CHAPTER 13
Planning and land use
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13. Planning and land use

This chapter assesses potential impacts of Brisbane Metro on planning and land use in the study area. It provides an overview of the planning frameworks, describes existing planning, land use and tenure within the study area and assesses potential benefits and impacts of Brisbane Metro’s construction and operation on these values. Measures for managing potential impacts on planning and land use are also identified.

13.1 Assessment methodology

The study area for this assessment is described in Chapter 1 and includes the Brisbane Metro alignment with a 250-metre buffer. The methodology for this assessment involved:

- review of the legislative and local planning framework, strategic policies and land use plans relevant to land use and development within the study area, including for Queensland and Council
- an analysis of existing land uses based on the review of spatial information and aerial imagery
- an assessment of potential implications for existing and likely future land uses, including land use requirements, potential constraints on or changes to existing or likely future land use and development and opportunities for future development as a result of Brisbane Metro’s construction and operation
- identification of measures to avoid, manage or mitigate potential impacts or enhance opportunities for land use.

13.2 Legislative and policy context

Land use and development in the study area is guided by Queensland Government and Council planning frameworks.

13.2.1 State planning framework

The Queensland Plan

The Queensland Government released The Queensland Plan in 2014. It outlines the aspirations for the future development of Queensland based on nine foundation areas. The ‘infrastructure’ foundation area is most relevant to Brisbane Metro and seeks to ensure infrastructure is delivered efficiently and effectively with a focus on taking a long-term approach and implementing essential services that provide economic, social and community benefits. Brisbane Metro will result in improvements to bus travel times and access, contributing to achieving the success parameters outlined in The Queensland Plan.

Planning Act 2016

The Planning Act 2016 (Qld) (Planning Act) is the primary legislation guiding land use planning and development within Queensland. The purpose of the Planning Act is to manage development processes and implications of development to facilitate sustainable development, and to coordinate the integration of local, regional and State planning. Chapter 22 includes information on development approval requirements for Brisbane Metro.

State Planning Policy

The provisions of the Planning Act enable the Queensland Government to implement a State Planning Policy (SPP). The SPP establishes the Queensland Government’s position relating to planning matters of State interest and is applicable to development assessment and plan-making. The SPP prevails over local and regional planning instruments to the extent of any inconsistency.

1 State of Queensland (2014) The Queensland Plan
ShapingSEQ – South East Queensland Regional Plan

ShapingSEQ is the regional plan for South East Queensland. It provides a strategic planning framework for the sustainable management of growth and development for the South East Queensland region and has statutory force under the Planning Act. ShapingSEQ is underpinned by five key themes of grow, prosper, connect, sustain and live. The ‘prosper’ and ‘connect’ themes are particularly relevant to Brisbane Metro.

The ‘prosper’ theme seeks to ensure South East Queensland has a globally focused/outward facing economy. This includes supporting regional economic clusters by investing in enabling infrastructure to ensure the success of these areas. The capital city regional economic cluster, which includes the CBD, Fortitude Valley, Bowen Hills, Newstead, South Brisbane and Woolloongabba, is the civic, social, economic, historic and administrative hub of Queensland and the region’s primary centre of economic activity. The surrounding frame area supports large residential communities and clusters of knowledge and corporate, energy and resources, tourism and entertainment, health, and creative and cultural activities. Principal regional activity centres such as Upper Mt Gravatt, are key focal points for regional employment and critical regional services. These centres also provide a secondary administrative function to the capital city.

Brisbane Metro links key activity centres and the CBD with a high-frequency passenger transport system to support business and enable these locations to thrive. ShapingSEQ recognises that Brisbane Metro and the proposed CRR project will improve transport network reliability and enable greater economic growth within the capital city regional economic cluster.

The ‘connect’ theme seeks to prioritise transport infrastructure and associated land use changes that increase the share of trips made by walking, cycling and public transport. It supports maximising the use of existing transport infrastructure and embraces innovative new infrastructure to achieve the desired regional settlement pattern and to enable economic growth. It also supports improving the capacity of, and delivering high-frequency services for, the region’s public transport system, including passenger transport trunk services to and within inner Brisbane. Brisbane Metro will contribute to the achievement of this theme by improving public transport capacity into the CBD and providing connections with the existing bus and rail networks and the proposed CRR project.

ShapingSEQ identifies a land use pattern to support the regional vision, which provides a spatial context for both the strategic direction and regulatory provisions. The study area is located within the urban footprint, which identifies land to be developed for urban purposes to meet the land requirements for development in the region to 2041. Brisbane Metro is consistent with the intent of the urban footprint designation.

State Development and Public Works Organisation Act 1971

Queensland Children’s Hospital SDA under the SDPWO Act (section 77) at South Brisbane is located within the study area (refer to Figure 13.1). Mater Hill station is located within this SDA. A development scheme has been developed and approved for the Queensland Children’s Hospital SDA. This identifies the need to consolidate health services for children and young people by providing one tertiary and quaternary hospital. The SDA is divided into two precincts being the ‘health precinct’ for the provision of healthcare and development ancillary to the education precinct, and the ‘education precinct’ being for the provision of education and development ancillary to the health precinct. Key objectives of the development scheme include building a new Children’s Hospital (Lady Cilento Children’s Hospital completed in 2014), provision of a hub for paediatric and young peoples’ services, provision of planned development that balances community, economic and environmental values and to protect the SDA from incompatible land uses and activities.

Brisbane Metro will improve public transport access and connectivity to the Mater Hill station, supporting health and education services within the SDA.

