



# Birkdale Community Precinct

## Iterative Design Summary

13 March 2026

## Document Control

**Project No:** 2024-054

**Project:** Birkdale Community Precinct

**Document:** Iterative Design Summary

**Client:** Redland City Council

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### Document History and Status

Revision	Date	Description	By	Review
0.1	05.03.2026	Draft	TP	CH
1.0	13.03.2026	Finalisation – Rev1.0	TP	CH

### Approval for Issue

Name	Position	Date
Christopher Huff	Principal Environmental Consultant	13 March 2026

# Table of Contents

- 1. Introduction ..... 1**
- 2. Design Iterations ..... 3**
  - 2.1 BCP Masterplan (19 April 2023 – Jacobs Group Australia Pty Ltd)Senate Inquiry ..... 3
  - 2.2 Civil Road Detailed Design (2 May 2024 – Jacobs) ..... 5
  - 2.3 CAD Consolidation and Design Overlay (20 August – AECOM) ..... 7
  - 2.4 Civil Review (First Pass) (27 November 2024 – AECOM) ..... 9
  - 2.5 Landscape Review (First Pass) (10 January 2025 – AECOM) ..... 11
  - 2.6 Landscape Review (Second Pass) and Tree Retention Strategy (20 January 2025 – AECOM) ..... 13
  - 2.7 Plan of Development (25 July 2025 – AECOM) ..... 15
- 3. Summary ..... 17**

# 1. Introduction

Redland City Council (**RCC**) (**Applicant**) have engaged 28 South Environmental (**28 South**) to prepare and lodge Referral to the Department of Climate Change, Energy, the Environment and Water (**DCCEEW**) for the construction of the proposed Birkdale Community Precinct (**BCP**) and Redlands Whitewater Centre (**RWC**), collectively referred to as 'the **Proposed Action**'. The Proposed Action is located in the suburb of Birkdale within the RCC Local Government Area (**LGA**). The Proposed Action is to be situated adjacent Old Cleveland Road East, Birkdale, Queensland, 4159 and comprises the following land parcels (referred herein as 'the **Site**'):

- Lot 1 on RP14143,
- Lot 2 on RP14144,
- Lot 2 on SP146445, and
- Lot 2 on RP211270.

As part of the Proposed Action, an extensive design effort has been conducted and is intended to demonstrate Nature Positive elements in line with Commonwealth requirements under the *Environment Protection and Biodiversity Conservation Act 1999* (**EPBC Act**).

The purpose of this Iterative Design Summary (**IDS**) Report is to provide a detailed overview of the efforts taken to date by RCC and the Games Independent Infrastructure and Coordination Authority (**GIICA**) to ecologically benefit the Proposed Action's design and support the Referral to DCCEEW. This IDS Report outlines the evolution of the design from 2023 to 2025 and demonstrates how the Proposed Action has capitalised on cleared areas for development and minimised environmental impact whilst adding long-term ecological enhancement principles within the final adopted layout.

A summary of the evolution of the Proposed Action is provided in **Table 1**, below.

**Table 1:** Summary of design iterations of the BCP and RWC.

Date, Author, Revision	Design Iteration	Key Design Element / Update
<b>2023.04.19</b>  <b>Jacobs</b>  <b>Revision 1</b>	BCP Masterplan	<ul style="list-style-type: none"> <li>▪ Starting point for the Masterplan development</li> <li>▪ Ring road access</li> <li>▪ Multiple buildings proposed including large lagoon area</li> </ul>
<b>2024.05.03</b>  <b>Jacobs</b>  <b>Revision 2</b>	Civil Road Detailed Design	<ul style="list-style-type: none"> <li>▪ North and south road design with roundabout</li> <li>▪ Parallel parking on both sides of roads</li> <li>▪ South road close to heritage building</li> <li>▪ Informing of Liquid Blu and Tract design packages</li> <li>▪ Western carpark expanded comparing to the masterplan</li> </ul>
<b>2024.08.20</b>  <b>AECOM</b>  <b>Revision 3</b>	CAD Consolidation	<ul style="list-style-type: none"> <li>▪ Integration of all design data to date</li> <li>▪ Overlay Jacob Civil road Detailed Design</li> <li>▪ Overlay refined Liquid Blu Lagoon Precinct</li> <li>▪ Overlay OPIO Whitewater Precinct</li> <li>▪ Overlay Tract Entertainment Hub</li> <li>▪ Overlay Tract Willards Farm</li> <li>▪ Overlay AECOM external works traffic assessment</li> <li>▪ Overlay and updating of Conservation Area Agreement boundary</li> </ul>

