



Department of
**State Development, Infrastructure,
Local Government and Planning**

Our ref: DEV2020/1143
Your Ref: 18/0325

22 December 2021

Redland Investment Corporation Pty Ltd
c/- Town Planning Alliance
PO Box 5329
WEST END QLD 4101

Attn: Jessica Robson via eda@tpalliance.com.au

Dear Jessica

S89(1)(a) Approval of PDA development application

PDA Preliminary Approval for Material Change of Use for the uses described in Section 3 of the Weinam Creek Masterplan and for Operational Works for Roadworks (Streetscape works only) and Landscape works (parks) and PDA Development Permit for Material Change of Use for the uses described in Section 2 of the Weinam Creek Masterplan, and PDA Development Permit for Operational Works for the uses described in Section 2 of the Weinam Creek Masterplan at 9, 9a, 12, 12a, 22-28 & 30-42 Meissner St, 2 & 5 Outridge St, 5-9 Weinam St, 1, 2-18, 20-26 & 46-72 Banana St, 32-56 Hamilton St, 6 Peel Street, 245 Esplanade, 23-29 Moores Rd, 13 & 14 Auster St and Partial Road Reserve of Auster, Peel, Outridge, Banana Streets and The Esplanade and Unallocated State Land (over water), Redland Bay described as L197 SP123870, L300 SP123870, L3 SP309555, L200 SP174264, L2 SP309555, L1 SP309555, L7 RP80201, L27 RP80201, L1 RP99388, L902 SP223465, L70-71 RP30543, L72-77 RP129864, L1-9 RP30543, L10-13 RP30543, L167 SP279927, L901 SP223464, L903 SP223465, L900 SP134603, L2 SP297847, L7 RP75327, L500 SP287108, Road Reserve and Unallocated State Land

On 22 December 2021, pursuant to s.85(4)(b) of the *Economic Development Act 2012*, the Minister for Economic Development Queensland (MEDQ) decided to grant all of the PDA development application applied for, in accordance with the attached PDA decision notice.

The PDA decision notice and approved plans / documents can also be viewed in the MEDQ Development Approvals Register via the Department website at www.dsdilgp.qld.gov.au/pda-da-applications.

If you require any further information, please contact Ms Rachael Grimes, Planner, Development Assessment, in Economic Development Queensland, by telephone on (07) 3452 7098 or at rachael.grimes@dsdilgp.qld.gov.au, who will be pleased to assist.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Kari Stephens', followed by a period.

Kari Stephens
Acting Director
Development Assessment
Economic Development Queensland

PDA Decision Notice

Site information		
Name of priority development area (PDA)	Weinam Creek PDA	
Site address	9, 9a, 12, 12a, 22-28 & 30-42 Meissner St, 2 & 5 Outridge St, 5-9 Weinam St, 1, 2-18, 20-26 & 46-72 Banana St, 32-56 Hamilton St, 6 Peel Street, 245 Esplanade, 23-29 Moores Rd, 13 & 14 Auster St and partial road reserve of Auster, Peel, Outridge, Banana Streets and The Esplanade and Unallocated State Land (over water), Redland Bay	
Lot on plan description	Lot number	Plan description
	L197	SP123870
	L300	SP123870
	L3	SP309555
	L200	SP174264
	L2	SP309555
	L1	SP309555
	L7	RP80201
	L27	RP80201
	L1	RP99388
	L902	SP223465
	L70-71	RP30543
	L72-77	RP129864
	L1-9	RP30543
	L10-13	RP30543
	L167	SP279927
	L901	SP223464
	L903	SP223465
	L900	SP134603
	L2	SP297847
	L7	RP75327
	L500	SP287108
	Road Reserve and Unallocated State Land	

PDA development application details	
DEV reference number	DEV2020/1143
'Properly made' date	22 January 2021
Type of application	<input checked="" type="checkbox"/> PDA development application for: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Material change of use <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Preliminary approval <input checked="" type="checkbox"/> Development permit <input type="checkbox"/> Reconfiguring a lot <ul style="list-style-type: none"> <input type="checkbox"/> Preliminary approval <input type="checkbox"/> Development permit <input checked="" type="checkbox"/> Operational work <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Preliminary approval <input checked="" type="checkbox"/> Development permit <input type="checkbox"/> Application to change PDA development approval <input type="checkbox"/> Application to extend currency period
Proposed development	<p>PRELIMINARY APPROVAL MCU</p> <p><u>Sub-precinct 1a – Town centre</u></p> <ul style="list-style-type: none"> ▪ Car park ▪ Child Care Centre ▪ Club ▪ Community Use ▪ Educational Establishment ▪ Emergency Services ▪ Food and Drink Outlet ▪ Health Care Services ▪ Hotel ▪ Indoor Sport and Recreation ▪ Multiple Dwelling ▪ Office ▪ Port Services ▪ Residential Care Facility ▪ Retirement Facility ▪ Shop ▪ Shopping Centre ▪ Short Term Accommodation ▪ Utility Installation <p><u>Sub-precinct 1b - Residential & leisure</u></p> <ul style="list-style-type: none"> ▪ Car park ▪ Food and Drink Outlet ▪ Health Care Services ▪ Hotel ▪ Indoor Sport and Recreation ▪ Multiple Dwelling ▪ Office ▪ Residential Care Facility ▪ Retirement Facility ▪ Shop ▪ Short Term Accommodation ▪ Utility Installation

PDA development application details

Sub-precinct 1c - Creekside

- Food and Drink Outlet
- Health Care Services
- Hotel
- Indoor Sport and Recreation
- Multiple Dwelling
- Office
- Residential Care Facility
- Retirement Facility
- Shop
- Short Term Accommodation
- Utility Installation

Sub-precinct 1d – Community & Residential

- Car park
- Child Care Centre
- Club
- Community Use
- Educational Establishment
- Emergency Services
- Food and Drink Outlet
- Health Care Services
- Hotel
- Indoor Sport and Recreation
- Multiple Dwelling
- Office
- Residential Care Facility
- Retirement Facility
- Shop
- Short Term Accommodation
- Utility Installation