Figure 13.1: State development areas and priority development areas

Key
- Study area
- State development area (DSD 2017)
- Priority development area (DILGP 2017)
- South Bank Approved Development Plan (South Bank Corporation 1998)
Economic Development Act 2012

The Minister for Economic Development Queensland may declare a Priority Development Area (PDA) for accelerated development under the provisions of the Economic Development Act 2012 (Qld) (ED Act). PDAs near Brisbane Metro are shown in Figure 13.1 and include Queen’s Wharf Brisbane PDA, Herston Quarter PDA, Bowen Hills PDA, and Woolloongabba PDA³.

Development within each PDA is regulated under an approved Development Scheme. Brisbane Metro passes through the Woolloongabba PDA, although development of utility services, which includes transport infrastructure, is identified as PDA exempt development. PDA exempt development does not require approval under the ED Act.

South Bank Corporation Act 1989

The South Bank Corporation was established to guide the overall redevelopment of the former Expo 88 site in South Brisbane. South Bank Corporation development assessment powers within the South Bank Corporation area transferred to Council in February 2013. Development of land within the South Bank area is guided by the South Bank Corporation Approved Development Plan⁴ (prepared under the South Bank Corporation Act 1989), which is currently administered by Council. The entries to the new underground Cultural Centre station at 125 Grey Street are located within Precinct Nine of the Approved Development Plan. The Approved Development Plan identifies that a special design approach is warranted on the corner of Melbourne and Grey Streets to acknowledge the proximity of the South Brisbane railway station, QPAC and BCEC, and the need to maintain views to these buildings.

13.2.2 Local planning framework

At a local level, land use and development within the study area is guided by various policies and strategies.

- City Plan, which guides and controls land use and development within Brisbane, providing the strategic planning direction as well as local development direction through local and neighbourhood plans.
- Council local laws, which govern and regulate certain activities within the city including parking, noise and vegetation.
- Brisbane City Centre Master Plan 2014 (City Centre Master Plan)
- Brisbane Long Term Infrastructure Plan 2012-2031 (BLTIP).

Brisbane City Plan

City Plan establishes a strategic framework, neighbourhood plans and land use zones to guide land use and development in Brisbane City. The strategic framework sets out the broad planning policy and overall land use structure for the city and includes a strategic intent or vision, themes and strategic outcomes. Three strategic framework themes are relevant to Brisbane Metro.

- **Globally competitive economy** – Brisbane Metro supports this theme through improvements to transport accessibility and efficiency within Brisbane, particularly in relation to improved access to Brisbane’s primary economic and employment centre in the CBD.
- **Highly effective transport and infrastructure** – Brisbane Metro supports this theme through the provision of improvements to Brisbane’s transport infrastructure network.
- **Brisbane’s city shape** – This theme sets the spatial context for the strategic framework in Brisbane’s urban form, supporting the city’s emergence as a New World City. It aims to generate a node and corridor structure, with the inner city being established as the principal regional activity centre; Upper Mt Gravatt as a major regional activity centre; and Brisbane Technology Park, major hospitals and

⁴ South Bank Corporation (1998) South Bank Corporation Approved Development Plan
Under this framework, growth capacity has incrementally increased through Council's neighbourhood planning process.

City Plan sets out development intentions and strategic outcomes for specific zones and identifies preferred land uses and the intended pattern of development to be achieved. Land use zones within the study area are described in Table 13.1 and shown on Figure 13.2.

### Table 13.1: City Plan zones and planning intents

<table>
<thead>
<tr>
<th>Zone</th>
<th>Purpose/intent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emerging community (EC)</td>
<td>The emerging community zone encompasses land suitable for urban purposes and seeks to conserve land that may be suitable for urban development in the future.</td>
</tr>
<tr>
<td>Community facilities (CF)</td>
<td>The community facilities zone provides for community-related activities and facilities whether under public or private ownership. These may include the provision of municipal services, public utilities, government installations, hospitals and schools, transport and telecommunication networks and community infrastructure of an artistic, social or cultural nature.</td>
</tr>
<tr>
<td>District centre (DC)</td>
<td>The district centre zone provides for a mix of uses and activities. It includes a concentration of land uses including retail, commercial, residential, offices, administrative and health services, community, small-scale entertainment and recreational facilities capable of servicing a district.</td>
</tr>
<tr>
<td>Special purpose (SP)</td>
<td>Special purpose zones provide for public facilities and infrastructure that are publicly or privately owned or operated and seek to ensure that incompatible uses do not encroach on public facilities and infrastructure. Among other things, this zone typically accommodates transport infrastructure precincts and utility services precincts.</td>
</tr>
<tr>
<td>Specialised centre (SC)</td>
<td>The specialised centre zone provides for one (or more) specialised uses. Land within this zone is to provide for a specific mix or type of activities that can be co-located to maximise site multi-functionality, efficient use of land and physical and social infrastructure.</td>
</tr>
<tr>
<td>Mixed use (MU)</td>
<td>The mixed-use zone provides for a mixture of development that may include business, retail, residential, tourist accommodation and associated services, service industry and low-impact industrial uses.</td>
</tr>
<tr>
<td>Sport and recreation (SR)</td>
<td>The purpose of the sport and recreation zone is to provide for a range of organised activities that includes sport, cultural and educational activities where the uses require a level of built infrastructure. It includes built structures, such as clubhouses, gymnasiums, public swimming pools and tennis courts, and infrastructure to support the activities, safe access and essential management, where required to meet community needs.</td>
</tr>
<tr>
<td>Principal centre (PC)</td>
<td>The principal centre zone provides for the largest and most diverse mix of uses and activities that forms the core of an urban settlement. The principal centre zone includes concentrations of high-order retail, commercial, employment, residential, health services, administration, community, cultural, recreation and entertainment activities and other uses.</td>
</tr>
<tr>
<td>Open space (OS)</td>
<td>Provides for informal recreation where built form is not essential to the enjoyment of the space. The open space zone provides for local-, district- and metropolitan-scale parks that serve the recreational needs of a wide range of residents and visitors.</td>
</tr>
<tr>
<td>Low/Low-medium/medium density residential</td>
<td>Low to medium density residential zones provide for a range and mix of dwelling types including dwelling houses and multiple dwellings supported by community uses and small-scale non-residential services and facilities.</td>
</tr>
<tr>
<td>Character residential (CR)</td>
<td>Character residential zones provide for a particular character of a predominantly residential area. The residential uses are supported by community uses and small-scale services and facilities that cater for local residents.</td>
</tr>
</tbody>
</table>
Figure 13.2A: Brisbane City Plan 2014 Zoning