		<ul style="list-style-type: none"> <li>Overlay Jacob detailed survey</li> <li>2024.11.22 RCC BCPMP - Masterplan re-alignment workshop between RCC, AECOM, 28 South, Liquid Blu, and Tract</li> </ul>
<p><b>2024.11.27</b></p> <p><b>AECOM</b></p> <p><b>Revision 4</b></p>	<p>Civil Review - First Pass</p>	<ul style="list-style-type: none"> <li>Post workshop AECOM civil updated the first pass civil review layout</li> <li>Change parallel parking to 90 degree parking, and only on one side of the road. In order to reduce road width and reduce impact on existing trees</li> <li>Simplify/straight road geometries various locations for further tree retention</li> <li>28 South feedback provided on layout to incorporate fauna connectivity measures</li> </ul>
<p><b>2025.01.10</b></p> <p><b>AECOM</b></p> <p><b>Revision 5</b></p>	<p>Landscape Review - First Pass</p>	<ul style="list-style-type: none"> <li>Integration sketch developed incorporating 28 South feedback</li> <li>Reduced south formalised road to the stage BOH, 90 degree carparking, refined road geometry and planter build out to retain as much existing tree as possible</li> <li>AECOM Civil provided high level review</li> </ul>
<p><b>2025.01.20</b></p> <p><b>AECOM</b></p> <p><b>Revision 6</b></p>	<p>Landscape Review - Second Pass</p>	<ul style="list-style-type: none"> <li>Updated integration sketch</li> <li>Reduced 90 degree carparking to just one side</li> <li>2025.02.07 Tree Retention &amp; Site Strategy Workshop Session</li> </ul>
<p><b>2025.07.25</b></p> <p><b>AECOM</b></p> <p><b>Revision 7</b></p>	<p>Plan of Development</p>	<ul style="list-style-type: none"> <li>AECOM produced a Plan of Development and Civil Technical Memorandum to capture decisions to date.</li> <li>2025.08.01 Plan of Development workshop</li> <li>Final 2D Advanced Conceptual Design produced</li> </ul>

## 2. Design Iterations

### 2.1 BCP Masterplan (19 April 2023 – Jacobs Group Australia Pty Ltd) Senate Inquiry

Jacobs Group Australia Pty Ltd (**Jacobs**) alongside RCC assisted in the preparation of the April 2023 BCP Masterplan, which established the initial strategic land use and access framework for the Site. This Masterplan represents the baseline configuration from which subsequent environmental refinements and footprint optimisation measures were developed. At this stage, the Masterplan was conceptual and intended to test spatial relationships required to accommodate both the Games operational requirements and the long-term legacy function of the precinct as a community asset. The layout incorporated a full ring road access arrangement to facilitate internal circulation and distributed multiple built form elements across the Site to support event operations, public activation areas and supporting infrastructure. This iteration set out the preliminary design for the RWC to be located west of the Site and associated community infrastructure to the east of the Site.

While the Masterplan acknowledged the presence of environmental values and areas of ecological significance within and surrounding the Site, detailed ecological survey data, verified tree location mapping and refined constraint overlays had not yet been fully integrated into the spatial arrangement. As such, the April 2023 layout prioritised functional planning and access efficiency, rather than optimisation of the development footprint in response to mapped vegetation communities, habitat trees, or potential Matters of National Environmental Significance (**MNES**). Development envelopes were therefore broader than those ultimately adopted, and road and carparking extents reflected operational assumptions rather than avoidance-led design.

Importantly, this iteration provided a critical reference point for the application of the mitigation hierarchy under the EPBC Act. By establishing an initial spatial configuration, the project team was subsequently able to interrogate areas of potential interaction with ecological constraints and identify opportunities for avoidance and minimisation. As environmental investigations progressed and more accurate survey information became available, it became evident that refinement of road widths, parking layouts, building siting and circulation geometry would be necessary to reduce potential impacts on retained vegetation and environmental areas.

