks within the existing bitumen area. • Car parking should be removed from the waterfront. • Concern that parking would cause safety issues and conflict with other users, 	<p>The quantity of parking provided for new development will be dependent on the scale and nature of development proposed.</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: Car parking	Assessment	Amendment Y / N
	<p>including boat trailers and pedestrians.</p> <ul style="list-style-type: none"> • Car parking should be provided closer to the ferry terminal. • More parking is required near parks. • Car parking should not be developed near GJ Walter Park. • Requests for more free parking. • Suggestions of paid parking and use of pay stations. • Suggestions on the number of parks per unit/dwelling. • Parking should be prioritised for islanders and not for the general public. • Parking should be aesthetically pleasing and should not negatively impact existing residential areas. • Landscaping and shade should be improved for ferry car park. 		

Matter #	Summary and merits of matters raised in submissions: Road network and traffic congestion	Assessment	Amendment Y / N
Road network and traffic congestion			
92.	<p>Concerned that traffic impact studies have not been undertaken to inform the planning for the area. If studies have not been undertaken, then it has not been determined what effects the increased population will have on the road network and whether the proposed network is adequate. Traffic studies should be made publicly available.</p>	<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 network and recommendations on the design of an efficient and safe street and movement network. This also considered where upgrades, new roads and network changes that may 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
93.	<p>A number of general concerns were raised about the road network and traffic congestion, including the following:</p> <ul style="list-style-type: none"> • Concerned that conflict between residential and industrial uses will cause traffic congestion and noise pollution. A buffer between residential and vehicle loading area is required. • Concerned there is insufficient capacity in the existing road network for new development. • Roads and intersections will need to be upgraded and it is unclear how and when this will be done. • The number of entry and exit points to the precinct should be increased to improve traffic flow. • The road network should be appropriately landscaped. • Concerned there will be an increase in 'hoon' drivers. 	<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>	N
94.	<p>A number of suggestions and concerns regarding specific roads were raised by submitters, including:</p> <ul style="list-style-type: none"> • Passage and Long Streets are already at 	<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</p>	Y

Matter #	Summary and merits of matters raised in submissions: Road network and traffic congestion	Assessment	Amendment Y / N
	<p>capacity and will require urgent attention to meet the requirements of future development.</p> <ul style="list-style-type: none"> • A truck connector street should be provided to ease congestion on Passage Street. • Access to the harbour (via Middle Street) should be restricted to public transport, cyclists, pedestrians and passengers to North Stradbroke Island. • Upgrades will be required to Middle Street to ensure pedestrian safety and provide for increased tourists traffic. • The proposed new street between Middle Street and North Shore Street will destroy koala habitat. Shore Street East should be blocked off from through traffic. • Do not support the extension of Queen Street. • Upgrades to Shore Street West and the bridge over Ross Creek are required. • Heavy vehicles should avoid residential areas. • Concerned that access to properties on Shore Street North will be limited due to proposed road changes. • The proposed south link from Cross Street in the north should be extended directly into the PDA to create a larger load road and ease traffic congestion. • The bottom of Queen Street should be enhanced rather than additional streets through the koala corridor. 	<p>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>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 roads including minimising conflicts between transport modes will be addressed through the Expression of Interest process or the development assessment process.</p> <p>In response to concerns regarding the future use of GJ Walter park, the proposed north-south link road connection from Middle Street to shore Street East has been removed.</p> <p>Passage and Long Streets are external to the PDA and not subject to the provisions of the development scheme.</p> <p>There are currently no plans to extend Queen Street to connect with the internal PDA road network.</p>	
95.	The PDA should be extended to incorporate the delivery of the bypass from Moreton Bay Road, Capalaba to Wellington Road, Alexandra Hills.	This is not a matter for consideration in the development scheme.	N
96.	There are concerns that large heritage trees will inhibit proposed road changes from being implemented or that trees will be lost when new roads are developed.	The proposed north south link has been removed from the development scheme in order to retain natural features in this location. The development scheme also requires	Y

Matter #	Summary and merits of matters raised in submissions: Road network and traffic congestion	Assessment	Amendment Y / N
		development to retain existing mature trees wherever possible. This will be assessed through the development assessment process.	
97.	Sufficient access through streets and at ferry and public transport terminals is required for emergency services vehicles.	Any proposed road systems and networks will be designed in accordance with relevant standards to ensure that emergency vehicles can access the site and associated public transport facilities.	N