Key
Zones (Brisbane City Council 2014)
- LDR Low density residential
- CR Character residential
- LMR Low-medium density residential
- MDR Medium density residential
- NC Neighbourhood centre
- PC Principal centre
- SR Sport and recreation
- OS Open space
- EM Environmental management
- CN Conservation
- EC Emerging community
- MU1 Mixed use
- RU Rural

Community facilities
- CF1 Major health care
- CF3 Cemetery
- CF5 Education purposes

Specialised centre
- SC1 Major education and research facility
- SC4 Large format retail
- SC5 Mixed industry and business

Special purpose
- SP4 Utility services

Key
- Study area
- Metro depot

Stations
- Station modifications
- Station upgrades
Figure 13.2B: Brisbane City Plan 2014 Zoning
City Plan incorporates neighbourhood plans that provide detailed guidance on planning and land use for the future development of specific localities across the city. Neighbourhood plans relevant to Brisbane Metro are shown in Figure 13.3 and include:

- Rochedale Urban Community neighbourhood plan
- Mount Gravatt Corridor neighbourhood plan
- Eastern Corridor neighbourhood plan
- Holland Park–Tarragindi District neighbourhood plan
- City Centre neighbourhood plan
- Ithaca District neighbourhood plan
- South Brisbane Riverside neighbourhood plan
- West End–Woolloongabba District neighbourhood plan.

**Brisbane City Centre Master Plan 2014**

The City Centre Master Plan sets the vision and strategic framework to guide growth in the CBD and surrounds. The CBD vision is to develop as an ‘open city’. In delivering this vision, there are five strategies focusing on economic development; public realm; built form; social and culture; and transport. The City Centre Master Plan identifies the need for the CBD to be well-connected with safe and efficient access between the various transport hubs and the health, knowledge, cultural and government hubs. It identifies a number of priority projects that are intended to commence by 2019 including:

- Howard Smith Wharves – currently under construction and is anticipated to be completed late 2018
- Queen’s Wharf and William Street precinct – demolition and enabling works commenced in early 2017 with the core development expected to be open by 2022
- Edward Street – the Edward Street upgrade project completed in September 2017
- Albert Street redevelopment – the Albert Street vision has been finalised by Council.

Other priority projects include Kangaroo Point Bridge (currently not funded) and the BaT project (on hold). The Queensland Government are now progressing with the proposed CRR project.

The City Centre Master Plan identifies the need to deliver improvements to the inner city bus network (i.e. ‘unlock the bus networks’) to improve bus access to the city centre. This objective is to be achieved by improving bus connection from the South East Busway to the city centre via the Cultural Centre station and Captain Cook Bridge, and increasing underground bus capacity. Brisbane Metro will support this need by addressing bottlenecks in the inner city and providing a high-capacity, high-frequency transport system. Additionally, Brisbane Metro will assist in achieving the objective of improved CBD amenity through a rationalisation of buses on streets. Brisbane Metro will also support the successful implementation of a number of other priority projects through the improved access to high-quality public transport within the CBD.

**Brisbane Long Term Infrastructure Plan 2012-2031**

The Brisbane Long Term Infrastructure Plan is Council’s policy document to deliver infrastructure strategies for Brisbane. It recognises that Brisbane’s infrastructure program needs to meet the service needs of the community and contribute to achieving the city’s broader economic, social and environmental aspirations. Public transport is recognised as critical to maintaining liveability and that it will evolve to provide:

- reliable, frequent and accessible services
- access to major centres, services and facilities that meet the needs of commuters
- well-connected, multi-modal networks with seamless integration between different modes.

The Brisbane Long Term Infrastructure Plan outlines a number of public transport actions that will be supported by Brisbane Metro.
Figure 13.3A: Neighbourhood Plans

Key
- Study area
- Metro depot

Stations
- Station modifications
- Station upgrades

Brisbane City Plan 2014
- Neighbourhood plan
Figure 13.3B: Neighbourhood Plans

Key

Study area

Stations

New station

Station modifications

Station upgrades

Brisbane City Plan 2014

Neighbourhood plan
13.3 Existing environment

This section describes the existing land use context within the study area, including land uses, land use zoning, current or proposed developments and tenure. Land uses in the study area comprises a broad mix of uses including residential; major commercial and employment; community (education, open space, cultural and leisure), health and medical and transport infrastructure. A description of land uses in the study area is provided in Table 13.2. Tenure within the study area is shown on Figure 13.4.