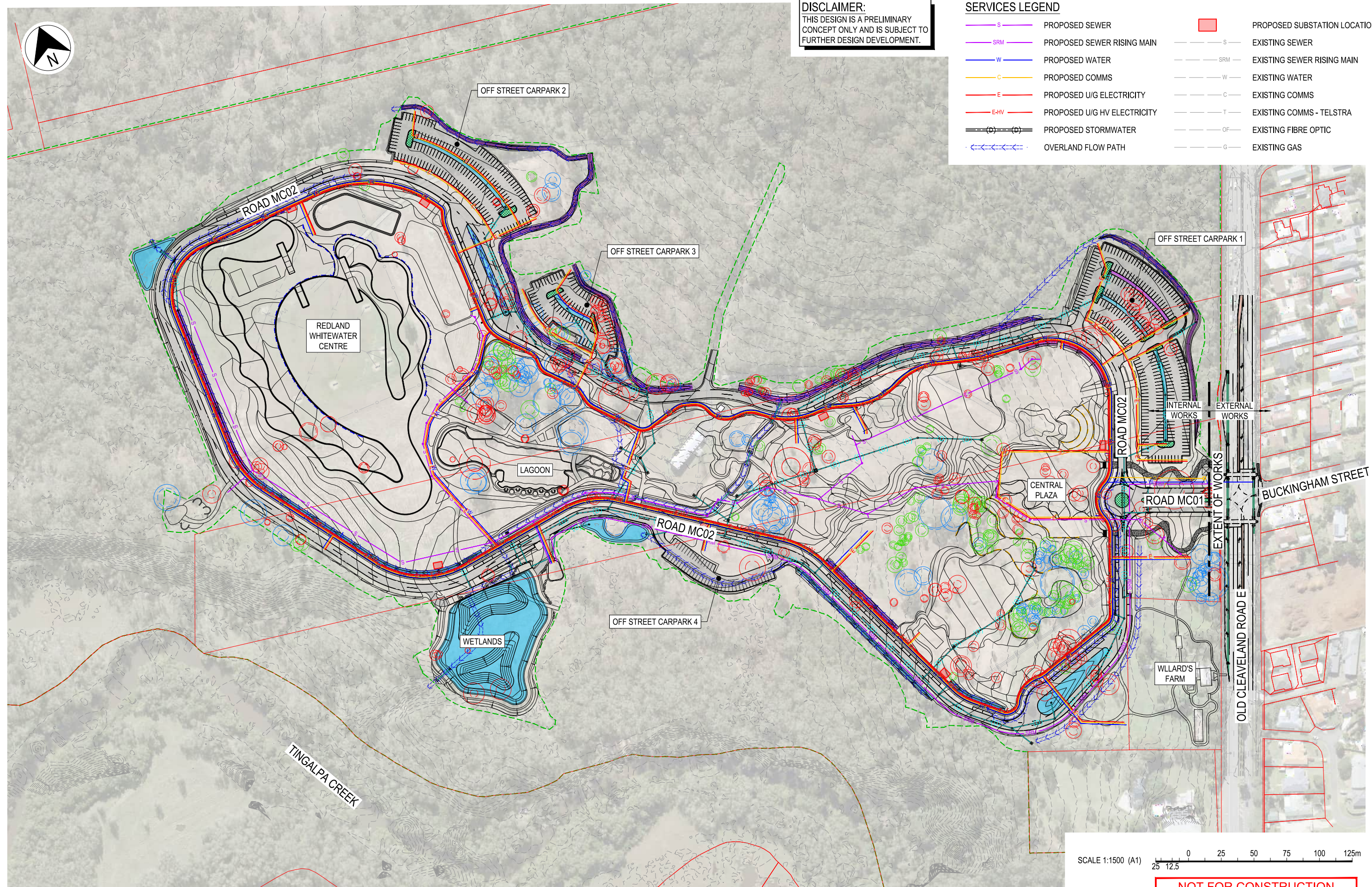
Accordingly, the April 2023 Masterplan enabled subsequent design iterations to progressively respond to ecological constraints, reduce hardstand extents, refine infrastructure alignments and consolidate built form into less environmentally constrained portions of the Site. The Final Report acknowledged the Queensland Government's 100-Day Review and the complementary 2032 Delivery Plan and confirmed that many of the Committee's earlier recommendations (regarding governance, regional venue use, and funding for community sport) had been adopted.



**DISCLAIMER:**  
 THIS DESIGN IS A PRELIMINARY  
 CONCEPT ONLY AND IS SUBJECT TO  
 FURTHER DESIGN DEVELOPMENT.

**SERVICES LEGEND**

- |  |         |                             |  |                              |                            |
|--|---------|-----------------------------|--|------------------------------|----------------------------|
|  | S       | PROPOSED SEWER              |  | PROPOSED SUBSTATION LOCATION |                            |
|  | SRM     | PROPOSED SEWER RISING MAIN  |  | S                            | EXISTING SEWER             |
|  | W       | PROPOSED WATER              |  | SRM                          | EXISTING SEWER RISING MAIN |
|  | C       | PROPOSED COMMS              |  | W                            | EXISTING WATER             |
|  | E       | PROPOSED U/G ELECTRICITY    |  | C                            | EXISTING COMMS             |
|  | E+HV    | PROPOSED U/G HV ELECTRICITY |  | T                            | EXISTING COMMS - TELSTRA   |
|  | (D)-(D) | PROPOSED STORMWATER         |  | OF                           | EXISTING FIBRE OPTIC       |
|  |         | OVERLAND FLOW PATH          |  | G                            | EXISTING GAS               |



REV	DATE	APPD	REVISION
A	19/04/23	B.H.	PRELIMINARY ISSUE

SCALES AT A1

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**Jacobs**

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DRAWN Brandon H.	DRAWING CHECK Tony H.	REVIEWED Mark S.	APPROVED Jeremy E.
DESIGNED Brandon H.	DESIGN REVIEW Tony H.	DATE 19/04/2023	DATE 19/04/2023

TITLE PROPOSED PRELIMINARY BCP INTERNAL WORKS OVERALL DRAINAGE AND PUBLIC UTILITY PLANT LAYOUT PLAN		SCALE AS SHOWN	DRAWING No IS433300-1000-CR-DRG-1101	REV A
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## 2.2 Civil Road Detailed Design (2 May 2024 – Jacobs)

In May 2024, Jacobs progressed the internal access strategy beyond the conceptual ring road arrangement identified in the April 2023 Masterplan and developed a detailed civil road design with engineered geometry. This iteration translated the previously indicative circulation concept into a defined internal road network comprising distinct northern and southern road alignments connected via an eastern roundabout. The design incorporated parallel parking on both sides of the carriageway, formal kerb alignments, and expanded pavement widths to accommodate anticipated Games-time vehicle movements, servicing requirements and public access.