4.6. Open space

Matter #	Summary and merits of matters raised in submissions: Public open space, public amenity and recreation	Assessment	Amendment Y / N
Public open space, public amenity and recreation			
98.	There is general support for how open space has been addressed in the proposed scheme, including support for improvements to open space, walkways and waterfront access.	Noted.	N
99.	<p>Suggestions on specific matters and the types of improvements required included:</p> <ul style="list-style-type: none"> • More information should be provided about where improved facilities are proposed or how they will be developed. • Map 2 should clarify if the foreshore is intended to be a public open space area. • Landscaped parks and grassed areas should be provided. • Existing trees, particularly mature pine trees, should be retained. • Additional child and family friendly facilities and recreational activities should be provided. • Diverse recreational services, sporting facilities and activities are needed in the area. • Bins should be provided on footpaths and decorated with bay scenes. • A beach and water park area should be included. • Lighting should be installed along the waterfront. • Precinct 1 should include an arts precinct and sculpture park. • Kayaking and kayak storage facilities should be provided. • Precinct 1 should include a park. • Make reference to connectivity of the PDA with adjacent parks. 	<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>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 open space within the PDA.</p> <p>The document seeks to improve public access and enjoyment of the waterfront through maintaining and improving the recreational function of GJ Walter park, as well as providing a pedestrian/cycle path along the length of the waterfront and promoting mixed use retail café opportunities in the mixed use node. 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 open space and public realm. When the site is developed, 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 open space.</p>	Y

Matter #	Summary and merits of matters raised in submissions: Public open space, public amenity and recreation	Assessment	Amendment Y / N
		<p>The delivery of park embellishments and facilities will be determined through the development assessment process and in accordance with RCC's open space policies.</p> <p>Other considerations contributing to open space and public realm would be the potential use of integrated artworks with functional properties such, as seating, bollards, lighting, rails, and other hard surfaces. This would be considered through the development assessment process.</p> <p>Map 2 – Structure plan has been amended to clarify the intent for the waterfront promenade to be a green open space connection which promotes waterfront access.</p>	
100.	<p>Some submitters were concerned there was insufficient open space provided in the scheme. Specific matters raised in relation to this included:</p> <ul style="list-style-type: none"> • Suggest that more land should be provided as open space for environmental conservation, nature corridors, recreation opportunities, buffers to beaches and a waterpark play area and also to support the increased population • Additional areas of open space will be required to cater for development and increased population in the area. <p>Some submitters were also concerned areas of existing open space would be lost to development and expressed concern about the potential loss of public and community assets. A number of submitters opposed new development on existing open space.</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 document seeks to improve public access and enjoyment of the waterfront through maintaining and improving the recreational function of GJ Walter park, as well as providing a pedestrian/cycle path along the length of the waterfront and promoting mixed use retail café opportunities in the mixed use node. This will enhance opportunities for the public to access and enjoy the water and bay through both active and passive recreation.</p> <p>The Development Scheme seeks to achieve a balance between land identified for community, open space, residential and commercial uses. Accordingly the Development Scheme aims to ensure no net loss of public open space within the PDA.</p> <p>Maps 2 & 4 have been amended to provide greater protection to the recreational function of GJ Walter Park.</p> <p>Background reports have now been made</p>	Y

Matter #	Summary and merits of matters raised in submissions: Public open space, public amenity and recreation	Assessment	Amendment Y / N
		available to the community to show how specialist consultant advice has informed the preparation of the development scheme.	

Matter #	Summary and merits of matters raised in submissions: Use of GJ Walter Park	Assessment	Amendment Y / N
Use of GJ Walter Park			
101.	<p>A number of submitters raised concerns about impacts from development on GJ Walter Park. Matters raised in relation to this included:</p> <ul style="list-style-type: none"> • Clarify in Map 4 whether GJ Walter Park is an area to be developed. • Concerned that the beach will be lost due to the marina development. • Concerned the heritage value and regional significance has not been considered and will be compromised by development. • The plan should specify the size of the playground. • Concerned that development will impact the useability of existing walkways and public space in the park. • Suggest that the seawall in the north of GJ Walter Park is located too far north, making the existing beach in the park unusable due to safety issues associated with fishing and swimming in marinas. 	<p>The value of GJ Walter Park to the community and the many functions and activities its hosts has been acknowledged through the protection of the recreational function of the park.</p> <p>The development scheme, including Map 4 – Height map, has been amended to strengthen the intent to protect the recreational function of GJ Walter Park.</p> <p>The Development Scheme seeks to achieve a balance between land identified for community, open space, residential and commercial uses. Accordingly the Development Scheme aims to ensure no net loss of public open space within the PDA.</p>	Y
102.	<p>Some submitters thought the dog park should be protected and more detail should be provided about its size to demonstrate how it will be incorporated into the new scheme.</p> <p>Other submitters believe the dog park should be moved away from the waterfront to improve public use and amenity of open space in GJ Walter Park. Suggested alterative locations include between Sommersea Drive and North Street, and Island Street.</p>	<p>The value of GJ Walter Park to the community and the many functions and activities it hosts had been acknowledged through the protection of the recreational function of the park.</p> <p>The development scheme, including Map 4 – Height map, has been amended to strengthen the intent to protect the recreational function of GJ Walter Park.</p> <p>The Development Scheme seeks to achieve a balance between land identified for community, open space, residential and commercial uses. Accordingly the Development Scheme aims to ensure no net loss of public open space within the PDA.</p>	Y
103.	<p>The ownership, protection and management of the park should to be clarified.</p>	<p>The value of GJ Walter Park to the community and the many functions and activities its hosts had been acknowledged through the protection</p>	Y