Table 13.2: Land uses in the study area

<table>
<thead>
<tr>
<th>Land use</th>
<th>Location and description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>• Commercial and retail uses at Eight Mile Plains, Upper Mt Gravatt, Woolloongabba, South Brisbane and the CBD.</td>
</tr>
<tr>
<td>Residential</td>
<td>• Low-density residential uses at Eight Mile Plains, Upper Mt Gravatt, Mt Gravatt and Holland Park.</td>
</tr>
<tr>
<td></td>
<td>• Low- to medium-density residential uses at Greenslopes, Spring Hill, and Herston and areas of character residential at Woolloongabba and Dutton Park.</td>
</tr>
<tr>
<td></td>
<td>• Medium- and high-density residential apartments at Upper Mt Gravatt, Woolloongabba, South Brisbane, the CBD and Spring Hill.</td>
</tr>
<tr>
<td>Major health, education and government</td>
<td>• Major hospitals such as Greenslopes Private Hospital at Greenslopes, PA Hospital at Woolloongabba, Mater Hospitals and Lady Cilento Children’s Hospital at South Brisbane, and RBWH at Herston.</td>
</tr>
<tr>
<td>facilities</td>
<td>• Tertiary education facilities such as Griffith University at Mt Gravatt, Nathan and South Brisbane; UQ at Woolloongabba, St Lucia and Herston; South Bank Institute of TAFE at South Brisbane; and QUT Kelvin Grove campus.</td>
</tr>
<tr>
<td></td>
<td>• Primary and secondary schools, including at Macgregor, Tarragindi, Holland Park West, Buranda, Dutton Park, South Brisbane and Spring Hill.</td>
</tr>
<tr>
<td></td>
<td>• Government administration uses, including at the Ecosciences Precinct and within the CBD.</td>
</tr>
<tr>
<td>Sport, recreation and leisure uses</td>
<td>• Toohey Forest Park, including Mt Gravatt Outlook Reserve at Mt Gravatt.</td>
</tr>
<tr>
<td></td>
<td>• Sport and recreation uses within the Griffith University Mt Gravatt campus.</td>
</tr>
<tr>
<td></td>
<td>• Cultural Centre precinct, comprising QPAC, Queensland Museum, Queensland Art Gallery, and Sciencentre.</td>
</tr>
<tr>
<td></td>
<td>• South Bank Parklands at South Brisbane; Roma Street Parkland within the CBD; and Victoria Park and Victoria Park Golf Course at Herston.</td>
</tr>
<tr>
<td>Transport infrastructure</td>
<td>• Pacific Motorway, Gateway Motorway, ICB, Legacy Way.</td>
</tr>
<tr>
<td></td>
<td>• Eleanor Schonell Bridge and Victoria Bridge.</td>
</tr>
<tr>
<td></td>
<td>• Busway infrastructure including Inner Northern Busway.</td>
</tr>
<tr>
<td></td>
<td>• Railway infrastructure including proposed CRR project.</td>
</tr>
</tbody>
</table>

13.3.1 Rochedale to Upper Mt Gravatt

The metro depot site at Rochedale is located within the emerging community zone and is held in freehold tenure. Surrounding land uses include rural residential, horticulture and community uses although several development applications currently exist for low-density residential development over land at School Road, which will change the nature of the area to a more urban setting. The Pacific Motorway and Gateway Motorway interchange is located west and north of the metro depot site. Surrounding properties are generally held in freehold tenure, with the exception of road reserve and lands lease for the Gateway Motorway road reserve.

Eight Mile Plains station is located within land zoned for open space. Land uses surrounding the station mainly include commercial offices, residential, open space (Bulimba Creek corridor) and major transport infrastructure (Pacific Motorway and Gateway Motorway). The station is partly located on freehold land (i.e. eastern platform) and partly within the road reserve (i.e. western platform). The tenure of the surrounding land is primarily freehold, with some areas of lands lease for the Gateway Motorway road reserve.
Upper Mt Gravatt station is located within the principal centre (regional centre) zone (PC2). Land uses surrounding the station include retail and commercial uses (Garden City Shopping Centre), the Upper Mt Gravatt bus depot, residential land uses and Pacific Motorway. The station is located on land held in freehold title, with land surrounding the station also held in freehold title apart from the road reserve for the Pacific Motorway.

### 13.3.2 Mt Gravatt to Greenslopes

Griffith University station is located between the Pacific Motorway and Griffith University Mt Gravatt campus, and within the major education and research facility zone (SC1). Land uses surrounding the station include transport infrastructure (Pacific Motorway and South East Busway), educational facilities and associated university uses such as student accommodation and recreational land uses. The busway is located adjacent to Toohey Forest Park, which provides for conservation land use. The station is partly located on State Land, partly on reserve land for the South East Arterial Road (i.e. Pacific Motorway), and partly on road reserve.

Holland Park West station is located on land held as reserve (South East Arterial Road) or road reserve and is not zoned in City Plan. The surrounding area generally includes low-density residential uses, open space and community facilities (i.e. Marshall Road State School).

Greenslopes station is within the utility services zone (SP4) on land held in freehold title and reserve for the South East Arterial Road and within the road reserve. Surrounding land uses include the Pacific Motorway, sport and recreation uses (Ekibin Park East and Annerley Football Club located adjacent to the station) and Ekibin Park South located west of the Pacific Motorway, and an Energex works depot to the east.

### 13.3.3 Woolloongabba to St Lucia

Busway stations in this part of the study area include Buranda station, PA Hospital station, Boggo Road station, UQ Lakes station and Woolloongabba station. A bus stop is also located at Dutton Park on the Eastern Busway.

Buranda station is located on road reserve (South East Arterial Road) and is not zoned in City Plan. Land adjoining the busway station is zoned for corridor (DC2) and transport infrastructure (SP3) uses. Surrounding land uses include transport infrastructure (Pacific Motorway, Buranda railway station and railway lines), residential land uses and community uses (e.g. South Brisbane Seventh-day Adventist church).

The Buranda TOD development is located at the corner of O’Keefe Street and Gilligham Street, adjacent to Buranda station. The development is currently under construction and Stage 1 is due for completion in early 2018. It includes two mixed-use towers comprising approximately 1160 student accommodation apartments and retail outlets.