PRELIMINARY APPROVAL OPW

Sub-precinct 2 – Parks, Open Space and Waterfront

- 2a - Civic Promenade
- 2b - Linear Park

DEVELOPMENT PERMIT MCU

Sub-precinct 1a – Town centre

- Car park (interim)

Sub-precinct 3a – Recreational boat ramp

- Landing (boat ramp)

DEVELOPMENT PERMIT OPW

Sub-precinct 2 – Parks, Open Space and Waterfront

- 2c - Neville Stafford Park

Sub-precinct 3a – Recreational boat ramp

- Parking, access, civil work, tidal works

Sub-precinct 4

- Sel Outridge Park

PDA development approval details	
Decision of the MEDQ	<p>The MEDQ has decided to grant all of the PDA development approval applied for, subject to PDA development conditions forming part of this decision notice.</p> <p>Aspects of this approval are for PDA preliminary approval, even though the applicant sought a PDA development permit.</p>
Decision date	22 December 2021
Currency period	<ul style="list-style-type: none"> MCU preliminary approval – 6 years from the date of the decision MCU development permit – 6 years from the date of the decision OPW preliminary approval – 2 years from the date of the decision OPW development permit – 2 years from the date of the decision

Approved plans and documents			
The plans and documents approved and referred to in the PDA development approval are detailed below:			
Approved plans and documents		Number	Date
Preliminary Approval – MCU for Masterplan			
1.	Weinam Creek Mixed Use Village Masterplan	PR133693-35B Amended in Red	December 2021
2.	Appendix A – Landscape Master Plan by 02LA	358 SD_LR002_H Amended in Red	24/11/2021
Preliminary Approval for OPW for Roadworks (Loop Road Streetscape works only) and Landscape Works (Park)			
3.	Weinam Creek Mixed Use Village Masterplan	PR133693-35B Amended in Red	December 2021
4.	Appendix A – Landscape Master Plan by 02LA	358 SD_LR002_H Amended in Red	24/11/2021
Development Permit – MCU for Interim Car Park			
5.	Weinam Creek Mixed Use Village Masterplan – Pages 9 and 11	PR133693-35B Amended in Red	December 2021
Development Permit – OPW for Landscape Works for Park – Sel Outridge and Neville Stafford			
6.	Weinam Creek Mixed Use Village Masterplan – Page 6	PR133693-35B Amended in Red	December 2021
7.	Appendix A – Landscape Master Plan by 02LA	358 SD_LR002_H Amended in Red	24/11/2021
Development Permit – MCU for Landing and Car Park (Boat Parking) and OPW for Civil Works and Tidal Works (Boat Ramp and Boat Parking)			
8.	Appendix B – Boat Parking Facilities prepared by Calibre – Demolition Layout Plan	18-003166-200 Revision 1	24/06/2021

Approved plans and documents		Number	Date
9.	Appendix B – Boat Parking Facilities prepared by Calibre – Roadworks and Drainage Layout Plan	18-003166-300 Revision 1	24/06/2021
10.	Appendix B – Boat Parking Facilities prepared by Calibre – Roadworks Cross-section	18-003166-310 Revision 1	24/06/2021
11.	Appendix B – Boat Parking Facilities prepared by Calibre – Signage and Linemarking Layout Plan	18-003166-350 Revision 1	24/06/2021
12.	Appendix B – Boat Parking Facilities prepared by Calibre – Pavement Detail Plan	18-003166-360 Revision 1	24/06/2021
13.	Appendix B – Boat Parking Facilities prepared by Calibre – Turning Template Layout Plan	18-003166-370 Revision 1	24/06/2021
14.	Appendix B – Boat Parking Facilities prepared by Calibre – Water Reticulation Layout Plan	18-003166-600 Revision 1	24/06/2021
15.	Appendix C – Boat Ramp prepared by Cardno – Concept Plan	790486-001-SK-1000 Revision C	01/07/2021
Supporting Information Only – Plans & Documents		Number	Date
16.	Emergency Services Coast Guard Plan prepared by Cardno – Access Review Car Trailer Swept Path	QTT17023-SK66 Revision C	08/12/2021
17.	Police Layout Dimension Plan	20-000488-SK415 Revision 1	14/12/2021
18.	Overall Layout Plans prepared by Calibre – Sheet 1	20-000488-SK400 Revision 3	03/12/2021
19.	Overall Layout Plans prepared by Calibre – Sheet 2	20-000488-SK401 Revision 3 Amended in Red	03/12/2021
20.	Overall Layout Plans prepared by Calibre – Sheet 3	20-000488-SK402 Revision 3	03/12/2021
21.	Roadworks Layout Masterplan prepared by Calibre – Sheet 2	20-000488-SK211 Revision 1	undated
22.	Roadworks Layout Masterplan prepared by Calibre – Sheet 3	20-000488-SK212 Revision 1	undated
23.	Roadworks Layout Masterplan prepared by Calibre – Sheet 4	20-000488-SK213 Revision 1	undated
24.	Roadworks Layout Masterplan prepared by Calibre – Sheet 5	20-000488-SK214 Revision 1	undated
25.	Roadworks Layout Masterplan prepared by Calibre – Sheet 6	20-000488-SK215 Revision 1	undated
26.	Roadworks Layout Masterplan prepared by Calibre – Sheet 7	20-000488-SK216 Revision 1	undated
27.	Roadworks Layout Masterplan prepared by Calibre – Sheet 8	20-000488-SK217 Revision 1	undated
28.	Roadworks Layout Masterplan prepared by Calibre – Sheet 9	20-000488-SK218 Revision 1	Undated