Matter #	Summary and merits of matters raised in submissions: Use of GJ Walter Park	Assessment	Amendment Y / N
	<p>Concern expressed about the tenure of the park. In particular whether Council had resolved to surrender trusteeship of the park and what process was used with regard to the responsibility under the Land Act. Concern that the purpose of the reserve must be protected.</p>	<p>of the recreational function of the park.</p> <p>The development scheme, including Map 4 – Height map, has been amended to strengthen the intent to protect the recreational function of GJ Walter Park.</p> <p>The Development Scheme seeks to achieve a balance between land identified for community, open space, residential and commercial uses. Accordingly the Development Scheme aims to ensure no net loss of public open space within the PDA.</p> <p>Any changes to tenure under the <i>Land Act 1994</i> will follow normal legislative processes.</p>	
104.	<p>Additional information should be included in the infrastructure plan on improvements to open space including GJ Walter Park.</p> <p>Suggestions to improve the amenity of GJ Walter Park include:</p> <ul style="list-style-type: none"> • A waterpark facility or swimming pool. • Improved shading and lighting. • Safe playground equipment for all abilities. • Amenities including toilets, parent rooms, picnic tables and barbeque facilities. • Shared walkways around perimeter. • The reclaimed extension of GJ Walter Park should be moved south along the existing beach. • Sand spots and shallow areas should be filled with sand from Stradbroke Island to create beaches. 	<p>The development scheme, including Map 4 – Height map, has been amended to strengthen the intent to protect the recreational function of GJ Walter Park.</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 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>Accordingly the Development Scheme aims to ensure no net loss of public open space within the PDA.</p> <p>The delivery of park embellishments and facilities will be determined through the development assessment process, in accordance with RCC's open space policies.</p> <p>The infrastructure plan also identifies</p>	Y

Matter #	Summary and merits of matters raised in submissions: Use of GJ Walter Park	Assessment	Amendment Y / N
		improvements to GJ Walter Park.	

Matter #	Summary and merits of matters raised in submissions: Access to the waterfront	Assessment	Amendment Y / N
Access to the waterfront			
105.	<p>The development scheme should provide more information to identify how access to the waterfront will be impacted by development and to emphasise the protection of the waterfront for community use.</p> <p>Some submitters believed the majority of waterfront should be protected from development and be primarily a publicly accessible area.</p> <p>Some submitters supported some retail and commercial development provided it did not prevent the public from accessing the waterfront.</p> <p>Concerned the construction of a boardwalk or marina will disrupt views and public access, resulting in environmental degradation.</p>	<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 in future development applications assessed through the development assessment process.</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 the recreational function of GJ Walter park, as well as providing a pedestrian/cycle path along the length of the waterfront and promoting mixed use retail café opportunities in an idyllic water front setting, open to the public and residents alike.. This will enhance opportunities for the community to access and enjoy the water and bay through both active and passive recreation.</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 open space connection which promotes waterfront access.</p>	Y
106.	Support for the provision of a public pier, including opportunities for walking and fishing.	Noted.	N

Matter #	Summary and merits of matters raised in submissions: Access to the waterfront	Assessment	Amendment Y / N
107.	Suggest provisions be included for a jetty to be built out towards Cassim Island together with interlinked broadwalks.	Noted. The detailed design and nature of development will be determined in future development applications assessed through the development assessment process.	N

4.7. 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			
108.	<p>A number of concerns were raised about how development and infrastructure would be funded. Matters raised included:</p> <ul style="list-style-type: none"> Detailed information is required regarding costing and funding arrangements for delivery and ongoing maintenance of infrastructure. The funding framework is vague with regard to the financing and commitments from the state and developers. There are concerns that the cost of development and infrastructure will be passed on to local residents and businesses through increased housing costs. State funded infrastructure upgrades should be investigated. Upgrades to ferry facilities should be co-funded by operators and users. Developers should be required to meet all costs associated with infrastructure connection, upgrades and augmentations for the road, water and sewerage network. 	<p>Infrastructure and development will be funded by development in the normal way, as it would have been funded prior to a PDA being declared. 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>There is no intention or indication in the development scheme that levies or increased rates will be used to fund infrastructure.</p>	N
109.	Infrastructure should be designed to complement the existing natural environment.	Noted.	N
110.	Existing schools are at capacity and will not be able to service new residents from Toondah Harbour.	Noted.	N
111.	There are concerns that the proposed scheme will result in public assets (i.e. GJ Walter Park and parts of the Moreton Bay Marine Park) being given to developers.	The state government and RCC are committed to efficiently utilising resources including public land to achieve improvements for the community.	Y

Matter #	Summary and merits of matters raised in submissions: Development and infrastructure funding and delivery	Assessment	Amendment Y / N
		The development scheme, including Map 4 – Height map, has been amended to strengthen the intent to protect the recreational function of GJ Walter Park.	
112.	Concerned there is insufficient infrastructure capacity for the increased development and population growth.	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.	N