PA Hospital station is located on land that is not zoned in the City Plan and is held in lands lease. Surrounding land is zoned for major health care (CF1) and utility services (SP4). The main land uses surrounding the station include PA Hospital and education and research facilities, major transport corridors (Ipswich Road, railway lines and Queensland Rail depot), Energex substation and commercial and retail uses.

Boggo Road station is on land zoned for mixed use (MU3) and transport infrastructure (SP3) and held in both lands lease and freehold title. The station is located within the Boggo Road Urban Village. Land uses surrounding the station include transport infrastructure (Park Road railway station, railway lines), commercial (Boggo Road Urban Village), residential and community uses (Dutton Park State School, Dutton Park Police Station, Boggo Road Gaol Museum and Sojourn Bible Church). Boggo Road Urban Village is a major development in the area currently under construction. It is planned to comprise a mix of residential apartments, commercial office space, retail marketplace and research facilities.

UQ Lakes station is within the UQ St Lucia campus on land held in freehold title. It is in the major education and research facility zone (SC1) and is subject to Infrastructure Designation under the Planning Act. Land uses near the station include recreation and education land uses, the Eleanor Schonell Bridge, and the Brisbane River.

Woolloongabba station is located within the Woolloongabba PDA. Land surrounding the site also includes land zoned for mixed-use to the north; community facilities and open space to the east; and land zoned mixed-use
and district centre to the south. Land uses surrounding the station include a mix of government, entertainment, retail, residential, transport and community uses. The station is located on land held in freehold title.

13.3.4 South Brisbane

Mater Hill station is located within the major health care zone (CF1). Land surrounding the station is also zoned for major health care facilities as well as high-density residential (HDR2) and district centre (DC1). Major land uses surrounding the station include hospitals and medical facilities (Mater Hospitals, Lady Cilento Children’s Hospital, Mater Private Clinic), education facilities (e.g. Somerville House and St Laurence’s College), residential uses and transport facilities and infrastructure (Stanley Street, Annerley Road and South East Busway). Land accommodating Mater Hill station and surrounding land is held in freehold title.

South Bank station is located within the transport infrastructure zone (SP3). Land surrounding the station includes land zoned for mixed use (MU1) to the north, east and south; and land zoned for education purposes (CF5) to the west. Surrounding major land uses include South Bank precinct (comprising open space and community uses, commercial, retail and residential uses), education facilities (e.g. South Bank Institute of TAFE, Griffith University South Bank campus and Brisbane State High School), residential and commercial development and transport facilities and infrastructure (South East Busway, South Bank railway station and railway corridor). Land accommodating and surrounding the South Bank station land is held in freehold title.

The new underground Cultural Centre station will be located within the inner city zone (MU1) beneath land held as freehold, reserve and road reserve. Land surrounding the station site is zoned for entertainment and conference centre uses (SC1), open space (OS3), principal centre (PC1) and transport infrastructure (SP3). Major land uses include the Queensland Cultural Centre (including QPAC, the Queensland Museum, Queensland Art Gallery and Sciencentre), residential and commercial uses, major transport facilities and infrastructure (South Brisbane railway station, railway corridor, Victoria Bridge), Brisbane River and South Bank Parklands.

13.3.5 Brisbane CBD

The section of the study area along Adelaide Street is within the city centre zone (PC1), while the King George Square station is located within the sport and recreation (metropolitan) zone (SR3). Land zoned for open space (OS3) is also located north-west of the busway station. Major land uses along Adelaide Street and near King George Square station include City Hall and the Museum of Brisbane, King George Square, including cafe and restaurant uses, commercial, retail and office development, and transport facilities and infrastructure (Inner Northern Busway including Albert Street tunnel). The tunnel at Adelaide Street will be located beneath the road reserve and the King George Square station is located on land held in freehold title. Surrounding land is held in freehold title, lands lease and reserve.

Development near Brisbane Metro in this section of the study area includes the Brisbane Quarter development at 300 George Street, which is a mixed-use development comprising a convention centre, hotel, multi-unit dwelling, office, restaurant and shop. This development is currently under construction with the initial stage of development due for completion in mid-late 2018. Subsequent stages of the development are planned to be completed over coming years. Queen’s Wharf Brisbane, between the Brisbane River, George Street, Alice Street and Queen Street is a significant redevelopment in the CBD comprising a mix of hotels, retail, restaurants, entertainment and open space uses. Construction of early works have commenced with main construction works expected to begin in 2018, with the initial development due to open in 2022.

Roma Street station is located on land held in freehold title within the city centre zone (PC1). Land surrounding the site is also mainly zoned principal centre. Land east of the busway station is zoned for open space (OS3). Major land uses surrounding the busway station include transport (Roma Street railway station and rail yards), high-density residential and tourist accommodation, open space (e.g. Roma Street Parkland, Emma Miller Place, E.E McCormick Place and Wickham Park), commercial and retail developments, and Australian and Queensland Government administration uses (Commonwealth Law Courts, Supreme and Districts Courts and Roma Street Police Station). Surrounding land includes land held in freehold title and reserve.

The Queensland Government’s proposed CRR project includes new underground platforms at Roma Street railway station. Construction of the new platforms would involve the demolition of the Brisbane Transit Centre
west tower. Other development in this part of the study area includes the proposed Brisbane Live Entertainment precinct, which comprises a large entertainment precinct above the Roma Street railway yard. The proposal is currently being considered under the Queensland’s market led proposals scheme.

13.3.6 Kelvin Grove to Herston

Normanby station is in land zoned for education purposes (CF5). North of the station, the Inner Northern Busway is in land zoned for sport and recreation uses (SR2). Land surrounding the station includes land zoned for character residential (CR2) north of the ICB, transport infrastructure (SP3), education purposes (CF5) and mixed use (MU3). Major land uses surrounding the station include Brisbane Grammar School, Normanby Hotel and major transport facilities and infrastructure (Inner Northern Busway, ICB, Legacy Way tunnel and railway line). The station is on land held in freehold title, with surrounding land held in freehold title and lands lease.