The southern road alignment was positioned in relatively close proximity to the heritage building to facilitate event operations and site functionality. The northern road alignment required moving the western carparks and combining into one larger western carpark to accommodate projected parking demand and operational logistics. Collectively, these modifications resulted in a materially increased hardstand footprint compared to the April 2023 concept, particularly along the northern road corridor where dual-sided parallel parking and wider carriageways extended further into previously undeveloped portions of the Site.

At the time of preparation, associated consultant design packages, including the Liquid Blu Lagoon Precinct and Tract's Entertainment Hub and Willards Farm components, were developed in reliance on this civil layout, thereby embedding the expanded road geometry and carparking configuration into the broader precinct design. While the May 2024 iteration provided improved operational clarity and engineering resolution, it also represented a peak in pavement extent and spatial encroachment relative to earlier concepts.

Importantly, the consolidation of this engineered layout enabled clearer identification of potential impacts on existing vegetation, mature trees and environmentally sensitive areas. The widened carriageways, dual-sided parking and expanded western carpark highlighted areas where the development footprint could intersect with ecological values, thereby triggering a more focused review of avoidance and minimisation opportunities. As a result, this iteration became a critical reference point in the application of the mitigation hierarchy under the EPBC Act, prompting subsequent refinements aimed at reducing pavement widths, rationalising parking configuration and repositioning infrastructure to limit impacts on retained vegetation and ecological constraints across the Site.



## 2.3 CAD Consolidation and Design Overlay (20 August – AECOM)

In August 2024, AECOM Australia Pty Ltd (**AECOM**) undertook a comprehensive CAD consolidation process to integrate all consultant design packages into a single coordinated spatial framework. While this iteration did not introduce substantive design amendments in isolation, it represented a critical analytical stage in the evolution of the BCP. The consolidation exercise overlaid the Jacobs civil road detailed design with the Liquid Blu Lagoon Precinct, the OPIO Whitewater Precinct, the Tract Entertainment Hub, the Tract Willards Farm layout, and AECOM's external works traffic assessment. For the first time, all precinct components were spatially reconciled within a unified base model, enabling holistic assessment of the cumulative development footprint across the Site.

Importantly, this stage also incorporated the latest EPBC Act conservation boundary mapping and detailed topographic and feature survey data prepared by Jacobs. The conservation boundary was subsequently updated to accommodate a proposed bus stop along Old Cleveland Road East, and the earlier botanical dataset was updated to obtain survey accurate tree location data and contemporary botanical data. Nonetheless, at the time, the consolidated model provided the most complete representation of development intent relative to mapped environmental constraints.

The integration of all design packages into a single coordinated plan allowed the project team to clearly visualise the cumulative extent of hardstand, building footprints, circulation corridors and parking areas across the Site. This revealed the combined spatial pressure created by individually rational design components and highlighted areas where infrastructure interfaces with existing vegetation, mature trees and environmentally sensitive zones were more pronounced than previously understood when packages were considered independently.

The insights gained through this consolidation process directly informed the convening of a Masterplan re-alignment workshop on 22 November 2024, attended by Redland City Council, AECOM, 28 South, Liquid Blu and Tract. The purpose of the workshop was to critically review the integrated layout and identify targeted opportunities to reduce footprint, rationalise infrastructure, and improve alignment with avoidance and minimisation principles. This session formally initiated the next phase of design refinement, shifting the project from an operationally optimised configuration toward a more environmentally responsive layout. Accordingly, Iteration 3 represents a pivotal transition point in the design evolution, moving from coordinated consolidation to deliberate footprint reduction and ecological impact minimisation and opportunity advancement across the Site.



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**PROJECT**  
**Birkdale Community Precinct Masterplan**  
 CAD Consolidation

**CLIENT**  
**Redland City Council**  
 Cnr Bloomfield and Middle Streets  
 Cleveland QLD 4163.  
 A.B.N 86 058 929 428

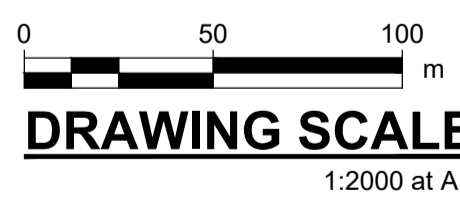
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**PROJECT MANAGEMENT INITIALS**

WW	LN	LN
DESIGNER	CHECKED	APPROVED

**ISSUE/REVISION**

I/R	DATE	DESCRIPTION
B	20.08.2024	FOR INFORMATION
A	18.07.2024	FOR INFORMATION



**PROJECT NUMBER**  
 60733425

**SHEET TITLE**  
 BCP CAD Consolidation  
 (All CAD)

**SHEET NUMBER**  
 SK-001

## 2.4 Civil Review (First Pass) (27 November 2024 – AECOM)

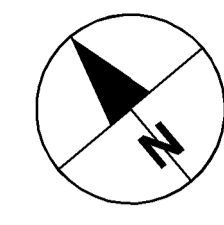
Following the November 2024 Masterplan re-alignment workshop, AECOM undertook a first-pass civil design review specifically aimed at reducing the spatial extent of hardstand and responding directly to ecological constraints identified through the consolidated layout review. This iteration marked the first deliberate footprint reduction exercise driven by environmental considerations rather than operational expansion.