Supporting Information Only – Plans & Documents		Number	Date
29.	Weinam Creek Masterplan SDO's Further Issues Response	-	Received by EDQ 25/11/2021
30.	Water Supply Master Plan for the Weinam Creek PDA	- Revision Final	11/12/2019
31.	Sewerage Network Master Plan for the Weinam Creek PDA prepared by Redland City Council	- Revision 001	21/02/2020
32.	Water and Wastewater Planning Review – Weinam Creek Priority Development Area prepared by Calibre	18-003165.WER01 Revision A	7 April 2020
33.	Weinam Creek PDA Mixed Use Village Node Stormwater Management Plan & Flood Risk Assessment prepared by Engeney	M1789_001-REP-002 Revision 1	16 July 2021
34.	Weinam Creek PDA Retail Economic Impact Assessment prepared by URBIS	P0017294 Revision Final	January 2020 (updated August 2020)

PREAMBLE

PDA preliminary approval generally

As per section 94(1) of the Economic Development Act, a **PDA preliminary approval** is a PDA development approval that -

- a) approves development, but does not authorise PDA assessable development to take place; and
- b) approves development—
 - i) to the extent stated in the approval; and
 - ii) subject to the conditions of the approval.

1. Preliminary approval and relationship with Weinam Creek PDA development scheme

- a) Particular land uses have been granted PDA preliminary approval for material change of use in sub-precincts 1(a), 1(b), 1(c) and 1(d), to the extent they are developed generally in accordance with the Weinam Creek Masterplan. For the purposes of Schedule 1 of the Development Scheme, the PDA preliminary approval is for a Masterplan, not a Plan of Development. There is nothing in this approval that makes any operational work exempt development, unless otherwise expressly stated.
- b) The location and general form of the Loop Road and Hamilton Street extension is set out in the Masterplan. Works associated with new roads are not approved and will be subject to further development applications which may include reconfiguration of a lot and/or operational work and any other relevant approval.
- c) The location and general form of 2(a) Civic Promenade and 2(b) Linear Park is set out in the Masterplan. Works associated with these parks are not approved and will be subject to further development applications which may include operational work and any other relevant approval.

2. Notification Requirements for land uses under the preliminary approval

- a) Uses with PDA preliminary approval are required to submit subsequent development applications seeking PDA development permit/s. Such applications will not require public notification where they are consistent with the sub-precinct structure plans of the PDA preliminary approval, to the extent those uses are developed generally in accordance with the Weinam Creek Masterplan.
- b) Future PDA development applications that are inconsistent with the PDA preliminary approval may require public notification.

3. Development Permit Material Change of Use for Car Park (interim)

- a) The development permit for material change of use for car park (interim) is for sub-precinct 1(a) and is intended to optimise the availability of public car parking at all stages of the construction of the new roads.
- b) Work associated with the interim car park is not approved and will be subject to a further development application which may include operational work and any other relevant approval.

ABBREVIATIONS AND DEFINITIONS

The following is a list of abbreviations and definitions utilised in this approval:

AILA means a Landscape Architect registered by the Australian Institute of Landscape Architects.

Basic AC EV charging means an electric vehicle charging facility on a dedicated AC circuit of 240 volts. Basic AC EV charging is typically used in long park situations such as dwellings and workplaces and requires a minimum 20 Amps, and installation of an EVSE charging unit capable of supplying 2.4 to 7kW of power.

Certification Procedures Manual means the document titled *Certification Procedures Manual*, prepared by EDQ, dated April 2020 (as amended from time to time).

Council means the Redland City Council

Destination AC or DC EV charging means an electric vehicle charging facility capable of supplying 11-25kW of power. Destination AC or DC EV charging is typically used in short term parking situations up to 2 hours in duration and requires three phase 415V and with 20-32 Amps. If three phase power is unavailable, single phase 40 Amps is acceptable

DSDILGP means the Department of State Development, Infrastructure Local Government and Planning

EDQ means Economic Development Queensland

EDQ DA means Economic Development Queensland's – Development Assessment team

EDQ TS means Economic Development Queensland's – Technical Services team

EP Act means the *Environmental Protection Act 1994*

High-Water Mark means the ordinary high-water mark at spring tides.

Medium to long-term parking for the purposes of electric vehicle charging, means any other parking that is not short term

MEDQ means the Minister for Economic Development Queensland

PDA means Priority Development Area

Provisioning for the purposes of electric vehicle charging, means the installation of dedicated conduits and circuits wired to parking bays at the time of construction of the parking bays with the ability for the charging facility to be connected and provided at a later date.

QPS mean the Queensland Police Service, particularly in relation to the QLD Water Police facility located on Weinam Creek

Roadworks means carrying out Works within existing and proposed Road, to a depth of 1.5m measured from the top of kerb and includes Streetscape Works.

RPEQ means Registered Professional Engineer of Queensland

Short-term parking for the purposes of electric vehicle charging, means land uses where the majority of parking is for a period of less than 2 hours, and includes use definitions including: hardware and trade supplies, food and drink outlet, garden centre, shop, showroom, health care services, veterinary services, and the like

Streetscape Works means carrying out any Works within the footpath of a Road related to landscape treatments, including footpath surface treatments, street furniture, street lighting and street trees.

VTS stands for Vessel traffic services which are a recognised aid for safe and efficient movement of vessels. Maritime Safety Queensland is the VTS Authority for VTS in Queensland. VTS centres monitor and communicate with vessels for safer navigation.

Works means all Operational Work and Building Work approved under this PDA development approval.