QUT Kelvin Grove station is located within the education purposes (CF5) and metropolitan (SR3) zones. Major land uses surrounding the station include the QUT Kelvin Grove campus, Victoria Park Golf complex and transport facilities and infrastructure (Inner Northern Busway, ICB and Legacy Way tunnel). The QUT Kelvin Grove station is located on State land. Surrounding land includes land held in freehold title and reserve.

Herston station is on land zoned metropolitan (SR3) on State land. Land north of Herston road is within the Herston Quarter PDA. Major land uses surrounding the busway station include Victoria Park Golf Course, residential development and transport facilities and infrastructure (Bowen Bridge Road, Inner Northern Busway and ICB). The Herston Quarter redevelopment in the PDA comprises health facilities, student accommodation, aged care and retirement living, residential, retail and public spaces. Works commenced in late 2017, with the development occurring in stages over 10 years. Surrounding land comprises land held in freehold title and reserve.

RBWH station is within the major health care (CF1) zone and Ernie’s Roundabout is in the district zone (OS2). The surrounding area is zoned for mixed use (MU3), low-impact industry (LII) and open space (OS2). Land uses include RBWH, education and research facilities, commercial and residential uses, light industrial and the RNA Showgrounds. Land accommodating the station and much of the surrounding area is held in freehold title.

13.4 Construction impacts

Major construction worksites will be required for the metro depot, bus turnaround and layover facility at Griffith University station, new underground Cultural Centre station and Adelaide Street tunnel, with smaller construction worksites required for other turnaround and layover facilities and station upgrades and modifications. Separate construction laydown areas will also be required for the storage of materials, plant and equipment. A number of construction laydown areas have been identified in the CBD. The need for additional sites will be confirmed through the detailed design phase. Direct impacts on land use from construction worksites and laydown areas will depend on their specific locations.

Impacts on land uses during construction will also relate to changes in amenity for surrounding land uses due to construction noise, vibration and dust. These impacts are expected to be managed through the implementation of environmental management measures.

The following describes potential land use impacts of construction at locations within the study area. Permanent impacts associated with the use of land for Brisbane Metro infrastructure are described in section 13.5.

13.4.1 Rochedale to Upper Mt Gravatt

The metro depot will require the acquisition of four properties on School Road prior to construction, including a TMR property and private land. These include land that is currently vacant, as well as land currently used for rural-residential and community uses (Brisbane Immanuel Church). One property is also currently subject to a development application to subdivide the land for multiple dwellings. Existing structures within the metro depot site will be demolished prior to construction.

During construction, potential impacts on land uses from the construction of the metro depot and modifications to busway stations in this section of the study area will generally be associated with temporary changes in
amenity for surrounding land uses, due to such things as increased construction noise, dust and traffic. This includes impacts on existing rural residential uses and potentially new low-density residential uses close to the metro depot. These impacts are expected to be managed through the implementation of environmental management measures.

Temporary land use impacts may occur in the immediate area surrounding the Upper Mt Gravatt station where works occur on the edge of the existing station footprint. Access to the shopping centre for pedestrians and vehicles will be maintained, although temporary changes may be required to access at Macgregor Street near the existing station. This would not impact on the functionality of the commercial land use due to the temporary nature of the works and the availability of alternative access points.

During construction, construction laydown areas will be required to support construction works at Eight Mile Plains and Upper Mt Gravatt stations. These will be identified through the detailed design phase and where possible, will be located within existing transport land.

13.4.2 Mt Gravatt to Greenslopes

Prior to construction, land will be required from the Griffith University Mt Gravatt campus to accommodate part of the proposed new bus turnaround and layover facility as well as the construction worksite and laydown area. This includes land used as a vegetated buffer between the South East Busway and university campus, as well as part of the university’s south car park. The part of the car park used for laydown will be reinstated and returned upon the completion of the construction.

13.4.3 Woolloongabba to St Lucia

During construction, temporary impacts would occur to the public realm at O’Keefe Street from the demolition and reconstruction of the plaza and footpath on the northern side of O’Keefe Street, and widening of the existing tunnel under O’Keefe Street. These will be reinstated following construction and no ongoing impacts on land use in this location are anticipated.

Potential construction impacts on surrounding land uses will generally be associated with changes in amenity due to construction noise, vibration and access changes associated with the demolition and reconstruction of the public plaza and excavation of the tunnel under O’Keefe Street (refer to Chapters 6 and 10). Mitigation measures will be required to manage potential amenity impacts during construction. These impacts are not expected to have ongoing impacts on surrounding land uses.

A section of Hanlon Park adjacent to O’Keefe Street and Norman Creek is proposed to be used for a construction laydown area. This will result in the temporary loss of land used for open space and recreation. Following construction, the area of Hanlon Park affected by the construction laydown area will be reinstated and rehabilitated and no ongoing impacts on the use of this area are anticipated.

At other stations in this section of the study area (e.g. Boggo Road, UQ Lakes, Woolloongabba), works will generally involve minor station modifications or changes to existing turnaround facilities. These works are not expected to impact on surrounding land uses.

13.4.4 South Brisbane

A construction laydown area for Mater Hill station is proposed on vacant land at Stanley Street, adjacent to Ronald McDonald House. The temporary use of this land during construction would prevent it being developed until after construction works at Mater Hill station are complete. This is not expected to have any long-term impacts on achieving the overall land use intent of the Queensland Children’s Hospital SDA.