Matter #	Summary and merits of matters raised in submissions: Timing and implementation of development	Assessment	Amendment Y / N
Timing and implementation of development			
113.	<p>A number of comments were raised in relation to staging of development. These included:</p> <ul style="list-style-type: none"> Concerned that it would be difficult to effectively stage development as it is unclear when and how much private capital will be provided. The scheme should include information on capital raising process. Concerned development outcomes and staging will be fragmented and that this will negatively impact the viability of the project. 	<p>The development scheme includes a development staging strategy which identifies the anticipated sequencing of development throughout the PDA. However, the specific timing of when development will occur will be determined by market forces and the Expression of Interest process.</p>	N
114.	<p>Consideration should be given to minimising the impacts of dust, noise and odour on the existing community from construction activities.</p>	<p>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.</p>	N
115.	<p>The proposed redevelopment is not commercially viable in the current market.</p> <p>There is no demand for high density residential development and there are a number of unit developments in the area which are currently vacant.</p> <p>If development is vacant it will not be well maintained and will decrease existing property values.</p>	<p>The development scheme seeks to create a framework which balances diverse interests. It is a long term plan for the area and development completion may take many years to be realised.</p> <p>The timing and nature of development will be determined by the private market and the development process.</p>	N
116.	<p>There are concerns that new residential development will compete with existing projects yet to be completed due to poor uptake.</p>	<p>The development scheme seeks to create a framework which balances diverse interests. It is a long term plan for the area and development completion may take many years to be realised.</p> <p>The timing and nature of development will be determined by the private market and the development process.</p>	N
117.	<p>Question how capital works associated with the redevelopment of the ferry will be funded.</p> <p>Ferry providers should not be made to pay</p>	<p>Infrastructure will be funded by development in the normal way, as it would have been funded prior to a PDA being declared. The</p>	N

Matter #	Summary and merits of matters raised in submissions: Timing and implementation of development	Assessment	Amendment Y / N
	<p>additional infrastructure charges or contributions to upgrade the facilities.</p> <p>Concerned this cost will be transferred to the customer and result in increased fares or will force the operator out of business.</p>	<p>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 and take into account matters such as value uplift, however this would be negotiated with the developer and would not rely on Council rates.</p> <p>Further detailed levels of planning through the development process will be the main tool for negotiating infrastructure charges or an infrastructure agreement to ensure infrastructure is planned, funded and developed in an integrated way with various land uses and development.</p>	

4.8. Other matters

Matter #	Summary and merits of matters raised in submissions: Plan making and public notices	Assessment	Amendment Y / N
Plan making and public notices			
118.	<p>A number of comments were raised in relation to consultation timeframes and processes. Key matters raised included:</p> <ul style="list-style-type: none"> • Concerned that the scheme has not taken into account the concerns and comments raised by the community during previous consultation. For example, a large portion of the community supported low scale redevelopment and an 800 berth marina as preferred uses through this consultation. • The scale of the plan does not enable individuals to provide informed feedback. It is not possible to provide effective feedback on a conceptualised plan. • The consultation period did not provide sufficient time or information for the community to provide effective feedback. • There has been a lack of transparency and accountability in the consultation, planning and design process. • Aspects of the community consultation and online submission forms were difficult to interpret or complete making it unclear how issues raised will be considered and implemented in the final plan. • There are concerns that public submissions will not be taken into consideration in the final scheme. • The final plan should be voted on by the local community. • Concerned about the manner in which the public consultations were handled and run. • Concerned the submission process does not disclose the final decisions. • The scheme has lacked consultation with local community and business. 	<p>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. Some amendments have been made to the development scheme in response to submissions.</p>	Y

Matter #	Summary and merits of matters raised in submissions: Plan making and public notices	Assessment	Amendment Y / N
	<ul style="list-style-type: none"> Concerned the community will have no further consultation once EOIs are received. Concerned that opposing opinions of different community groups will delay or stop development. Concerned that only the loudest are heard and that the loudest may not represent the views of the community. 		
119.	<p>Some concerns were raised in relation to the plan making process. Comments raised included:</p> <ul style="list-style-type: none"> Believe the plan making process timeframe is inadequate and does not allow for the correct investigations to occur. Concerned that PDA legislation bypasses normal requirements for impact studies. Studies undertaken to inform the development of the scheme should be made publicly available. Further analysis and emphasis of the economic benefits of Toondah Harbour as a gateway to Bay Islands is required. Private enterprise should undertake PDA planning. 	<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.</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 development, including parking and the bus and ferry terminal is planned and developed in an integrated way with various land uses and infrastructure.</p> <p>RCC and the state Government will continue to provide information and updates to the community on the EOI process and any publicly notified development applications within the PDA.</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>Background reports have now been made available to the community to show how specialist consultant advice has informed the</p>	N

