

Economic Development Queensland

Northshore Hamilton Priority Development Area Development Scheme Amendment 2

Submissions Report

OCTOBER 2025

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1.0 Introduction

Before the Minister for Economic Development Queensland (MEDQ) can amend a Development Scheme (the Scheme) under section 67 of the *Economic Development Act 2012* (ED Act), the Scheme must undergo public notification.

In amending the Scheme, the MEDQ must consider any submissions received within, and may consider a submission made after, the submissions period has ended.

The proposed Northshore Hamilton Priority Development Area (PDA) Development Scheme (Scheme) Amendment 2 was publicly notified for 31 business days from 7 August to 19 September 2025. State agencies were also consulted and provided comments.

A total of 75 Submissions were received by Economic Development Queensland (EDQ) during the public notification period. One (1) additional Submission was received after the end of the period.

The *Northshore Hamilton Priority Development Area Development Scheme Submissions Report* (Submissions Report) summarises all 76 Submissions, contains information about their merits and details the changes made to the Scheme.

2.0 Public Notification Process

Public notification of the proposed Scheme occurred between 7 August and 19 September 2025, for 31 business days.

2.1 Community Engagement

- a notice about the proposed changes to the Northshore Hamilton PDA Development Scheme and the public notification process was added to the dedicated Northshore Hamilton PDA – Development Scheme page on the EDQ website ([Northshore Hamilton | Economic Development Queensland](#))
- public notice advertisement on the EDQ Northshore Hamilton PDA webpage and Village Voice newspaper.
- a postcard mailbox drop to approximately 8000 homes and businesses in Hamilton, Ascot and Eagle Farm.
- social media posts via LinkedIn and Instagram.
- three (3) 'Meet a Planner' drop-in sessions at The Shed, Dock C:
 - 🔗 Wednesday, 27 August (day) – 35 attendees
 - 🔗 Wednesday, 27 August (evening) – 24 attendees
 - 🔗 Saturday, 30 August (morning) – 17 attendees
- a 'Have Your Say' (HYS) webpage with:
 - 🔗 a downloadable copy of the proposed amended Scheme document and 'how to make a submission' fact sheet
 - 🔗 a copy of the presentation boards displayed during the 'Meet a Planner' sessions.
 - 🔗 Q&A mechanism to ask questions and receive responses in an online public forum
 - 🔗 FAQs for the PDA

2.2 Community Engagement Summary

Table 1: Number of views by Webpage during public notification

Webpage	Views
'Have Your Say' page	3,150
EDQ webpage	2,400
Social Media engagement	16,942 impressions on LinkedIn 17,245 views on Instagram

Table 2: Number of downloads by document

Document	Downloads
Proposed Northshore Hamilton PDA Development Scheme Amendment No. 2 (HYS)	233
Proposed Northshore Hamilton PDA Development Scheme Amendment No. 2 (EDQ)	232

2.3 Submission Review Process

Submissions were received by email and via EDQ's Northshore Hamilton PDA – Have Your Say online submission page. Table 3 below explains the method used for considering submissions.

Table 3: Method for considering submissions

Step		Action
1	Registration of Submissions	All Submissions were registered and given a unique identifier.
2	Summarising submission issues	As submissions often included several comments, each distinct comment (positive or negative) was entered into a database and categorised by theme (e.g. traffic, building form).
3	Evaluation and responses to issues	Comments were considered in detail, responses prepared and if required, appropriate changes to the proposed Amendment identified.
4	Submissions report	The Submissions Report summarises the Submissions, presents the evaluation of the merits of the Submissions, and details the changes made in response to the Submissions about the proposed Amendment.
5	MEDQ approval	The Submissions Report was considered by the MEDQ in making the Amendment.
6	Publishing and notification of the development scheme	After making the Scheme, the MEDQ published: • a gazette notice establishing the date the amended Scheme came into effect, • the Scheme and Submissions Report on the EDQ website, and • a notice on the EDQ website, stating the amended Scheme had been approved and is available. Submitters, Brisbane City Council and State agencies were notified the Amendment was in effect.