Potential impacts on land uses surrounding Mater Hill station will mainly be associated with temporary amenity impacts and local access changes. This includes temporary access changes and amenity impacts for the Mater Medical Centre from the demolition and reconstruction of the access ramps and stairs connecting to the centre from the existing station platforms. Specific consideration will be required to the management of potential impacts on nearby health facilities including the Mater Hospitals, Mater Medical Centre, and Lady Cilento Children’s Hospital. In particular, the construction environmental management plan (CEMP) will need to
consider appropriate management measures to avoid potential construction impacts on the use of the land for health services.

The property at 125 Grey Street will be required prior to construction for the new underground Cultural Centre station. Use of the QPAC Green will also be required, as would access to the busway corridor adjoining the BCEC and the South Brisbane railway corridor for the underpass. Potential impacts on the operation of the busway and railway corridor from construction of the underpass and underground station are addressed in Chapter 6.

QPAC Green complements the main functions of QPAC by providing an informal open space used for informal performances and casual entertainment. While remaining areas of QPAC will continue to provide space for performances, the temporary use of QPAC Green for construction will disrupt the use of this area for entertainment uses (e.g. performances, outdoor dining, etc). Following construction, QPAC Green will be rehabilitated and reinstated for its existing use, avoiding ongoing land use impacts.

Construction activities have the potential to temporarily impact on the amenity of other spaces within QPAC, including outdoor dining areas and internal foyer and bar areas. Council has commenced discussions with the Cultural Centre precinct stakeholders about Brisbane Metro and potential impacts of construction and operation. Specific considerations will be included in the CEMP to avoid or minimise potential amenity impacts and disturbance on the use of facilities within the Queensland Cultural Centre, including QPAC. These will be developed in collaboration with Arts Queensland, QPAC and other relevant Cultural Centre precinct stakeholders.

13.4.5 Brisbane CBD

Construction of the cut-and-cover tunnel at Adelaide Street and connection to the existing Albert Street bus tunnel and King George Square station, may have temporary impacts on adjoining retail and commercial land uses at Adelaide Street and land uses such as Brisbane City Hall, the Museum of Brisbane and King George Square. This includes amenity impacts from noise, vibration and access changes. Temporary removal of bus stops in Adelaide Street between North Quay and Albert Street and the presence of ongoing construction activities may deter some pedestrians from using this area. Building awnings on the eastern side of Adelaide Street (between George Street and King George Square) are proposed to be temporarily removed to allow construction of the cut-and-cover tunnel. These will be reinstated following construction and are not expected to have any ongoing impacts on these uses.

Impacts from construction of the tunnel at Adelaide Street will be managed through the implementation of environmental management measures and specific considerations in the CEMP to minimise disruption to business, commercial and community land uses during the construction period. Potential impacts to the operation of businesses on Adelaide Street during construction are addressed in Chapter 14.

Construction of the platform extension at Roma Street station will impact on a small area within the Brisbane Transit Centre currently used for services and emergency access, as well as a small portion of a retail tenancy. The Brisbane Transit Centre west tower is proposed to be demolished for the proposed CRR project and a coordinated approach to construction will be required.

A construction laydown area is proposed in an area of open space at Skew Street. The site is surrounded by busy roads (e.g. Eagle Terrace, Skew Street and North Quay) and is not well used for recreation. It has previously been used as a temporary construction laydown area for various projects. As such, use of this open space area for construction laydown is not expected to have a significant land use impact. A secondary construction laydown area and site office is proposed for Emma Miller Place at Roma Street. This area is currently used as public open space. Use of part of the park to support construction activities would limit the usability of the park during the construction period. Following construction, this area will be rehabilitated and reinstated.
13.4.6 Kelvin Grove to Herston

Construction activities for Brisbane Metro in this section of the study area will generally be associated with minor station modifications and changes to existing bus layover areas. These works will generally occur within the existing busway corridor and adjoining road reserve and are not expected to have any land use impacts.

13.5 Operational impacts

Brisbane Metro will generally be located within the existing South East Busway, Inner Northern Busway and Eastern Busway corridors or existing road reserves. This will minimise land use changes with Brisbane Metro consistent with the current land use of transport infrastructure. Permanent land use change will generally be limited to the metro depot at Rochedale, and small areas of land adjacent to the existing busway at Upper Mt Gravatt, Mt Gravatt and South Brisbane. Volumetric requirements will also be required for the new underground Cultural Centre station and Adelaide Street tunnel.

Once operational, improved public transport access provided by Brisbane Metro will support land use and development within the study area, including development within key growth and urban renewal areas such as the Herston Quarter PDA.

Brisbane Metro will also support the strategic land use outcomes of City Plan and ShapingSEQ, which aim to develop a node and corridor structure to Brisbane’s urban form with key employment nodes that provide focus points of economic activity. Brisbane Metro would service many of the node locations including the Upper Mt Gravatt Regional Centre, Griffith University Mt Gravatt, PA Hospital, Boggo Road Ecosciences Precinct, UQ St Lucia, Mater Hospitals, South Bank, the CBD and RBWH. The high-frequency public transport service provided by Brisbane Metro will enhance connectivity between these key areas of the city linking residential, education, health, cultural, recreation and employment land uses.

13.5.1 Rochedale to Upper Mt Gravatt

Establishment of the metro depot at School Road, Rochedale will result in permanent land use change through the acquisition of four properties. They include land that is currently vacant, land currently used for rural-residential and community uses (Brisbane Immanuel Church) and a property currently subject to a residential development application.

The metro depot site is identified in the Rochedale Urban Community neighbourhood plan as part of the potential development area precinct for low-density residential uses. While the establishment of the metro depot will result in the loss of potential residential land, this is not expected to impact on the future development envisaged for Rochedale as the area of land affected by the metro depot is relatively small compared to the wider area identified for infill development within the neighbourhood plan. Further, development of the metro depot is not expected to impact the future connectivity of the Rochedale community given its location at the edge of the planning area and bordering the Gateway Motorway. The location of the metro depot adjacent to the Gateway Motorway would also assist in providing a buffer between future residential development and the motorway.