Matter #	Summary and merits of matters raised in submissions: Plan making and public notices	Assessment	Amendment Y / N
		preparation of the development scheme.	
120.	<p>Submissions raised concerns around project governance. Comments raised included:</p> <ul style="list-style-type: none"> Concerned about statements made by politicians regarding the community's involvement in the preparation of the scheme. Concerned that the State Government and Council are treating the proposed scheme as a 'done deal'. Concerned that Council has taken a hands-off approach to planning for the area. Concerned that the development assessment responsibility for the PDA has been taken away from council and lacks transparency. 	<p>The PDA was declared under the <i>Economic Development Act 2012</i> at the request of RCC.</p> <p>The commissioning of consultants was undertaken by RCC and the drafting of the development scheme was undertaken by the state government in partnership with RCC and utilising information provided from the specialist consultants.</p> <p>Development assessment powers are currently delegated from the Minister for Economic Development Queensland to RCC.</p> <p>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>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 development, including parking and the bus and ferry terminal is planned and developed in an integrated way with various land uses and infrastructure.</p>	N
121.	<p>Concerns were raised about the legislative process for PDAs, in particular:</p> <ul style="list-style-type: none"> The process and the Economic Development Act 2012. Concerned that the PDA process denies the public a normal right of appeal. Concerned about the MEDQ acting as a 'corporation sole'. 	<p>Allowing for appeal processes similar to those under other planning legislation could lead to substantial delays in the development of the PDA, which undermines the objective of the <i>Economic Development Act 2012</i> in ensuring economic development and development for community purposes is completed in a timely way.</p> <p>However, opportunities for the public to comment on publicly notified development applications are provided for in the</p>	N

Matter #	Summary and merits of matters raised in submissions: Plan making and public notices	Assessment	Amendment Y / N
		development scheme.	
122.	There is concern that development approvals will be granted for proposals that are inconsistent with the PDA if there is sufficient grounds for approval.	<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 be publicly notified, provide sufficient justification of a superior design outcome or overwhelming community need to support the proposal.</p>	N
123.	<p>There were comments raised that planning and development should be undertaken in consultation with the Quandamooka people to achieve place-specific landscape and building design. Comments raised included:</p> <ul style="list-style-type: none"> • Request that development be subjected to a tender process which incorporates further consultation with the Quandamooka people. • Concerned that Quandamooka people will be displaced from economic opportunities which should be addressed in the scheme and have not been adequately considered. • Suggests that the Queensland Aboriginal and Torres Strait Islander Economic Participation Framework 2013 should be implemented in the PDA process. 	<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. Accordingly place specific landscape and building design are not matters considered in the document and will be addressed through the development assessment process.</p> <p>The development scheme identifies principles which future development applications will be required to address. For Toondah Harbour this includes delivering development which considers indigenous heritage.</p> <p>Key stakeholders including representatives of the Quandamooka People were involved in the design workshops as well as private meetings to inform the preparation of the proposed development scheme.</p> <p>Further consultation and consideration of cultural and Aboriginal heritage can occur as part of the development assessment process.</p> <p>The development scheme has been amended to make further reference to consideration of cultural and Aboriginal heritage issues.</p>	Y
124.	Concerned that not all ideas put forward in the plan will be built.	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	N

Matter #	Summary and merits of matters raised in submissions: Plan making and public notices	Assessment	Amendment Y / N
		<p>been undertaken. The development scheme identifies principles which future development applications will need to address and allows sufficient flexibility for consideration of a variety of development proposals where they are not in conflict 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>Further detailed levels of planning through the development process will be the main tool for ensuring development, including parking and the bus and ferry terminal is planned and developed in an integrated way with various land uses and infrastructure.</p>	

Matter #	Summary and merits of matters raised in submissions: Other concerns relating to Toondah Harbour	Assessment	Amendment Y / N
Other concerns relating to Toondah Harbour			
125.	<p>A number of questions and comments were received in relation to areas which were outside of the PDA boundary or the scope of the project. Matters raised include:</p> <ul style="list-style-type: none"> • Water speed limits are not enforced in the harbour. • Consideration should be given to how Dunwich and One Mile will be integrated into future development. • Planning issues in North Stradbroke should be the priority over Toondah Harbour. • There should be better connections between Stradbroke Island and public transport opportunities on the mainland. • Vehicle ferry services to other islands should also be improved. • Suggests a complementary plan for the development for the ferry terminals and surrounds on the Stradbroke side. • Improved landscaping and shading should be provided at Dunwich ferry terminal. • Ferry facilities at Dunwich should be upgraded in parallel to any upgrades at Toondah Harbour to provide a consistent experience between the mainland and North Stradbroke Island. • The scheme does not include potential development sites at Dunwich and North Stradbroke Island. • Provide a bridge connection to Cassim Island. • Concerned that development will destroy Cassim Island and Sandy Island and impact adversely on Peel Island and Banana Banks. • Concerned Cassim Island will be reclaimed and developed under the scheme. 	<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

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			
4.	Introduction	<p>Insert a new section 1.5 "<i>State interests</i>" and footnote to read as follows:</p> <p>"Relevant matters of state interests have been considered in the preparation of this development¹."</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.dsdiq.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.dsdiq.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.