3.0 Submissions overview

3.1 Submission Numbers

A total of 75 Submissions were received by EDQ during the public notification period. One additional submission, made after the end of the submission period, was also considered. Altogether 76 submissions were considered, and their details are included in the Submissions Report.

3.2 Submitter Interest in the PDA

Submissions were received from a variety of stakeholders. Table 4 below provides a breakdown of Submissions by stakeholder type.

Table 4: Breakdown of submissions by stakeholder

Stakeholder	Number of submissions received
Resident	60
Business and Industry	13
Housing Providers	2
Community Groups	1
TOTAL	76

3.3 Key Areas of Support and Issues Raised

Submissions supported the following matters:

- Removal of barriers impacting development feasibility and housing delivery, including amendments to social and affordable housing, dwelling mix, and sustainability requirements.
- Renewed focus on performance-based nature of the Scheme.
- Changes to built form provisions.
- The location of the proposed school.
- Urban renewal and mixed-use precinct outcomes

Submissions raised questions about the following matters:

- Building heights and density.
- Accommodating traffic, road safety, car parking and public transport infrastructure.
- Timing for the delivery of community/commercial facilities, infrastructure, and public spaces.
- Performance-based outcomes.
- Local amenity, privacy and accessibility.
- Community consultation.

- Amendments to the affordable and social housing, dwelling mix, and sustainability requirements.

A full evaluation of the Submissions, and consideration all matters raised, is detailed in Section 4.0 of this Submissions Report.

Section 6.0 lists acronyms and their definitions.

4.0 Summary of Issues

The subsequent table provides a summary of the matters raised, the responses and any associated changes made to the Amendment in response to the Submissions.

The matters raised in the Submissions were organised under the following themes for consideration.

1. Housing
2. Built form
3. Land use
4. Carparking, traffic and transport
5. Infrastructure, public open space and community facilities
6. Sustainability
7. DCOP / Road network planning
8. Consultation
9. General comments

#	Issue	Response	Change
Housing			
1.	Affordable and Social housing - Support/do not support amendment to mandatory affordable and social housing requirements. - Delivery of affordable or social housing in private developments. - Delivering housing that is suitable for essential workers and low-income earners close to jobs, transport, and services.	The amendment supports the delivery of much-needed housing supply in the PDA by providing a clear, streamlined regulatory framework for development. The current housing market presents significant delivery challenges, including rising construction costs, labour shortages, and supply chain constraints. Reducing regulatory complexity is essential to maintaining project viability in this environment. Prescriptive requirements further constrain delivery by introducing complexity, uncertainty, and cost, which may delay projects or add to the cost for the end home-owner Amending mandatory social and affordable housing provisions reduces the regulatory burden and improves project feasibility for a broader range of housing projects, allowing the development industry to respond to market conditions and deliver diverse housing products. These changes create the conditions necessary to unlock housing supply, particularly in high-density urban renewal areas where delivery is most sensitive to cost and regulatory risk. The amendments are a pragmatic response to current market conditions and reinforce EDQ's role in enabling development that is viable,	No

#	Issue	Response	Change
		responsive, and capable of meeting Queensland's housing needs.	
2.	- Provide more support to CHPs to purchase sites competitively with the private market - Exempt Community Housing Providers (CHP) delivering social and affordable housing from infrastructure charges	There are a range of government programs at state and federal levels supporting Community Housing Providers to deliver social and affordable housing.	No
3.	Mandate the provision of affordable and social housing and compel Developers to provide land or funding.	The Government is focused on enabling housing supply through flexible planning frameworks, targeted investment, and collaboration with the community housing sector, rather than through prescriptive mandates. This approach prioritises streamlining planning processes, reducing red tape, and unlocking housing supply through market-led development, rather than mandating specific contributions from developer. These outcomes are being supported through targeted government investment, land audits, and strategic partnerships, rather than through blanket mandates.	No
4.	Zone some land for two storey townhouses for young families.	The Scheme makes provision for two storey townhouses in the PDA.	No
5.	Ensure social and affordable housing is dispersed across the PDA and not concentrated in one location, supporting integration with the broader community.	The Scheme provides for social and affordable housing across the PDA.	No
6.	The PDA should not provide for social and affordable housing as there is a lack of supporting infrastructure, safety issues and the area is not suitable for low-income populations.	The PDA is suitable for social and affordable housing due to its proximity to employment opportunities and support services.	No
7.	Include targets for tenure diversity (i.e. build-to-rent, key worker housing, retirement	The Mixed-use Zone provides for a range of housing outcomes to promote diversity and to allow development to respond to a range of	No