A principal amendment involved reconfiguring the parking arrangement along the internal road network. The previous design incorporated parallel parking on both sides of the carriageway, which necessitated wider pavement corridors and increased encroachment into vegetated areas. The revised layout converted this arrangement to 90-degree parking positioned on one side of the road to the south and in some areas to the north. Although 90-degree parking can increase localised depth, the removal of parking from one side of the corridor enabled an overall reduction in road reserve width and provided greater flexibility to shift alignments away from mature trees and vegetated areas. This reconfiguration materially reduced the cumulative paved footprint when considered across the full length of the northern and southern road corridors.

In addition to parking rationalisation, road geometries were simplified and straightened in several locations. Curvilinear segments and widened transitional areas that were not operationally essential were refined to create a more efficient and compact alignment (refer **Inset 4**). These adjustments reduced unnecessary land take and allowed micro-siting of infrastructure to better respond to existing tree locations and habitat features.

During this phase, 28 South provided detailed ecological review and commentary through marked-up plan feedback. This input identified specific tree clusters, habitat features and vegetated areas where further avoidance or micro-adjustment could occur. Assessment of fauna movement infrastructure was also given and integrated into the design. The integration of this ecological advice into the civil review process represents a tangible application of the avoidance and minimisation principles under the EPBC Act.

Collectively, the amendments introduced during Iteration 4 resulted in a measurable contraction of the civil development footprint compared to the May 2024 detailed road design. This iteration demonstrates the project's progression from an operationally resolved layout toward a more environmentally responsive configuration, with clear evidence of footprint refinement in response to identified ecological constraints across the Site.



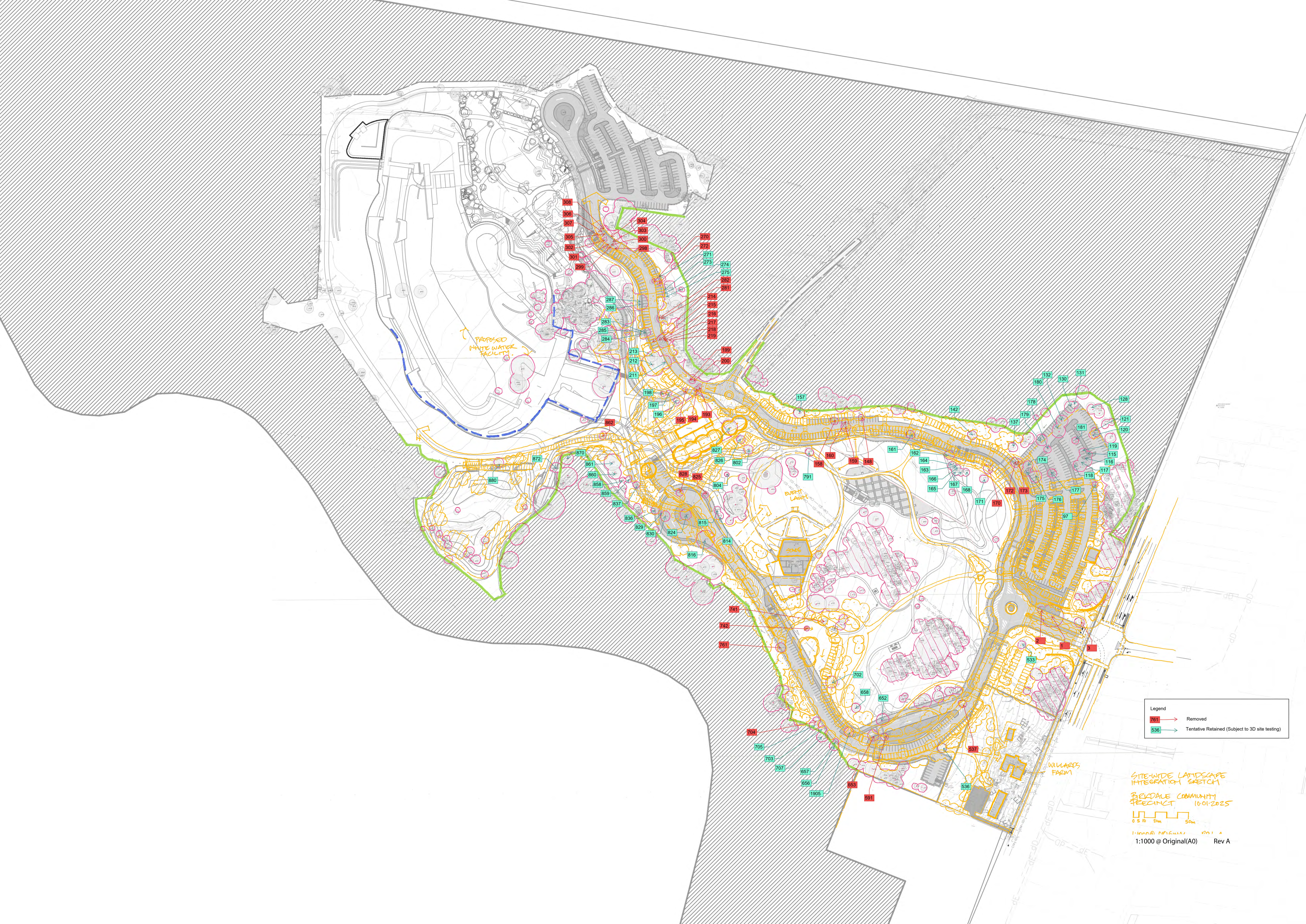
## 2.5 Landscape Review (First Pass) (10 January 2025 – AECOM)