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PDA Development Conditions		
No.	Condition	Timing
PRELIMINARY APPROVAL – MCU for Masterplan		
General		
1.	Masterplan and further development permits Future development permits are to be generally in accordance with the approved: <ul style="list-style-type: none"> • Weinam Creek Mixed Use Village Masterplan, reference PR133693-35B, prepared by RPS dated December 2021; and • Appendix A Landscape Masterplan, reference 358SD_LR002_H prepared by 02LA dated 24 November 2021. 	As indicated
2.	Superior Design Outcomes and future development permits Future applications in either sub-precinct 1a or sub-precinct 1b shall address the Superior Design Outcomes where they relate to the proposal sought. The Superior Design Outcomes are identified in the Further Issues Response (received by EDQ on 25/11/2021) and summarised below: <ul style="list-style-type: none"> a) Public Art; b) Activated, high quality public realm; c) Car share scheme; d) Electric vehicle readiness; and e) Additional upgrades to Sel Outridge Park. 	As indicated
Car parking		
3.	Multi-storey car park – parking for residents of the SMBI Any application for a Development Permit for a multi-storey car park in precinct 1(a) shall make provision for the secure, parking needs of residents of the Southern Moreton Bay Islands, including: <ul style="list-style-type: none"> a) An initial capacity of not less than 470 parking spaces to be increased by 35 spaces per year, to a total of 820 spaces by December 2031; and b) The inclusion of technology for electronic record keeping of car park utilisation and capacity (hourly / daily etc); and c) Security measures to protect people and property assets; and d) Such parking to be located within 200m of the pedestrian entrance to the ferry terminal. 	With any future application for sub-precinct 1a

PDA Development Conditions		
No.	Condition	Timing
4.	<p>Multi-storey car park – provision for adaptive re-use</p> <p>Any application for a multi-storey car park in precinct 1(a) shall make provision for the re-use of parking areas, should they become obsolete at any time in the future. The minimum adaptive provisions shall include:</p> <ul style="list-style-type: none"> a) Floor-to-floor levels of at least 4.2m for the ground floor level of the parking building; and b) On all other floors of the multi-storey car park, demonstrate suitable floor-to-floor levels to allow adaptive re-use; and c) Designed to maximise the amount of flat slab, rather than sloping / ramping floor levels 	With any future application for sub-precinct 1a
5.	<p>Car parks – electric vehicle readiness</p> <p>Any development application which involves a car park, whether stand alone or ancillary to another use, shall ensure electric vehicle readiness as follows:</p> <ul style="list-style-type: none"> a) In the multi-storey car park, provide not less than five (5) Destination AC or DC charges^[1] at no cost to the end user, in an undercover location; and b) In addition to the above, where for commercial parking with a stay duration of 2 hours or less, provision for Destination AC or DC charging^[1] at the minimum rate of 1 for every 50 parking bays, including dedicated conduits and circuits wired to parking bays; and c) All other parking with a stay duration exceeding 2 hours: <ul style="list-style-type: none"> i) Installation of Basic AC Charging^[1] for not less than 10% of the parking bays; and ii) Provisioning for Basic AC EV Charging to all remaining parking bays, including dedicated conduits and circuits wired to parking bays; and d) Where for residential parking <ul style="list-style-type: none"> i) Provisioning for Basic AC EV charging to all residential car parking bays, including dedicated conduits and circuits wired to parking bays; and ii) Provisioning for 1 time-limited shared car parking bay with three phase Destination AC or DC EV charging at a rate of 1 for every 100 car parking bays; and e) All electric vehicle charging should be capable of electrical load control to manage development peak demand. <p>^[1] refer to abbreviations and definitions above</p>	For all parts of this condition, prior to commencement of the use
Public Realm		
6.	<p>Public Realm Design - Town Square - Civic Promenade</p> <p>Any future application for the Town Square in precinct 2(a) Civic Promenade, should be designed and located to:</p> <ul style="list-style-type: none"> a) Function as a community gathering space that is available for public use at all times of the day and night; b) Preserve and enhance views to the water (Moreton Bay) and provide seating opportunities for observation of the view; 	With any future application for sub-precinct 1a or 1b

PDA Development Conditions		
No.	Condition	Timing
	<ul style="list-style-type: none"> c) Have a strong sense of enclosure with a minimum of 50% of the edges sleeved by a combination of commercial uses, defined public realm thresholds and civic facilities that provide casual surveillance and eyes on the square; d) Have an area of at least 700m² and a minimum dimension equal to 1.5 times the height of the adjoining building {in precinct 1(b)} or 30 metres, whichever is the greater; e) Be capable of hosting a wide range of activities including markets, outdoor movies, outdoor dining and opportunities for people watching; f) Provide all-weather shelter areas for not less than 15% of the total Town Square area (need not be all in one location); g) Decrease ambient temperatures and mitigate the heat island effect by providing vegetated canopy cover at not less than 40% of the total Town Square area (based on canopy area within 5 years of planting); h) Include lighting, CCTV security and wayfinding to maximise safety, especially at night; and i) Contain a significant piece of public art with a minimum value of \$100,000 or 0.15% of the total construction cost of the shopping centre / multi-deck car park building, whichever is the greater. <i>Note: the budget may include costs associated with the design, fabrication, installation and artist.</i> 	
Infrastructure		
7.	<p>Operational Road Safety Management Plan – Queensland Police Service (Water Police) and the Volunteer Coast Guard</p> <ul style="list-style-type: none"> a) Prepare an Operational Road Safety Management Plan prepared in consultation with QPS and the Coast Guard, and to the satisfaction of the MEDQ, that details: <ul style="list-style-type: none"> i) the process and relevant actions for managing vehicular movements when responding to QPS Priority 1 and Priority 2 situations and emergency Coast Guard events; ii) the relevant actions to be undertaken by QPS, the Coast Guard and any other emergency service provider; iii) the nature of the consultation undertaken (dates, activities and outcomes) between the applicant, MEDQ, QPS, Coast Guard and other emergency services. b) Submit the Operational Road Safety Management Plan to EDQ DA for assessment and endorsement prior to, or at the time of any subsequent development application, including any application for the new loop road or part thereof. <p><i>Note: It is envisioned that emergency situations which require vehicular access to the emergency services boat ramp, may require road traffic controls (signalised and audible traffic management devices) to facilitate alternative access to the boat ramp. The intent of this management plan is to seek agreement of and document a process that includes actions to manage vehicular movements in emergency situations.</i></p>	<p>For parts a) and b) of this condition, prior to submission of any subsequent development application</p>