#	Issue	Response	Change
	living, community housing provider-led development) to deliver affordability and maintain neighbourhood character.	different housing needs. The amendment allows the development industry to respond to market conditions. Prescriptive requirements constrain delivery by introducing complexity, uncertainty, and cost, which may delay projects or deter investment. By generating more activity in the PDA, the amendment will deliver more diverse housing than is currently the case.	
8.	The Scheme should promote housing diversity in the PDA.	The amendment allows the development industry to respond to market conditions. Prescriptive requirements further constrain delivery by introducing complexity, uncertainty, and cost, which may delay projects or deter investment. By generating more activity in the PDA, the amendment will deliver more diverse housing than is currently the case. Initially, development in the PDA primarily consisted of 1 and 2 bedroom apartments. In recent years, most approvals for permanent residential uses have included a significant proportion of 3 bedroom dwellings.	No
Built form			
9.	Building height - Building heights should not exceed 23 storeys - Bulk, scale and transition to nearby existing development - Consider amenity items including: - shadowing - wind - existing property values - noise, traffic, parking, and safety risks - views and view corridors - solar access and ventilation - privacy, amenity and liveability	Building heights have been set to reinforce the PDA vision, support centres and transport hierarchies, and protect the amenity of the public realm, open space and parks network. Maximum building heights were determined through analysis of potential bulk, scale, overshadowing, privacy, and ventilation impacts. The greatest development intensity is in the Mixed-use high density Zone along MacArthur Avenue, which capitalises on new civic open spaces that frame the Brisbane River and proximity to activity centres, particularly the main activity centre. This wholistic approach to managing development yield and building heights across the PDA provides an appropriate foundation for more detailed planning to occur on individual sites. Due to the PDA's proximity to Brisbane Airport, substantial high-rise development in the northern parts of the PDA is not possible.	No

#	Issue	Response	Change
	310 MacArthur Ave should be zoned Mixed-use medium density zone - Limit developments east of Theodore Street and south of MacArthur Avenue to 12 storeys. - Restrict maximum building heights to areas west of Theodore Street. - Limit riverfront development to low-rise.	A PDA development application (DEV2022/1342) for 310 MacArthur Avenue was lodged on 8 November 2022. On 24 November 2022, EDQ wrote to the Applicant concerning the proposal. The Scheme identifies acceptable building heights for development closest to the Brisbane River at 5 storeys. Higher buildings can be considered having regard to overshadowing, view corridors, solar access, privacy etc.	
10.	Plot ratio Remove plot ratio requirements (or provide flexibility) as it causes confusion in how it interacts with maximum building heights, resulting in varying potential GFA outcomes.	Building heights have been set having regard to Brisbane Airport flight path requirements and the noise corridor at Kingsford Smith Drive. The plot ratios, setbacks, and height rules offer flexibility for various building forms, adapting to site-specific conditions. The performance-based approach allows for flexibility if it meets PDA-wide criteria and aligns with the PDA Vision.	No
11.	Sleeving requirement/above ground parking - The Scheme should provide for other, more cost-effective design measures such as: - green walls, public art, and transparent glazing applied directly to parking structures, - integrated landscaping along frontage, - permeable and transparent edges/screening that maintain sightlines and offer passive surveillance. - Sleeving increases	In 2022 the Scheme was amended to provide for the screening of podium car parking areas using architectural treatment or densely planted landscape where sleeving cannot be achieved. Screening and sleeving of podium car parking areas can reduce light and noise impacts.	No