Building on civil refinements and incorporating detailed ecological feedback, AECOM developed an integrated landscape-civil sketch in January 2025 for the BCP. This fifth design iteration adopted a landscape-led approach to spatial planning, prioritising ecological values alongside operational functionality.

Key refinements included reducing the extent of the southern formalised road to serve only the stage back-of-house area, thereby limiting impervious surface coverage and reducing the potential impact on surrounding vegetation. Road alignments were further optimised to follow existing vegetation patterns, minimising the need for tree removal and disturbance to retained native plantings. Planter buildouts were strategically repositioned to maximise the retention of mature trees wherever practicable, reflecting an explicit objective to safeguard habitat features and contribute to onsite biodiversity outcomes.

Vehicle parking design was carefully reviewed, including 90-degree parking with layout modified to reduce pavement width and maintain appropriate buffers around tree protection zones. AECOM civil conducted a high-level technical review to ensure that the refined road and parking arrangements continued to meet operational, access, and safety requirements, confirming that functionality was not compromised by ecological considerations.

Overall, Iteration 5 represents a strengthened integration of civil infrastructure and landscape design, demonstrating a clear commitment to minimising vegetation removal and maximising tree retention while maintaining the operational efficiency and safety standards necessary for the precinct. This approach underpins the broader objective of achieving environmentally sensitive development outcomes in alignment with the EPBC Act referral requirements.



PROPOSED WHITE WATER FACILITY

EVENT LAWN

WILLIAMS FARM

Legend	
<span style="color: red;">●</span>	Removed
<span style="color: green;">●</span>	Tentative Retained (Subject to 3D site testing)

SITEWIDE LANDSCAPE INTEGRATION SKETCH  
BIRKDALE COMMUNITY PRECINCT  
10.01.2025

0 5 10 20m 50m

1:1000 @ Original(A0) Rev A

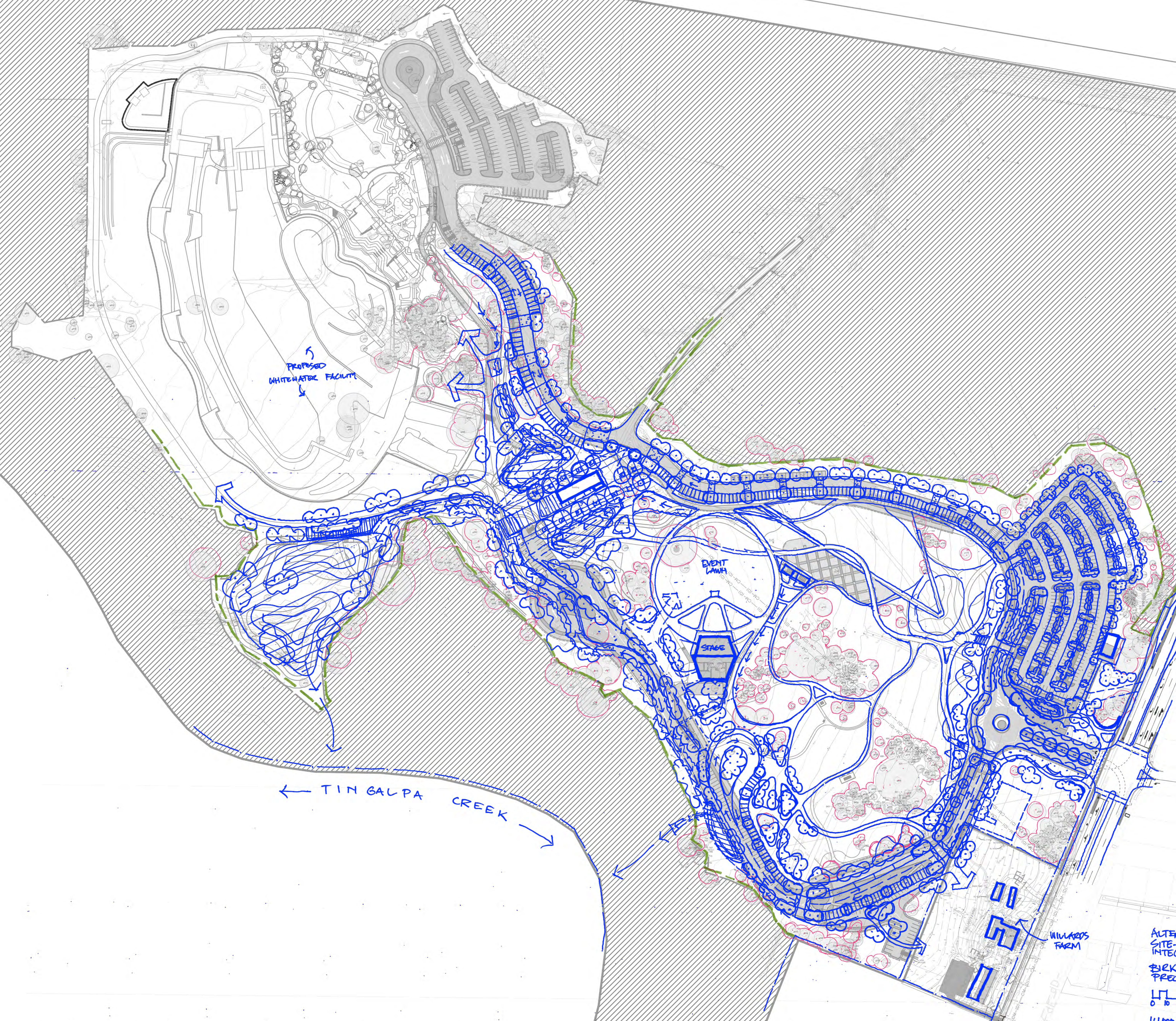
## 2.6 Landscape Review (Second Pass) and Tree Retention Strategy (20 January 2025 – AECOM)