PDA Development Conditions		
No.	Condition	Timing
8.	Water and Sewer Network Analysis Any future development application shall be supported by a Water and Sewer Network Capacity analysis report that demonstrates water and sewer serviceability for the whole of the masterplan area.	Prior to submission of any subsequent development application
9.	Stormwater and Flooding Strategy Any future development application shall be supported by a Stormwater and Flooding Strategy that demonstrates appropriate and sufficient stormwater quantity and quality measures in accordance with EDQ Guideline No.13 and considers future sea level rises for 2100. The strategy shall nominate minimum floor levels for habitable and non-habitable spaces having regard to the future sea level rises and the Flood and Stormtide Hazard overlay mapping in the Redland City Plan.	Prior to submission of any subsequent development application
Transport		
10.	Indicative Road Layout a) All future applications shall provide roads generally in the locations shown on the Roadworks Layout Masterplan prepared by Calibre as described in the Supporting Plans and Documents Table. It is noted that the one-way loop road arrangement and the creation of a cul-de-sac at Banana Street North is supported in principle. b) Widening of the road reserve in proximity to the Bus Terminal may be required to adequately accommodate bus movements, bio-retention infrastructure, the QAS emergency bay and pedestrian movements. c) A signalised and audible traffic management device may be required to facilitate emergency access to the emergency service boat ramp, generally in the location of the Coast Guard pedestrian crossing.	For parts a), b) and c) of this condition, with any future application for sub-precinct 1a, 1b, 2c or roadworks
11.	Loop Road Pedestrian Crossings Provide a pedestrian priority crossing not exceeding 10m in length, in lieu of the proposed shared zone. <i>Note: A shared zone is not supported on account of operational matters relating to the emergency services and Translink bus services.</i> <i>Refer to Advice Note 5 for relevant design standards</i>	With any future application for sub-precinct 1a, 1b, 2c or roadworks

PDA Development Conditions		
No.	Condition	Timing
12.	<p>Hamilton Street Bus Stop</p> <p>Any application for the extension of Hamilton Street shall include an upgrade to the existing bus stop, 'Hamilton St at Pitt Street' (ID: 310910) to an Intermediate stop standard for a single unit rigid bus of 14.5m in length.</p> <p><i>Refer to Advice Note 5 for relevant design standards</i></p>	<p>With any future application for the extension of Hamilton Street roadworks under the masterplan</p>
13.	<p>Banana Street North - Bus Stop Pair</p> <p>Once the proposed bus stop pair in Banana Street south has been completed, remove the 'Banana Street near Weinam St' (ID: 310898) and 'Banana Street near Outridge St' (ID: 310897) bus stops and reinstate the footpath in accordance with the requirements of Redland City Council.</p>	<p>With any future application for MCU or roadworks under the masterplan</p>
14.	<p>Redland Bay Marina Bus Terminal</p> <p>The existing bus facility (access and hardstand, bus stop infrastructure and the like) specifically platform 1 (ID: 320030) and platform 2 (ID:320031) must be retained. Any re-design shall cater for a single unit rigid bus of 14.5m in length.</p> <p><i>Refer to Advice Note 5 for relevant design standards</i></p>	<p>With any future application for MCU roadworks under the masterplan</p>
15.	<p>Bus Layover</p> <p>Any application for the future loop road shall provide a bus layover at the location shown on Weinam Creek Foreshore Plan, page 15 of the Landscape Masterplan (ref 358_SD_LR002_H).</p> <p><i>Refer to Advice Note 5 for relevant design standards</i></p>	<p>With any future application for roadworks under the masterplan first</p>
16.	<p>Bus Driver facilities</p> <p>The development shall provide bus driver facilities, co-located with the storage facility, as shown on the Weinam Creek Foreshore Plan, page 15 of the Landscape Masterplan (ref 358_SD_LR002_H).</p> <p><i>Refer to Advice Note 5 for relevant design standards</i></p>	<p>With any future application for roadworks under the masterplan</p>
17.	<p>Bus Route</p> <p>The 'bus route' shown on Figure 4: Active Transport Movement Plan of the Weinam Creek Mixed Use Village Masterplan (reference PR133693-35B) must be designed to accommodate a single unit rigid bus of 14.5m in length.</p> <p><i>Refer to Advice Note 5 for relevant design standards</i></p>	<p>With any future application for roadworks under the masterplan</p>

PDA Development Conditions		
No.	Condition	Timing
18.	<p>Taxis</p> <p>The development is to provide a taxi rank to accommodate at least three (3) taxi bays parallel to the kerb and located on the northern section of the loop road (shown on Figure 7 of the Weinam Creek Mixed Use Village Masterplan, reference PR133693 - 35B).</p> <p><i>Refer to Advice Note 5 for relevant design standards</i></p>	With any future application for roadworks under the masterplan
19.	<p>Passenger Loading Zone – Bus Terminal</p> <p>The development is to provide a kiss & ride passenger loading zone in proximity to the Redland Bay Marina bus terminal.</p>	With any future application for roadworks under the masterplan
20.	<p>Pedestrian and Cyclist Infrastructure</p> <p>Future development applications shall include pedestrian and cycle infrastructure as shown on the Weinam Creek Masterplan (Active Transport and Movement Plan, page 6) and Landscape Masterplan (Pedestrian and Cycleway Hierarchy plan, page 4) documents as referenced in the Approved Plans and Documents table.</p>	With any future application for roadworks under the masterplan
PRELIMINARY APPROVAL for OPW for Roadworks (Streetscape works only) and Landscape Works (Park)		
21.	<p>Streetscape works associated with Loop Road</p> <p>Any future development application for the new Loop Road shall demonstrate the following:</p> <ol style="list-style-type: none"> A planting palette of species which are climatically responsive, durable, low maintenance, appropriate to coastal locations, taking into consideration the soil type and location of the water table; Maximise soil depths to allow for the growth, anchorage and stability of mature street trees; Application of CPTED principles to facilitate the security of people and property; Detail of all hardscape surfaces to delineate the hierarchy of movements; Compliance with DDA requirements; Details of proposed planting species, materials and finishes which demonstrate they are fit for purpose (ie high traffic areas, climatically responsive, durable and low maintenance); Contribute to environmentally sustainable design practices; Achieve a diverse palette, in form, texture and, where in relation to plant selection, seasonal colour; Irrigation, drainage and maintenance systems; and All trees located in streets or at-grade carparks are to be advanced stock, conform to requirements of AS2303 and have a minimum clear trunk at time of planting of 1.8m and be capable of achieving a 2.4m clear trunk and 5m canopy spread within 5 years. 	With any future application for sub-precinct 1a, 1b, 1c, 2c or roadworks