#	Issue	Response	Change
	construction costs, results in low-yield floor space, reduces design flexibility, compromises project feasibility, increases reliance on mechanical ventilation/cooling, and may result in underutilised tenancies/spaces if the location does not support viable commercial/ community uses.		
12.	Support removal of requirements for 30m wall length and 10m wall articulation.	Noted.	No
Land use			
13.	Support urban renewal of the area and a mixed-use precinct.	Noted.	No
14.	Eat Street - Eat Street should be retained - Provide more information about the term of the lease of land to owners of Eat Street.	EDQ recognises Eat Street's contribution to activating the precinct and its value as a food, drink, and entertainment venue for residents and visitors to Brisbane. Commercial terms remain confidential between the landlord and tenant.	No
15.	Provide more information about the long-term plan for Forefront Coworking space and how it will be incorporated into the riverside park.	EDQ created the Forefront as a co-working space for creative industries, similar to nearby Workshops and Maker Spaces.	No
16.	Retail uses 900sqm of retail space on the ground floor of the currently in construction apartment building will impact the Eastern activity centre. - Provide more retail and commercial opportunities	In 2026, EDQ will release half of the planned primary activity centre for expressions of interest, seeking developers to provide key retail outcomes for the precinct. The eastern activity centre complements the primary activity centre and offers convenient retail shopping. Due to community interest in retail access in the PDA, the development proposes additional retail	No

#	Issue	Response	Change
	sooner. Upgrade the Riva Café precinct to provide neighbourhood shopping.	options. This development is expected to meet immediate retail needs, while the eastern activity centre will later add complementary retail uses.	
17.	Cultural uses - Recognise cultural venues as an anchor use to activate the precinct and deliver mixed-use outcomes. - Protect existing cultural tenants, including Superordinary at 175 MacArthur Ave.	EDQ is committed to ensuring that NSH continues to support and promote cultural activities and to curate events that engage with both residents and visitors.	No
18.	Activity centres should include cultural uses and art.	The Scheme provides for cultural uses and art in activity centres.	No
19.	Require new developments near cultural venues to implement acoustic mitigation, minimizing noise for residents and protecting venue operations.	The Scheme requires all development in the PDA to address impacts from local noise sources, including cultural and entertainment activities and to sensitive uses.	No
20.	Reinstate the original development plan.	The 2009 Scheme provided for a range of building heights across the PDA. Over the last 15 years, the Scheme has been updated to address changing residential trends including the need to provide more homes for more Queenslanders.	No
21.	Don't change the Zone intents	The Mixed use Zone has been introduced to allow a broader range of uses across the PDA.	No
22.	Change 66 & 66A Cullen Avenue from Enterprise Zone to Mixed use Zone to allow a greater range of land uses and additional height.	Residential uses are not appropriate on some parcels near Kingsford Smith Drive due to noise, air quality concerns, and the proximity of the airport approach and landing paths.	No
23.	Support short-term accommodation/hotel development is in the area.	EDQ is open to considering these uses if proposed.	No