Building on the outcomes of Iteration 5, a second-pass landscape review was undertaken to further consolidate the development footprint of the BCP. A key refinement in this iteration was the reconfiguration of 90-degree carparking, which was reduced to one side of the road for both northern and southern roads with the exception of one area in the northwest with double 90-degree carparking (refer **Inset 6**). This adjustment further decreased impervious surfaces, reduced potential impacts on adjacent vegetation, and reinforced opportunities for tree retention and habitat connectivity.

Development elements were strategically clustered to minimise fragmentation of vegetated areas. These adjustments were informed by detailed vegetation mapping and ecological assessment data, ensuring that precinct layout decisions aligned with environmental values.

On 7 February 2025, a dedicated Tree Retention and Site Strategy Workshop was convened with project ecologists and civil and landscape designers. The workshop focused on maximising the retention of high-value and mature trees, balancing long-term operational requirements with ecological outcomes. Participants undertook a detailed review of tree inventory data, infrastructure alignments, and projected precinct functions. Further consideration of fauna movement and design permeability was given with consideration to fauna movement rope bridge placement through the centre of the BCP, structured revegetation within this same location, and a vegetated stepping stone arrangement in the eastern portion of the BCP. The session resulted in a series of targeted micro-adjustments to road and building geometries, service corridors, and ancillary infrastructure, further prioritising avoidance and minimisation of vegetation impacts in accordance with the mitigation hierarchy under the EPBC Act.

Iteration 6 demonstrates a continuing commitment to environmentally sensitive design, explicitly integrating landscape planning, ecological expertise, and civil engineering to optimise tree retention, reduce vegetation disturbance, and maintain functional green corridors across the precinct.



PROPOSED  
WHITEWATER FACILITY

EVENT  
LAWN

STAGE

← TINGALPA CREEK →

MILLARDS  
FARM

ALTERNATE LAYOUT  
SITE-WIDE LANDSCAPE  
INTEGRATION SKETCH  
BIRKDALE COMMUNITY  
PRECINCT 20-01-2025

0 10 20m 50m

1:1,000 @ ORIGINAL REV A-

## 2.7 Plan of Development (25 July 2025 – AECOM)

In July 2025, AECOM prepared a consolidated Plan of Development (**PoD**) supported by a Civil Technical Memorandum to formally document the outcomes of the iterative design refinement process undertaken for the BCP. The PoD integrated the progressively refined road alignments, reduced carparking extents, and tree retention-driven geometry adjustments developed through Iterations 5 and 6. This consolidated design established a clearly defined and rationalised development footprint, which forms the basis of the impact assessment presented in the Referral.

The PoD reflects the application of the mitigation hierarchy under the EPBC Act, with design decisions demonstrably prioritising avoidance and minimisation of impacts to native vegetation and habitat features. In particular, infrastructure layouts were refined to reduce encroachment into vegetated areas, limit fragmentation, and optimise the retention of mature and high-value trees. The resulting footprint represents a substantial reduction and consolidation when compared to the original 2023 Masterplan, evidencing a deliberate shift toward a more ecologically responsive and impact-conscious design outcome.

Although the PoD has been developed within a 2D design framework and does not yet incorporate 3D modelling, it provides a robust and conservative representation of the maximum development envelope for the purposes of Referral. The defined footprint enables a transparent and precautionary assessment of potential impacts on MNES, ensuring that impact calculations are based on a clearly articulated and spatially resolved design.

A stakeholder workshop held on 1 August 2025 confirmed alignment across the project team and key stakeholders in relation to the consolidated PoD and its environmental objectives. This review verified that the refined development footprint appropriately balances operational and safety requirements with environmental protection outcomes, and that avoidance and minimisation principles have been embedded at the strategic design level prior to the progression to detailed design.