PDA Development Conditions		
No.	Condition	Timing
22.	<p>Public Realm – Civic Promenade (Park)</p> <p>The future development application for 2a Civic Promenade shall demonstrate the following, generally in accordance with the 02LA Landscape Master Plan:</p> <ul style="list-style-type: none"> (i) A planting palette of species which are climatically responsive, durable, low maintenance, appropriate to coastal locations, taking into consideration the soil type and location of the water table; (ii) Maximise soil depths to allow for the growth, anchorage and stability of mature street trees; (iii) use of materials that incorporates environmentally sustainable design practices; (iv) Use of pavement materials that provide wayfinding through the public realm; (v) a diverse palette, in form, texture and, where in relation to plant selection, seasonal colour; (vi) Irrigation, drainage and maintenance systems that are climatically responsive; and (vii) Maximise the use of advanced plant stock, conform to requirements of AS2303 and meet the following minimum requirements : <ul style="list-style-type: none"> a. Feature trees in Parks and the Public Realm be a minimum of 200L – 400L stock b. Landmark trees in the Civic Promenade Public Realm be ex-ground stock with a minimum clear trunk of 2m c. Feature trees in the Loop Road be 200L stock. (viii) Improvements including a formalised memorial park, generally in the location of the existing memorial and street furniture. 	With any future application for sub-precinct 2a
23.	<p>Public Realm – Linear Park</p> <p>The future development application for 2b Linear Park shall demonstrate the following, generally in accordance with the 02LA Landscape Master Plan:</p> <ul style="list-style-type: none"> (i) A planting palette of species which are climatically responsive, durable, low maintenance, appropriate to coastal locations, taking into consideration the soil type and location of the water table; (ii) Maximise soil depths to allow for the growth, anchorage and stability of mature street trees; (iii) use of materials that incorporates environmentally sustainable design practices; (iv) Use of pavement materials that provide wayfinding through the public realm; (v) a diverse palette, in form, texture and, where in relation to plant selection, seasonal colour; (vi) Irrigation, drainage and maintenance systems that are climatically responsive; and (vii) Maximise the use of advanced plant stock, conform to requirements of AS2303 and meet the following minimum requirements: 	With any future application for sub-precinct 2b

PDA Development Conditions		
No.	Condition	Timing
	<ul style="list-style-type: none"> a. Feature trees in Parks and the Public Realm be a minimum of 200L – 400L stock b. Landmark trees in the Civic Promenade Public Realm be ex-ground stock with a minimum clear trunk of 2m c. Feature trees in the Loop Road be 200L stock. 	
DEVELOPMENT PERMIT – MCU for Car Park (Interim)		
General		
24.	Car Park (Interim) The use of any car park (interim) in sub-precinct 1(a) is intended to optimise the availability of public car parking at all stages of the construction of the new loop road. <i>Note: Work associated with the interim car park has not been approved and will require a further development application for operational work and any other relevant approval.</i>	As indicated
25.	Duration of Use – Car Park (Interim) The approved use for car park is for an interim basis of not more than five (5) years from the date of decision.	As indicated
DEVELOPMENT PERMIT – OPW for Landscape Works for Parks		
26.	Carry out the approved development Carry out the approved development generally in accordance with the approved plans and documents.	Prior to commencement of use
27.	Maintain the approved development Maintain the approved development generally in accordance with the approved plans and documents.	At all times following commencement of use
28.	Public infrastructure (damage, repairs and relocation) a) Repair any damage to existing public infrastructure caused by works carried out in association with the approved development. b) Should existing public infrastructure require repair or relocation, due to the approved development and/or works associated with the approved development, repair and/or relocate the public infrastructure at no cost to others and in accordance with statutory requirements and adopted design standards. <i>NOTE: It is recommended applicants record their own dated photographic evidence of the condition of relevant existing public infrastructure both before and after works carried out in association with the approved development.</i>	a) Prior to practical completion b) Prior to practical completion

PDA Development Conditions		
No.	Condition	Timing
	<p>(v) Irrigation, drainage and maintenance systems that are climatically responsive; and</p> <p>(vi) Maximise the use of advanced plant stock, conform to requirements of AS2303 and meet the following minimum requirements:</p> <ul style="list-style-type: none"> a. Feature trees in Parks and the Public Realm be a minimum of 200L – 400L stock b. Landmark trees in the Civic Promenade Public Realm be ex-ground stock with a minimum clear trunk of 2m c. Feature trees in the Loop Road be 200L stock. <p>(vii) Improvements including a formalised memorial park, generally in the location of the existing memorial and street furniture.</p> <p>b) Submit to EDQ DA, AILA certification, including plans and documents, that works have been designed and carried out in accordance with part a) of this condition.</p>	<p>b) Within 20 business days of practical completion</p>
32.	<p>Pedestrian and Cycle Infrastructure – Sel Outridge and Neville Stafford Park</p> <p>Works within Sel Outridge Park and Neville Stafford Park are to include pedestrian and cycle infrastructure as shown on the Weinam Creek Masterplan (Active Transport and Movement Plan, page 6) and Landscape Masterplan (Pedestrian and Cycleway Hierarchy plan, page 4) documents as referenced in the Approved Plans and Documents table.</p>	At all times
DEVELOPMENT PERMIT – MCU for Landing and OPW for Tidal Works (Boat Ramp and Boat Parking)		
General		
33.	<p>Carry out the approved development</p> <p>Carry out the approved development generally in accordance with the approved plans and documents.</p>	Prior to commencement of use
34.	<p>Maintain the approved development</p> <p>Maintain the approved development generally in accordance with the approved plans and documents.</p>	At all times following commencement of use
35.	<p>Demolition of Existing Marina</p> <p>a) Submit to EDQ DA the following plans and documents:</p> <ul style="list-style-type: none"> i. full demolition plans and an assessment against State Code 7; and ii. Evidence that the over-water lease associated with the marina has been rescinded. 	a) Prior to commencement of boat ramp works