#	Issue	Response	Change
24.	Streetscape improvements, public amenities, community spaces, and public foreshore outcomes.	The amendment does not impact open space, streetscape works, or public foreshore areas.	No
25.	The precinct should enable commercial, social and employment outcomes, including research, tourism, and enterprise.	The Scheme provides for a wide variety of land uses.	No
26.	Consider a tourism and recreation opportunity in the PDA.	The PDA has an established tradition of offering diverse entertainment venues, such as Eat Street, Bluey's World, Cirque du Soleil, among others.	No
27.	Provide for an extension to the existing Men's shed, placing a new building on the Makers-Space site, or renting a new location such as the Port workshop to support operations and improve facilities.	EDQ and the Men's Shed share a long-standing relationship at Northshore. EDQ values the contribution the group makes in fostering connections, sharing skills, and promoting wellbeing among its members.	No
Carparking, traffic, connectivity and transport (public and active)			
28.	- Impact on Kingsford Smith Drive. - Increased traffic, including on MacArthur Avenue. - The school will cause traffic impacts.	Extensive traffic modelling has been undertaken across the Northshore Hamilton precinct to support efficient vehicle movement within the PDA. This modelling ensures that transport infrastructure aligns with current and future development needs, helping to maintain safe and effective connectivity throughout the area. Details regarding current and future road upgrades within the PDA can be found at EDQ's 'Have your say' page.	No
29.	Population growth will create traffic and unsafe conditions on roads, especially around the future school zone.	Future and ultimate road network planning has been completed with the Queensland Department of Transport and Main Roads and Brisbane City Council. School facility designs will prioritise safe, efficient access to and around the school.	No
30.	- There is insufficient parking for residents because of visitors and public parking. - Residents should be able	The 2022 amendment provides for up to 2 parking bays per dwelling and introduced minimum requirements for people with a disability and visitors. This amendment increases minimum on-site	No

#	Issue	Response	Change
	to buy a carpark, with options for caravans and boats There is limited parking for people with a disability.	resident parking from 0.75 bays per dwelling to 0.9 bays per dwelling. Ultimately, the number of resident and commercial car parks provided within a development is a commercial decision by the developer. The PDA also provides for walking, cycling and the use mobility devices to access local retail and commercial uses within the precinct.	
31.	Support for increasing minimum on-site residential parking requirements.	Noted	No
32.	The maximum rate of 2 parking spaces per dwelling is too restrictive and should align with the Brisbane City Plan 2014 rate for the City Frame.	While total car parking numbers in a development are informed by the Scheme and set through the development assessment process, the number of resident parking bays allocated per dwelling is managed initially by the developer and ultimately by the Body Corporate.	No
33.	Provide carparking under the proposed Riverside Park/public green space to provide secure parking for visitors and residents.	Opportunities for underground parking in foreshore areas will be explored.	No
34.	Do not amend the requirements for public transport, mobility services and EV charging.	As the master developer in the PDA, EDQ is committed to enhancing active transport by delivering a network of cycleways and pedestrian pathways throughout the area. The Department of Transport and Main Roads, in collaboration with Brisbane City Council, is responsible for deciding and providing public transport services within the PDA. The NCC sets minimum standards for EV charging infrastructure in new development.	No
35.	Public transport - The PDA needs more high capacity public transport options - Provide more efficient, and accessible public transport, including high-frequency	The Department of Transport and Main Roads applies population thresholds to determine public transport provision in an area. As development progresses in the PDA and new residents arrive, relevant services will be introduced. <i>Existing bus services:</i> Dedicated bus services have been trialled and continue to operate within the	No

#	Issue	Response	Change
	bus and ferry services, and direct routes to CBD and South Brisbane. - Transport infrastructure should be delivered ahead of major population growth - There is an overreliance on buses and ferries for public transport with an absence of rail infrastructure - Extend the Doomben rail line to Northshore Hamilton to improve capacity and connectivity. - Provide a City Glider Bus service to Hamilton Reach.	PDA to provide connections to other centres and transport nodes. To date these services have not received broad patronage. <i>Rail extension:</i> Whilst the original Development Scheme proposed a potential rail extension from Doomben, recent further investigations have identified issues with the physical constraints of existing rail stock and their ability to access the area over or under Kingsford Smith Drive. <i>City Glider:</i> City Gliders bus services have been identified to service the PDA, with the planned introduction of the services anticipated for 2028. <i>Ferry services:</i> A potential future ferry terminal location has been identified in the development scheme. As the PDA develops, investigations into the need for multiple ferry stops will be undertaken to determine the optimal arrangement of stops.	
36.	Connectivity The Scheme should provide for walkable communities with diverse connectivity outcomes, including: - Brisbane River access for commuter and tourism opportunities, - a continuous riverside pedestrian pathway from the creek at Hamilton Reach to the Lores Bonney Riverwalk, - shade trees along pedestrian pathways to improve comfort	The Scheme provides for the delivery of new road and pathway infrastructure that delivers connectivity into and through the PDA and supporting multiple transport modes including walking, cycling and the use of personal mobility devices and private vehicle. The Scheme provides for riverside access from the Lores Bonney Riverwalk into the PDA and along the Brisbane River to Queensland Golf Club. Shade trees are planned for MacArthur Avenue as well as many supporting and local roads. Foreshore paths will be designed to provide convenient movement with significant trees and landscape furniture provide shade and respite.	No
37.	Active transport Riverside paths should be for pedestrian only. Bicycle, scooter and other wheeled transport should be on separate paths for safety.	MacArthur Avenue South will provide a cycleway for commuter and higher speed cycle and e-mobility travel. The riverside path offers a low-speed environment for pedestrians, as well as recreational cyclists and mobility devices users.	
38.	EV charging	The NCC includes requirements for EV charging	No

