

Economic Development Queensland
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Via email edq@dcdilgp.qld.gov.au

Northshore Hamilton PDA – Development Scheme Amendment

Thank you for the opportunity to provide the property industry's feedback on the proposed amendments to the Northshore Hamilton Priority Development Area (PDA).

The Property Council of Australia is the leading advocate for Australia's biggest industry – property. We are a national not-for-profit organisation established to promote the work of the property industry in delivering prosperity, jobs, and strong communities to all Australians. Here in Queensland, the Property Council represents over 380 member companies across residential, commercial, retail, retirement living, industrial, tourism and education sectors.

The Property Council has consistently favoured the simplistic application process that a PDA offers. It is appealing to industry due to its efficiency and offers master developers an opportunity to collaborate with Economic Development Queensland (EDQ) to create developments that meet both contemporary and future community needs.

Given current issues surrounding the availability of social and affordable housing and the ever-increasing demand for its provision, the Property Council supports the requirement for a proportion of dwellings to be allocated to this purpose. On sites where government is the landowner, potential purchasers are able to factor the provision of subsidised housing into the purchase price of the land.

Structure plan

Our members welcome recognition of the original use of the area and agree the harbour, foreshore and marina development should be a focal point of the overall development. In this instance, industry seeks that proposed amendments provide spatial guidance, to support performance-based planning practices, ensuring that the intent of the Development Scheme and overarching vision is realised.

Zoning and precinct plans

There is support from industry on non-reliance on detailed sub-precinct planning approval processes, however, we wish to highlight there is ambiguity in how heights are expressed across the Development Scheme, including alternating between metres and storeys. While the removal of precincts and sub-precinct plan frameworks are supported, it is imperative to maintain consistency to ensure certainty regarding intent/built form and urban design outcomes in the PDA.

Land uses

We welcome the removal of 'preferred land uses' as this provides greater scope for alternative uses to be considered. This allows industry to be agile to meet changing market demands over the next decade.

Our members believe that greater recognition should be given to the notion of Interim land uses, which would allow activation of the PDA in the short to medium term future. Utilising interim land uses will allow for the range of temporary infrastructure that will be required to accommodate the 2032 Brisbane Olympics and Paralympics Athlete Villages.

Also noting the PDA is emerging as a high density urban residential environment, the retraction proposed of industrial land to the east of Theodore Street is supported. We acknowledge large-scale commercial, and showroom uses west of this street, catering for this amenity, should it be required.

Open spaces

It is encouraging to see enhanced open space to the waterfront, extending in three locations to Macarthur Avenue and making the urban civic space more centrally located. The extension of open space to Macarthur Avenue will increase proximity to the proposed primary activity, allowing opportunities for development on the northern side – maximising river, park and potential city skyline views.

The provision of a significant 'community facilities' area, alongside the proposed primary activity centre within the Development Scheme is well considered.

Building heights and plot ratios

Noting increased density between the waterfront and MacArthur Avenue facing apartments, it is recommended a portion of the building facing the water, matches density in the buildings facing MacArthur Avenue. Consistency across building heights is required, as outlined above.

We would also support greater height being granted on the southern side of Curtin Avenue West, where a five-storey limit is in place, along with an equivalent increase in plot ratio.

The Property Council is supportive of the built form provisions in section 2.6 of the draft scheme, where it appears that the plot ratio, height, building footprint and set back provisions are workable and consistent in proportion.

In terms of development sites located near the waterfront sites, our members are supportive of increased plot ratios to achieve development height. An increased plot ratio allowance would allow larger floor plates, ensuring that product is delivered to suit market need.

Built form provisions

The prescriptive nature of the proposed built form provisions does not reflect the flexibility required by industry to deliver a diverse housing product. It is critical for industry to have certainty whether performance-based planning outcomes will apply in circumstances where non-compliant development is tested against PDA-wide criteria.

It is still unclear to our members what the transitional arrangements for existing sub precinct plans (SPPs) would be, as key elements of approved SPPs have not been translated into the new Development Scheme. This is especially prevalent in the view corridor in sub precinct 3d.

Car Parking

The Property Council urges consideration be given to flexibility in terms of car parking. The previous Development Scheme had a level of acceptance for podium parking to be sleeved or architecturally screened. In this Development Scheme there appears to be a stronger focus on sleeving, which can challenge car park layout efficiencies.

Public Transport

The extension of the bus corridor to service Hamilton Reach and MacArthur Avenue is supported by our members. With no provision for train infrastructure within a serviceable distance of the PDA locality, bus transportation is the most effective and efficient way to provide connectivity, via the main arterial Kingsford Smith Drive.

Noting direct access to the river within the PDA, the Property Council would support the addition of a third ferry terminal to encourage use of active and public transport networks. Additionally, we would support the proposal to locate this between the two existing Brett's Wharf and Northshore Hamilton ferry terminals.

It remains imperative that expanded public transport infrastructure planning and delivery is undertaken, especially as the population continues to grow over the next ten years and beyond.

Draft Development Charges and Offset Plan (DDCOP)

Modelling of current projects under the draft DDCOP reveals the draft plan will add an additional 25 per cent to development charges, adding approximately \$1.6 million to costs. With a land supply shortage and housing affordability crisis, the Property Council is concerned that any additional charges will further add to this issue.

We wish to highlight that one-bedroom dwellings have been elevated to the same category as two bedrooms, resulting in charges of \$14,000 per dwelling. We urge EDQ to consider reclassification so development within the PDA remains competitive, particularly against other development schemes e.g. Brisbane City Council.

Thank you for the opportunity to provide comment on the Northshore Hamilton Priority Development Area (PDA) Development Scheme. If you have any questions in relation to the Property Council or this submission, please do not hesitate to contact me on jwilliams@propertycouncil.com.au or 0448 432 936.

Yours sincerely,

A handwritten signature in black ink that reads "Jen W". The letters are cursive and fluid.

Jen Williams
Queensland Executive Director