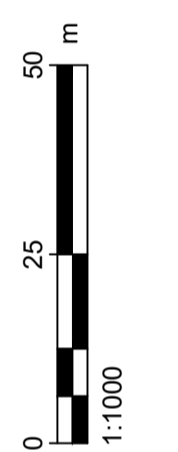
Collectively, the July 2025 PoD provides a defensible and environmentally responsive design foundation for the EPBC Act assessment, demonstrating that impacts have been systematically reduced through an evidence-based and iterative design process.

### NOTES

1. THIS PLAN OF DEVELOPMENT DRAWING HAS BEEN PREPARED BY AECOM AUSTRALIA PTY LTD (AECOM) FOR REDLAND CITY COUNCIL (RCC) TO ASSIST WITH PLANNING AND COORDINATION OF THE BROADER BIRKDALE COMMUNITY PRECINCT AT A CONCEPTUAL LEVEL. THERE ARE OUTSTANDING ISSUES WHICH HAVE BEEN IDENTIFIED BY AECOM AND ARE TO BE RESOLVED THROUGH DESIGN DEVELOPMENT AND FURTHER CONSULTATION WITH STAKEHOLDERS. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH TECHNICAL MEMORANDUM No. 60734696-MO-CI-0001\_0 (25 JULY 2025) WHICH SUMMARISES THESE ISSUES. THE LAYOUT IS SUBJECT TO CHANGE BASED ON INPUT FROM EXTERNAL PARTIES INCLUDING BUT NOT LIMITED TO RCC, TRANSPORT AND MAIN ROADS, TRANSLINK, ENERGEX, COMMUNITY STAKEHOLDER GROUPS AND BRISBANE 2032 OLYMPIC GAMES INDEPENDENT INFRASTRUCTURE AND COORDINATION AUTHORITY (GIICA).
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3. THIS PLAN OF DEVELOPMENT DRAWING REPRESENTS A CONCEPTUAL 2D LAYOUT ONLY AND IS INTENDED TO SHOW A GENERAL ARRANGEMENT AND SPATIAL ALLOCATION OF MAJOR FACILITIES AND INFRASTRUCTURE. NO VERTICAL DESIGN HAS BEEN UNDERTAKEN IN PREPARING THIS DRAWING AND THE LAYOUT IS SUBJECT TO CHANGE THROUGHOUT DESIGN DEVELOPMENT.
4. STORMWATER DRAINAGE DESIGN HAS NOT BEEN UNDERTAKEN IN PREPARING THIS PLAN. NOTIONAL STORMWATER TREATMENT INFRASTRUCTURE (I.E. WETLANDS AND BIORETENTION SYSTEMS) ARE SHOWN INDICATIVELY, HOWEVER NO MODELLING HAS BEEN UNDERTAKEN TO VERIFY PERFORMANCE. ADDITIONAL STORMWATER DRAINAGE INFRASTRUCTURE WILL BE REQUIRED TO SERVICE THE SITE AND MAY INCLUDE OPEN CHANNELS, CULVERTS, INLET PITS AND UNDERGROUND PIPES.
5. THE Q100 FLOOD LINE (1% AEP FLOOD EVENT) AND CONSERVATION BOUNDARY LINE HAVE BEEN COPIED FROM JACOBS DRAWING No. "IS433300-1000-CI-DML-2001\_DESIGN\_MASTER\_CAD" RECEIVED ON 04/09/23.



LEGEND	
	ASPHALT PAVEMENT
	CONCRETE PAVEMENT
	CONCRETE FOOTPATH
	GRASSED AREA
	GARDEN AREA
	STORMWATER TREATMENT INFRASTRUCTURE
	EXISTING HERITAGE BUILDINGS / SITE FEATURES
	FUTURE BUILT FORMS (PROPOSED IN MASTERPLAN)
	KIOSK SUBSTATION & PAD
	UNDERGROUND UTILITY TRENCH ROUTE
	EXISTING CONTOURS
	CADASTRAL BOUNDARY
	EXISTING TREES
	TREE PROTECTION ZONE



NOT FOR CONSTRUCTION

### 3. Summary

The evolution of the BCP design between 2023 and 2025 demonstrates a clear and deliberate progression toward a reduced development footprint, stronger integration between civil and landscape disciplines, and an increased prioritisation of vegetation retention, fauna movement opportunities, and environmental values. Through a structured and iterative process involving multidisciplinary workshops, detailed consultant coordination, incorporation of ecological survey data, and repeated refinement of infrastructure geometry, the adopted PoD applies avoidance and minimisation measures consistent with the mitigation hierarchy under the EPBC Act.

Each successive iteration sought to consolidate built form, rationalise pavement extents, maximise the retention of mature and high-value trees, and improve fauna movement opportunities. As a result, the final configuration represents a substantially refined development footprint relative to earlier master planning concepts, providing a balanced outcome that meets operational and safety requirements associated with the Games while supporting the long-term transition of the Site into a community-focused precinct with strengthened environmental and ecological outcomes.

This iterative and evidence-based design approach ensures that potential impacts on MNES have been avoided and minimised to the greatest extent practicable at the strategic planning stage, prior to the progression to detailed design.