#	Issue	Response	Change
	Provide minimum requirements for EV charging	infrastructure.	
39.	The Scheme should plan for autonomous vehicles and infrastructure.	EDQ will update the Development Scheme as new technology impacts on mobility trends	No
Infrastructure, public open space and community facilities			
40.	MacArthur Avenue - The MacArthur Avenue streetscape improvements/road infrastructure should be constructed immediately. - MacArthur Avenue is insufficient for existing population - Provide two clear lanes plus turning lanes each way.	EDQ is currently prioritising the upgrade of MacArthur Avenue from the existing Portside Wharf end (intersection with Wharf and Finnegan Street) to Theodore Street, noting there will be a transition zone to meet the western side of Theodore Street which has already been delivered. The upgrade of the remaining portion of MacArthur Avenue is planned to occur after these works are complete and will be dependent on the receiving infrastructure charges paid by developers upon delivery of their projects. The ultimate design of MacArthur Avenue has been informed by the Northshore Hamilton PDA Development Scheme requirements with advice from qualified traffic engineers based on specified trip generation rates and access requirements derived from population projections.	No
41.	Turn 310 MacArthur Avenue into a community facility to hire for events.	310 MacArthur Avenue is subject to a commercial agreement. However, areas and facilities planned for the civic open space will support a range of community engagement and performance opportunities.	No
42.	Don't put a new road along the southern boundary of the private properties at 7,11,33 and 37 Curtin Ave West.	New roads are needed across large land parcels to support development access and ensure safe, efficient movement within the PDA. Typically, road placement on private land is determined during the development application process. When a planned roadway affects two landowners and its development is anticipated to benefit both properties, alignments are carefully chosen so that impacts are limited for each party.	No

#	Issue	Response	Change
43.	Amendments to Curtin Avenue reduce on-street parking and the buffer between land uses	The current configuration of Curtin Avenue does not align with contemporary standards for urban streetscapes. The existing layout lacks adequate pedestrian infrastructure, modern lighting, and appropriately designed parking solutions. These deficiencies limit accessibility, safety, and amenity for all users of the street.	No
44.	Move Brett Street back beside 37 Curtin Avenue, remove the new road between 15 and 33 Curtin Avenue	The location of Brett Street was determined during Brisbane City Council's Kingsford Smith Drive upgrade project. EDQ, in collaboration with Brisbane City Council and the Department of Transport and Main Roads, has conducted transport modelling to design a road network aimed at maximising development opportunity and connectivity and minimising congestion.	No
45.	Riverfront - Develop the Riverside Park now. - Develop the river front sooner to enhance the area and improve community liveability and encourage investment/development. - Provide direct access to the river	The Northshore Riverfront Parklands from Portside Wharf to Hamilton Reach will be developed in stages over the next 20 years alongside precinct infrastructure. Engaging with the Brisbane River foreshore is supported in principle, building on the success of Northshore Riverside Park Beach	No
46.	Provide a pedestrian bridge to Bulimba.	A bridge structure to Bulimba is not contemplated by the amendment.	No
47.	Provide a dog park.	The provision of a dog park can be considered during future planning for activation of the open space network.	No
48.	Provide public spaces with event/entertainment related infrastructure, including power, lighting, load-in access, back-of-house facilities.	These matters can be considered during future planning for the open space network.	No