Amendment #	Section details	Nature of amendment	Reason for amendment
2.0 Strategic context			
5.	Section 2.1 Location	Amend paragraph 3, first sentence from: <i>"Toondah Harbour acts as the main point of departure and arrival for vehicular ferry and water taxi services between the mainland and North Stradbroke Island."</i> to now read: <i>"Toondah Harbour is the main point of departure and arrival for vehicular ferry and water taxi services between the mainland and North Stradbroke Island."</i>	To improve readability of the document.
3.0 Land use plan			
3.2 Development assessment			
6.	Section 3.2.3 Development approval	Delete " <i>footnote 3</i> " at end of paragraph 2.	To reflect finalisation and adoption of the scheme.
7.	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.
8.	Section 3.2.6 Demonstrating development is consistent with the scheme, sub heading: Preliminary approval	Amend 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 provisions 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 provisions and the individual development proposals and associated Plans of Development (PoDs)."</i>	To improve readability of the document.

Amendment #	Section details	Nature of amendment	Reason for amendment
9.	Section 3.2.6 Demonstrating development is consistent with the scheme, sub heading: Plan of Development	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			
10.	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"> • removal of North South link • waterfront promenade made more distinct • GJ Walter Park icon and Koala Corridor removed and replaced with land area graphic • note added to legend to ensure plan is read in conjunction with Maps 3 and 4 • PDA boundary graphical treatment changed • minor reduction to the extent of mixed use node. 	To reflect changes made to the text.
11.	Section 3.3 Vision	Delete the words <i>"and Map 2 – Structure Plan"</i> and amend wording in paragraph 1 to read: <i>"The Toondah Harbour 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.

Amendment #	Section details	Nature of amendment	Reason for amendment
12.	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.
13.	Section 3.3.1 Vision statement,	Amend paragraph 1, second sentence from: <i>"Development establishes a strong community identity which benefits from the amenity of Moreton Bay and a mixture of residential, retail, commercial and community uses."</i> to now read: <i>"Development establishes a strong community identity which benefits from the indigenous heritage and amenity of Moreton Bay and a mixture of residential, retail, tourism, commercial and community uses."</i>	To clarify the intention to respect indigenous heritage through development of the PDA.
14.	3.3.1 Vision statement	Delete last sentence of paragraph 2: <i>"The existing southern channel is widened to accommodate passenger and vehicle ferry traffic."</i>	To provide for the consideration of alternative water access routes in the future, if it can be demonstrated that they do not conflict with the vision, they are deliverable and there is funding available.
15.	3.3.1 Vision statement	Amend paragraph 3, second sentence from: <i>"Development establishes Toondah Harbour as a high quality urban environment that capitalises on the high amenity of Moreton bay and provides opportunities for a range of activities including outdoor dining, residential, commercial development, marina and a public beach."</i> to now read: <i>"Development establishes Toondah Harbour as a high quality urban environment that capitalises on the high amenity of Moreton bay and provides opportunities for a range of activities including outdoor dining, tourism"</i>	To clarify the intent to provide for tourism facilities to locate in the PDA.

Amendment #	Section details	Nature of amendment	Reason for amendment
		<i>facilities, residential, commercial development, marina and a public beach."</i>	
16.	Section 3.3.1 Vision statement	Amend paragraph 4 to insert a new sentence after the last sentence to read: <i>"The functioning of existing parks is protected and there is no net loss of public open space within the Toondah Harbour PDA, including GJ Walter Park."</i>	To clarify the intent to ensure there is no net loss of public open space.
17.	Section 3.3.1 Vision statement	Amend paragraph 6 to insert a new sentence after the last sentence to read: <i>"Adequate parking is provided to meet the scale of development and anticipated growth."</i>	To clarify the intent to provide sufficient parking with consideration of development and growth.
18.	Section 3.3.2 Structural elements	Amend dot point 3 from: <i>"creating a mixed use node incorporating medium density residential development, commercial offices, tourist accommodation including a boutique hotel, restaurants, cafes and shops"</i> to now read: <i>"creating a mixed use node incorporating medium density residential development, commercial offices, cultural facilities, tourist accommodation including a boutique hotel, restaurants, cafes and shops"</i>	To clarify the intent to provide for cultural facilities to locate in the PDA.
19.	Section 3.3.2 Structural elements	Amend dot point 4 from: <i>"improving access to the waterfront and public open space through pedestrian waterfront links and a new waterfront promenade connecting the harbour to GJ Walter Park which is safe, protects coastal resources and establishes connections north and south of the PDA."</i> to now read: <i>"improving access to the waterfront and public open space through pedestrian waterfront links and a new waterfront promenade connecting the harbour to GJ Walter Park which is safe, contributes to the open space network, protects</i>	To clarify the intent for the waterfront pedestrian and cycle link to be designed and delivered in a way that contributes to the open space network.