PDA Development Conditions		
No.	Condition	Timing
	b) Demolish the existing marina at Lot 200 SP174264. c) Submit to EDQ DA plans and documents demonstrating that: <ul style="list-style-type: none"> i. Demolition has been carried out including removal of all associated materials from above and below the high-water mark; and ii. The foreshore/revetment area of Lot 3 SP309555 has been reinstated in a way which is level, safe and stable. 	b) Prior to commencement of boat ramp works c) Within 30 business day of completion of works
36.	Outdoor lighting Outdoor lighting within the site is to be designed and constructed in accordance with <i>Australian Standard AS 4282:1997 Control of the Obtrusive Effects of Outdoor Lighting</i> .	Prior to commencement of use
37.	Closed Circuit Television (CCTV) – Boat Ramp a) Install CCTV cameras within the development in accordance with Redland City Council Policy POL-3085–Security Cameras. The cameras are to be non-covert and placed in locations to enable surveillance of the boat ramp and rigging and securing zones. b) Public information is to be displayed about the presence of CCTV to inform the public and deter property damage, criminal actions and anti-social behaviour. <i>Note: Existing CCTV cameras are installed in the existing car parking area and are to be retained.</i>	a) Prior to commencement of use b) Prior to commencement of use and to be maintained
Construction Management		
38.	Hours of Work - Construction Construction hours for the approved development are limited to Monday to Saturday between 6:30am to 6:30pm, excluding public holidays.	At all times during construction
39.	Certification of Operational Work Carry out all Operational Work under this approval in accordance with the <i>Certification Procedures Manual</i> .	At all times
40.	Construction Management Plan a) Submit to EDQ TS a site-based Construction Management Plan (CMP), prepared by the principal site contractor, to manage construction impacts, including: <ul style="list-style-type: none"> i. noise and dust in accordance with the EP Act; ii. stormwater flows around and through the site without causing any actionable nuisance to upstream and downstream properties; iii. Measures to be taken to prevent polluting adjacent waters as a result of silt run-off, oil and grease spills from machinery; 	a) Prior to commencing work

PDA Development Conditions		
No.	Condition	Timing
	<ul style="list-style-type: none"> iv. Turbidity in tidal waters as a result of the tidal works; v. Sediment disturbance within the waterway during works vi. complaints procedures; vii. site management: <ul style="list-style-type: none"> 1. for safe and functional temporary vehicular access points and frequency of use; 2. for the safe and functional loading and unloading of materials including the location of any remote loading sites; 3. for the location of materials, structures, plant and equipment; 4. of waste generated by construction activities; 5. detailing how materials are to be loaded/unloaded; 6. of employee and visitor parking areas; 7. of anticipated staging and programming; and 8. for the provision of safe and functional emergency exit routes. 	
	b) A copy of the CMP submitted under part a) of this condition must be current and available on site.	b) During construction
	c) Carry out all construction work generally in accordance with the CMP submitted under part a) of this condition.	c) During construction
41.	<p>Traffic Management Plan</p> <ul style="list-style-type: none"> a) Submit to EDQ TS a Traffic Management Plan (TMP), certified by a person holding a current Traffic Management Design qualification. The TMP must include the following: <ul style="list-style-type: none"> i) provision for the safe and functional management of traffic around and through the site during and outside of construction work hours; ii) provision for the safe and functional management of pedestrian traffic, including alternative pedestrian routes past, through or around the site; iii) provision of parking for workers and materials delivery; iv) risk identification, assessment and identification of mitigation measures; v) ongoing monitoring, management review and certified updates (as required); and vi) traffic control plans and/or traffic control diagrams, prepared in accordance with <i>Austroads Guide to Temporary Traffic Management</i>, for any temporary part or full road closures. b) Carry out all construction work generally in accordance with the certified TMP submitted under part a) of this condition, which is to be current and available on site. <p><i>NOTE: Operational traffic changes, such as temporary and permanent lane modifications, relaxation of clearway zone hours or footpath closures may require authorisation from Council or DTMR as road manager. It is recommended that applicants engage directly with the applicable road manager.</i></p>	<ul style="list-style-type: none"> a) Prior to commencing work b) During construction