#	Issue	Response	Change
49.	Bring forward the proposed amenities such as a civic square, swim centre, cafes and supermarkets.	The sequencing for the delivery of specific developments, including the civic open space areas, is being revisited in the amendment to align with growth projections.	No
50.	School facilities Support relocating the proposed school to a new site safely outside of the fuel storage hazard zone.	Noted	No
51.	Expand Hamilton and Hendra State Schools to cater for future school age residents. The proposed new school should not be a priority.	The Department of Education has requested that the PDA accommodate a new school site.	No
52.	- Provide more detail on the flexible school location. - Deliver new infrastructure with the school. - Clarify the built form interfaces to the future school site.	High-level design and engineering for the initial school site in the Community Facilities Zone is complete. Further investigation of both sites and continued engagement with Education Queensland is planned.	The Structure plan has been amended to identify both school sites
53.	Considered the independent school sector.	EDQ would consider such a proposal if approached.	No
Sustainability			
54.	Support flexible and innovative design approaches for sustainability.	Noted.	No
55.	Do not amend the sustainability requirements.	Development is required to meet NCC building performance standards for energy efficiency, natural light, and ventilation.	No
56.	Include PDA-wide requirements, and conditions on development approvals requiring energy efficiency, Urban greening, Water-sensitive design and Waste Management.	Development is required to meet NCC building performance standards for energy efficiency, natural light, and ventilation.	No
57.	The scheme will degrade local	The Scheme provides for new private and public	No

#	Issue	Response	Change
	flora and fauna.	open space and landscaped areas which will increase the extent of flora and fauna habitat in the PDA.	
Consultation			
58.	Residents require more consultation and involvement in decision-making.	A variety of community engagement activities were conducted during the public notification period, providing a variety of opportunities for the community to obtain information about the proposed amendment. Details of the community consultation activities is provided in Section 2.1 of this report.	No
General comments			
59.	How does performance based planning work and provide for more flexible development outcomes	Performance based requirements offer flexibility and encourage innovation. During the assessment process, an applicant must provide appropriate detail to ensure that any alternative performance-based approaches are clearly justified and assessed against defined criteria, maintaining consistency and integrity in decision-making. The performance-based outcomes apply to all elements of the built form provisions and urban design provisions.	No
60.	- Support for performance-based planning. - Support addressing regulatory issues, facilitating higher density housing and unlocking the potential for 10,000 new homes.	Noted	No
61.	Maintain the existing mature trees, including those on MacArthur Avenue.	Several Fig Trees on MacArthur Avenue have been selected for relocation to foreshore open spaces.	No
62.	Investigate the midge problem which affects the community in the area and implement an effective, area-wide midge	BCC maintains the waterways behind homes north of Parkside Crescent, including pest control such as midge treatment. Residents should	No

#	Issue	Response	Change
	control strategy to improve liveability, rather than relying on building management.	contact Council for more information.	
63.	Provide further details and dates for residential construction.	The timing of development in the PDA depends on market conditions, demand, and infrastructure. EDQ plans to release and develop land at both ends of the PDA to encourage residential and mixed-use projects in the area.	No
64.	Aircraft noise impacts residential amenity, including rooftop recreation areas	The Scheme acknowledges the proximity of the PDA to Brisbane Airport, which results in aircraft noise exposure for parts of the development area. The Scheme refers to several planning and environmental standards to manage acoustic impacts, including the Queensland Environmental Protection (Noise) Policy 2019. This policy sets out acoustic quality objectives and management principles for protecting environmental values related to noise. EDQ engages with architects, planners, and developers during the development assessment process to increase the utility and comfort of key outdoor spaces through the use of innovative designs, appropriate materials, and delivery of effective landscape features.	No
65.	Invest in digital infrastructure.	Noted.	No