Amendment #	Section details	Nature of amendment	Reason for amendment
		<i>coastal resources and establishes connections north and south of the PDA."</i>	
20.	Section 3.3.2 Structural elements	Amend dot point 5 from: <i>"providing for passenger ferry operations in proximity to the mixed use plaza"</i> To now read: <i>"providing for passenger ferry operations in proximity to a mixed use plaza"</i>	To clarify that the location of the mixed use plaza on Map 2 – Structure plan is indicative and may ultimately be located in an alternative location where it is not in conflict with the vision.
21.	Section 3.3.2 Structural elements	Amend dot point 6 from: <i>"providing for vehicle ferry services to operate in the south of the PDA where vehicle and vessel traffic conflicts can be minimised"</i> to now read: <i>"providing for vehicle ferry services to operate where vehicle and vessel traffic conflicts can be minimised"</i>	To clarify that the location of the vehicle ferry on Map 2 – Structure plan is indicative and may ultimately be located in an alternative location where it is not in conflict with the vision.
22.	Section 3.3.2 Structural elements	Amend dot point 9 from: <i>"establishing a vegetated corridor providing for koala habitat and movement"</i> to now read: <i>"establishing a vegetated corridor for wildlife habitat and provide for koalas and their safe movement"</i>	To clarify intent and improve readability of the document.
3.4 PDA-wide criteria			
23.	Section 3.4.1 Urban design	Amend dot point 3 from: <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> to now read: <i>"create an active place characterised by a high quality public realm and safe pedestrian areas which encourage community interaction and"</i>	To improve readability of the document.

Amendment #	Section details	Nature of amendment	Reason for amendment
		<i>support healthy lifestyles"</i>	
24.	Section 3.4.1 Urban design	<p>Delete dot point 5:</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.
25.	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.
26.	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, settings, 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.
27.	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</i></p>	To improve readability of the document.

Amendment #	Section details	Nature of amendment	Reason for amendment
		<i>specific identity, which complements existing local character and cultural heritage"</i>	
28.	Section 3.4.4 Natural environment	<p>Amend dot point 3 from:</p> <p><i>"establishes linear corridors through the PDA which support fauna movement and open space connections between community focal points"</i></p> <p>to now read:</p> <p><i>"establishes vegetated corridors through the PDA which support wildlife habitat, safe fauna movement and open space connections between community focal points"</i></p>	To clarify intent and improve readability of the document.
29.	Section 3.4.5 Open space	<p>Amend paragraph 1 and insert two new dot points to read:</p> <p><i>"protects the functioning of existing parks and ensures no net loss of public open space"</i></p> <p><i>and</i></p> <p><i>"protects the recreational function of GJ Walter Park as an area of open space"</i></p>	To clarify the intent to protect the recreational function of GJ Walter Park.
30.	Section 3.4.5 Open space	<p>Amend dot point 3 from:</p> <p><i>"provide opportunities to connect to open space areas within and adjoining the PDA and delivers parks identified in Map 2"</i></p> <p>to now read:</p> <p><i>"provide opportunities to connect to 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.
31.	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 open space network and provide opportunities for the public to access</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 open space network.

Amendment #	Section details	Nature of amendment	Reason for amendment
		<i>and enjoy the waterfront"</i>	
32.	Section 3.4.5 Open space	Amend dot point 7 from: <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> to now read: <i>"incorporate existing natural features to the greatest extent possible having regard to the achievement of the natural environment criteria in Section 3.4.4"</i>	To improve readability of the document.
33.	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.
34.	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			
35.	Section 3.5.2 Precinct 1 – Mixed use village, sub heading <i>Residential development and the mixed use node</i>	Amend paragraph 2, dot point 3 from: <i>"support the creation of the mixed use node where active commercial or retail uses are focused, providing convenience retail and commercial uses..."</i> to now read: <i>"support the creation of the mixed use node where active commercial or retail uses are focused, providing convenience retail, tourist and commercial uses..."</i>	To clarify the intent to provide for tourism facilities to locate in the PDA.

Amendment #	Section details	Nature of amendment	Reason for amendment
36.	Section 3.5.2 Precinct 1 – Mixed use village, sub heading <i>Open space</i>	<p>Amend paragraph 1 which currently reads:</p> <p><i>“Development in Precinct 1 will contribute to reconfiguring GJ Walter Park to improve overall access to the waterfront within the PDA and protect key activities within the remaining open space area. Development will also contribute to establishing a waterfront promenade along the eastern length of Precinct 1 which will form part of the movement network, but be designed to enhance public access and enjoyment of the waterfront.”</i></p> <p>to now read:</p> <p><i>“Development in Precinct 1 will improve overall access to the waterfront within the PDA. Development will protect the recreational function of GJ Walter Park as an area of public open space. Development will also contribute to establishing a waterfront promenade along the eastern length of Precinct 1 which will form part of the open space and movement network, but be designed to enhance public access and enjoyment of the waterfront. Development in Precinct 1 will ensure no net loss of public open space.”</i></p>	To clarify the intent to protect the recreational function of GJ Walter Park and for the waterfront pedestrian and cycle link to be designed and delivered in a way that contributes to the open space network.
37.	Section 3.5.2 Precinct 1 – Mixed use village, sub heading <i>Street and movement network</i>	<p>Delete dot point 4 under paragraph 3 which read:</p> <p><i>“provides a new road connection to the south of GJ Walter Park along the western boundary of the precinct, extending from Shore Street East to connect to Middle Street which has regards to the protection of the koala corridor and seeks to minimise impacts to flora and fauna while servicing development to the east and improving connectivity through the PDA”</i></p>	To protect the recreational function of GJ Walter Park.
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 3.5.5 Precinct 4 – Marina and water based	Amend dot point 1 from:	To improve readability of the