PDA Development Conditions		
No.	Condition	Timing
42.	Erosion and Sediment Management <p>a) Submit to EDQ TS an Erosion and Sediment Control Plan (ESCP), certified by a RPEQ or an accredited professional in erosion and sediment control, and prepared generally in accordance with the following:</p> <ul style="list-style-type: none"> i. construction phase stormwater management design objectives of the <i>State Planning Policy 2017</i> (Appendix 2 Table A); ii. <i>Healthy Land and Water Technical Note: Complying with the SPP – Sediment Management on Construction Sites</i>. <p>b) Implement the certified ESCP submitted under part a) of this condition.</p>	<p>a) Prior to commencing work</p> <p>b) During construction</p>
43.	Public infrastructure (damage, repairs and relocation) <p>a) Repair any damage to existing public infrastructure caused by works carried out in association with the approved development.</p> <p>b) Should existing public infrastructure require repair or relocation, due to the approved development and/or works associated with the approved development, repair and/or relocate the public infrastructure at no cost to others and in accordance with statutory requirements and adopted design standards.</p> <p><i>NOTE: It is recommended applicants record their own dated photographic evidence of the condition of relevant existing public infrastructure both before and after works carried out in association with the approved development.</i></p>	<p>a) Prior to on maintenance submission</p> <p>b) Prior to on maintenance submission</p>
Maritime Safety		
44.	Ongoing Safety and Operation <p>The construction, operation and maintenance of the structure, and any ship moored at this structure must not impede the safe navigation of other ships or restrict safe access to or from neighbouring structures.</p>	At all times
45.	Notice of Works Commencement and Completion <p>a) Provide written notice to EDQ DA, when the development authorised under this approval is scheduled to commence.</p> <p>b) Provide written notice to the EDQ DA, when the development authorised under this approval has been completed.</p> <p><i>Note: Each written notice must reference application number DEV2020/1143, the location and name of registered place and the condition number under which the notice is being given.</i></p>	<p>a) At least 14 days prior to commencement of works</p> <p>b) Within 14 days of the completion of works</p>

PDA Development Conditions		
No.	Condition	Timing
46.	<p>Marine Execution Plan</p> <p>a) Submit to EDQ DA a Marine Execution Plan (MEP), prepared by a suitably qualified and experienced person.</p> <p>The Marine Execution Plan must demonstrate development does not impede the safe movement of vessels in a navigable waterway and should include information relating to:</p> <ul style="list-style-type: none"> i. forecast construction start and end dates; ii. hours of work; iii. overview of general methodology; iv. detail principal barges and marine equipment involved; v. Barge Mooring Plan; vi. extreme weather contingency plans; vii. 24/7 point of contact to ensure timely communication with Vessel Traffic Services (VTS) during extreme weather and other maritime emergencies; viii. Vessel Traffic Management Plan ix. marking of navigation hazards during construction; and x. any other information to support the safe management of the marine work. <p>b) Carry out the construction of development in accordance with the Marine Execution Plan.</p>	<p>(a) At least 14 days prior to the commencement of works</p> <p>(b) At all times during works</p>
47.	<p>Hydrographic Survey</p> <p>a) Carry out a hydrographic survey, conducted to Class C prepared by a suitably qualified and experienced person. The survey is to cover the demolition and construction area associated with the demolition of the marina and construction of the new boat ramp.</p> <p>b) Submit to EDQ DA the hydrographic survey, including relevant plans and supporting documents.</p>	<p>(a) Within 14 business days of the completion of works</p> <p>(b) Within 14 business days of the completion of works</p>
48.	<p>Lighting and Visibility of Structure</p> <p>a) The structure must be lit/marked such that it does not cause a risk to the safe navigation of other ships;</p> <p>b) Piles to be fitted with retro-reflective tape</p> <p>c) Lighting provided must not obscure, disguise or otherwise interfere with the effectiveness of navigational lighting.</p>	At all times
49.	<p>Removal of Debris and Redundant Structures – Boat Ramp</p> <p>a) Any debris or similar obstruction encountered whilst undertaking the work must be disposed of at the applicant's cost; and</p>	a) At all times during works

PDA Development Conditions		
No.	Condition	Timing
	b) All piles and/or structures to be demolished, both above and below the waterline must be completely extracted/removed, including temporary piles to support construction.	b) At all times during works
50.	As Constructed Drawings – Boat Ramp Submit to EDQ DA RPEQ Certified 'As Constructed' drawings of the boat ramp.	Within 14 business days of the completion of works.
Marine Plants and Tidal Works		
51.	Removal of Material – Tidal Zone Marine plants authorised for removal and other material used in the development (such as debris, construction material, soil etc.) are to be promptly removed from the intertidal zone during and at completion of works.	For the duration of the works the subject of this approval and to be maintained.
52.	Tidal Land Profiles Tidal land profiles that are temporarily disturbed by the works, other than those within the permanent development footprint, must be restored to pre-work profiles.	Within five business days of the completion of works
53.	Acid Sulfate Soil a) Where on-site ASS are encountered, submit to EDQ TS an ASS management plan, prepared in accordance with the <i>Queensland Acid Sulfate Soil Technical Manual Soil Management Guidelines v4.0 2014</i> (as amended from time to time). b) Excavate, remove and/or treat on site all disturbed ASS generally in accordance with the ASS management plan submitted under part a) of this condition. c) Submit to EDQ TS a validation report, certified by a suitably qualified environmental or soil scientist, confirming that all earthworks have been carried out in accordance with the ASS management plan submitted under part b) of this condition.	a) Prior to commencement of or during earthworks b) Prior to commencement of use c) Prior to commencement of use

No.	ADVICE
1.	Standard Advice Please note that to lawfully undertake development, it may be necessary to obtain approvals other than this PDA development approval. For advice on other approvals that may be necessary in relation to your proposal, it is recommended that you seek professional advice.
2.	Construction Management Plan and Marine Execution Plan – Condition numbers 41 and 46 A single document that addresses all requirements under the two conditions may be submitted.

No.	ADVICE
3.	<p>Operational Works – Tidal Works</p> <p>This approval does not include any approval for dredging works. Further development permits may be required.</p>
4.	<p>Moreton Bay Marine Park</p> <p>Any works within the Moreton Bay Marine Park will require an authority under the <i>Marine Parks Act 2004</i>.</p>
5.	<p>Road Infrastructure Design Standards</p> <p>The design of Pedestrian Crossings, Bus Stops and Terminals, Bus Driver Facilities, Road Design, Bus Layovers and Taxi facilities and all other relevant infrastructure are to be designed in accordance with EDQ Guideline no.13.</p> <p>Any further applications are to clearly demonstrate the relevant standards that have been applied.</p>

**** End of Package ****