5.0 List of Amendments

Amendment #	Relevant section	Description of amendment
General		
1	1.1 Economic Development Act — purpose	Purpose expanded to include provision of diverse housing and premises for commercial/industrial uses.
2	1.5 / Vision references — Brisbane 2032 Games	Athletes' Village references removed (Intro & Vision). Scheme no longer anticipates village delivery within the PDA.
3	2.1.7 Development consistent with the Land Use Plan	New statement that zone provisions are performance-based acceptable outcomes and EDQ will consider alternative approaches.
4	2.3.2.2 Centres (Vision)	Language used to describe activity nodes amended to be consistent with other sections of the scheme.
5	2.3.2.2 Social infrastructure (Vision)	Alternative school site (P-6) added with references to Education & Transport guidelines—introduces site options and external guideline alignment.
6	2.3.3 Transport & connectivity — Cruise terminal	Text updated to recognise the Brisbane International Cruise Terminal (BICT) has moved to Pinkenba, but the opportunity remains for port facilities to continue in this location.
7	2.5 PDA-wide criteria — headings	Language and text around sustainable development has been amended to ensure development delivers appropriately responsive design in relation to several policy matters.
8	2.5.1.4 Streets & public realm	Provision updated to focus on key requirements rather than extensive lists of uses or activities.
9	2.5.2 Centres — Parking & servicing	Centre-specific access restrictions amended to reduce repetition in other sections.
10	2.5.4.1 Sustainable buildings	Amended mandatory building ratings (6-leaf EnviroDevelopment / 4-star Green Star or equivalent). New wording focuses on delivering performance and feature-based responsive design.
11	2.5.4.8 Transport efficiency	Specific EV charging requirements removed, noting that the NCC now provides guidance in relation to these facilities.
12	2.5.5 Housing diversity	Amending housing mix for public, social and affordable housing in the PDA. Amended text requires variety in size and layout.
13	2.5.9.6 Harbour/foreshore/ marinas	Text regarding marine transport updated to maintain opportunities for appropriately scaled marine activities in the PDA.
14	2.6 Zone urban design & landscaping	Landscaping terminology “deep planting” replaced with “sub-tropical planting/landscaping” to allow for broader

Amendment #	Relevant section	Description of amendment
	(multiple zones)	consideration of landscaping outcomes.
15	2.6.1.1 Mixed use medium density — Development intent	New clause for lots adjoining schools to address overlooking, enhance privacy and reduce overshadowing—adds explicit school interface controls.
16	2.6.10 Special purpose (port) zone	Amended to refine purpose and intent for the zone to align with the relocation of the Brisbane Cruise Terminal outside of the PDA.
17	Table 2.1: PDA Accepted development in all zones, Item 6.5	Amended reference from Brisbane Cruise Terminal to Port Service
18	Mapping — Maps 1a, 2 and 3	Amended to refer to Port service, rather than Brisbane Cruise Terminal
19	Mapping — Map 2 & Map 8	Structure plan & zone maps updated to show both potential school sites; supports alternative site selection if required.
20	Implementation strategy — Master planning actions	Text related to the need for a public realm guideline development amended to take into account the streetscape design project which has recently commenced.
21	Schedule 2 — Parking rates (Residential)	Minimum resident parking increased from 0.75 to 0.90 spaces/dwelling with visitor & maximums unchanged.

6.0 List of Acronyms

Acronym	
AEP	Annual Exceedance Probability
AHD	Australian Height Datum
BCC	Brisbane City Council
DCOP	Development Charges and Offsets Plan
DFE	Defined Flood Event
ED Act	Economic Development Act
EDQ	Economic Development Queensland
FAQ	Frequently Asked Questions
HYS	Have Your Say
MEDQ	Minister for Economic Development Queensland
NCC	National Construction Code
PDA	Priority Development Area
PoD	Plan of Development
Q&A	Questions and Answers
SPP	State Planning Policy
TMR	Department of Transport and Main Roads