Amendment #	Section details	Nature of amendment	Reason for amendment
	development, sub heading <i>Precinct intent</i>	<p><i>"avoiding conflict between recreational and commercial boating activity and the safety of all boating movements"</i></p> <p>to now read:</p> <p><i>"avoiding conflict between recreational and commercial boating activity and ensuring the safety of all boating movements"</i></p>	document.
40.	Section 3.5.5 Precinct 4 – Marina and water based development, sub heading <i>Precinct intent</i>	<p>Under dot point <i>"a marina which"</i>, amend sub dot point 3 from:</p> <p><i>"...is designed to enable gradual expansion up to 800 berths"</i></p> <p>to now read:</p> <p><i>"...is designed to enable gradual expansion up to 400 berths"</i></p>	To reduce the intended maximum size of the marina.
41.	Section 3.5.5 Precinct 4 – Marina and water based development, sub heading <i>Precinct intent</i>	<p>Under dot point <i>"a mixed use pier / land reclamation area which"</i>, amend sub dot point 4 from:</p> <p><i>"supports high density mixed-use development with a focus on marine associated business and residential development"</i></p> <p>to now read:</p> <p><i>"supports high density mixed-use development with a focus on marine associated business, tourist and residential development"</i></p>	To clarify the intent to provide for tourism facilities to locate in the precinct.
42.	Section 3.5 Precinct provisions – <i>Table 1 – levels of assessment</i>	Delete 'extractive industry' from Column 3B.	To clarify that dredging may be proposed within the PDA.
43.	Section 3.5 Precinct provisions – <i>Map 3 – Precinct plan</i>	<p>Delete Map 3 – Precinct plan and insert new map with following amendments:</p> <ul style="list-style-type: none"> ● Removal of north south link. 	To reflect changes made to the text.
44.	Section 3.5 Precinct provisions – <i>Map 4 – Precinct plan</i>	<p>Delete Map 4 – Height plan and insert new map with following amendments:</p> <ul style="list-style-type: none"> ● reduce 15 storeys control to 10 storeys control ● graphical changes to reflect extent of 	To reflect the reduction of maximum building heights and to protect the recreational function of GJ Walter Park.

Amendment #	Section details	Nature of amendment	Reason for amendment
		developable land.	
4.0 Infrastructure Plan			
45.	Section 4.0 Infrastructure plan table	Amend first row grouped under Pedestrian / cycle networks from: <i>"Establish pedestrian and cycle connections that provides safe and convenient access along the waterfront, between the harbour to GJ Walter Park, within and between precincts and linking the PDA to the broader network."</i> to now read: <i>"Establish pedestrian and cycle connections that contribute to the open space network and provides safe and convenient access along the waterfront, between the harbour to GJ Walter Park, within and between precincts and linking the PDA to the broader network."</i>	To clarify the intent for the waterfront pedestrian and cycle link to be designed and delivered in a way that contributes to the open space network.
46.	Section 4.0 Infrastructure plan table	Amend first row grouped under Roads and transport from: <i>"Make adequate provision for the nature and number of vehicles expected including..."</i> to now read: <i>"Make adequate provision for the nature and number of vehicles expected having regard to projected population growth including..."</i>	To clarify intent for development to have regard to population growth in the provision of future car parking.
47.	Section 4.0 Infrastructure plan table	Delete fourth row grouped under Roads and transport which read: <i>"Deliver a new north south road link connects Middle Street in Precinct 1 to Shore Street east."</i>	To protect the recreational function of GJ Walter Park.
5.0 Implementation Strategy			
48.	Section 5.2 Implementation strategy table	Delete second point in <i>"Desired outcomes"</i> column, first row under short term header.	To clarify intent to provide for more fauna movement.
49.	Section 5.2 Implementation strategy	Delete first dot point in <i>"The actions"</i> column,	To protect the recreational

Amendment #	Section details	Nature of amendment	Reason for amendment
	table	fifth row under short term header.	function of GJ Walter Park.
Schedule 1: Exempt development			
50.	All aspects of development	<p>Insert new row which reads:</p> <p><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></p>	To correct an omission and allow for applicants with an existing house to undertake renovations or build a new house, without requiring planning approval.