Permanent land use impacts from the modification of the existing Upper Mt Gravatt station are anticipated to be very minor and are not expected to impact on the functioning of the shopping centre. Once operational, Brisbane Metro will support improved public transport access to land uses within Mt Gravatt including the Garden City Shopping Centre, and higher-density development within this location. No permanent land use impacts are anticipated from the modification of Eight Mile Plains station.

13.5.2 Mt Gravatt to Greenslopes

The proposed bus turnaround and layover facility at Griffith University station will directly impact an area of land adjacent to the existing South East Busway corridor, within the Griffith University Mt Gravatt campus. The affected land is part of the vegetated buffer between the South East Busway and the southern car park of the campus. This will result in the permanent land use change of a small area of land within the university campus to transport infrastructure and will increase the footprint of transport infrastructure in this area.
Brisbane Metro is not expected to impact on facilities within the university and the use of this land is not anticipated to affect the function or use of the remaining university land use. During operation, Brisbane Metro will support improved access to the Griffith University Mt Gravatt campus as well as residential and recreational uses within and surrounding the university campus.

Modification of the existing station platforms will be within the existing busway corridor and land use impacts are not anticipated.

13.5.3 Woolloongabba to St Lucia

Brisbane Metro will involve modification of the existing Buranda station, including extension of the station platforms. These works will generally occur within the existing station footprint or adjoining transport infrastructure, and no permanent land use changes are expected. At other stations (i.e. Boggo Road, UQ Lakes and Woolloongabba), works will also generally be within existing busway land or on land used for other transport infrastructure and are not expected to result in any land use impacts.

During operation, Brisbane Metro will support improved public transport access to key land uses within this section of the study area including medical and educational facilities at the PA Hospital, government administration and research activities at the Boggo Road Ecosciences Precinct, and educational activities at UQ.

13.5.4 South Brisbane

Brisbane Metro will involve modification of Mater Hill station including extension of the station platform to accommodate metro vehicles. This is expected to require the replacement of access ramps and stairs to Mater Medical Centre. The proposed modifications would not have any long-term impacts on surrounding land uses or the overall land use intent of the Queensland Children’s Hospital SDA.

The new underground Cultural Centre station, including connection to the existing BCEC busway tunnel is proposed to be located beneath the South Brisbane railway station, land at 125 Grey Street (Lot 104 on SPS107441), the intersection of Grey and Melbourne Streets and QPAC Green. A transition structure is also proposed in Melbourne Street connecting to Victoria Bridge.

The new underground Cultural Centre station and connection to the existing BCEC busway tunnel will require the acquisition of land at 125 Grey Street (Lot 104 on SPS107441). This site is located at the corner of Grey and Melbourne Streets and is partially vacant with some car parking for Queensland Rail staff and utilities (e.g. sewer pump station). This site will be used for the station entries and street level station plaza.

Opportunities for small scale retail uses will also be provided within the station plaza, allowing for activation of the streetscape at this location. The station will be designed to accommodate a future low-rise building above the station entries and the airspace above the station entries would potentially be available for future development. Redevelopment of the airspace above the station is not part of Brisbane Metro and would be undertaken as a separate planning process. As indicated in section 13.2.1, this site is proposed to accommodate development up to eight storeys by the South Bank Corporation Approved Development Plan.

The new underground Cultural Centre station will have volumetric requirements under Queensland Rail land at South Brisbane and land accommodating QPAC. The location of the station beneath QPAC Green is not anticipated to impact on the ongoing use of QPAC Green or the wider QPAC site. The transition structure at Melbourne Street will sever the existing pedestrian tunnel connecting QPAC and the Queensland Museum car park. In addition to providing access to visitors of these facilities, the tunnel is used to support the operations of QPAC, the Queensland Museum and Queensland Art Gallery (e.g. for transporting equipment between facilities). The loss of this pedestrian tunnel is likely to require some operational changes for the operators of these facilities and access changes for visitors. Access for visitors will be maintained via the Cultural Centre pedestrian bridge across Melbourne Street, the upgraded pedestrian crossing at the intersection of Melbourne and Grey Streets and a new at-grade pedestrian crossing of Melbourne Street beneath the Cultural Centre pedestrian bridge. Alternative access for operators will also be maintained via the Cultural Centre tunnel at Stanley Street.
Once operational, Brisbane Metro will support improved public transport access within this section of the study area to medical and educational facilities, entertainment and recreation uses within the South Bank precinct, and higher-density development. The new underground Cultural Centre station will also support improved access to uses within the Cultural Centre precinct and provide opportunities to enhance the existing Cultural Centre precinct through an improved public realm and activated street frontage.

The existing Melbourne Street busway portal for the South East Busway will be permanently closed by Brisbane Metro. This will support safer and improved pedestrian access and provide opportunities to enhance the streetscape of this section of Melbourne Street, impacting positively on surrounding land uses. Removal of the existing Cultural Centre bus station and reconfiguration of the public realm in this area, incorporating smaller scale surface bus stops at Melbourne Street beneath the existing rail overpass, will contribute to the improved amenity of the area and strengthen the role of the precinct as a cultural and entertainment hub.

The closure of Melbourne Street to general traffic will require changes to vehicle access to the QPAC car park. In particular, vehicles accessing the car park will be required to use the existing Cultural Centre tunnel connecting from Peel Street. Access for service vehicles to QPAC and the Cultural Forecourt will be provided from this connection or from Russell Street. Egress from the Cultural Forecourt for oversized vehicles will be maintained to Melbourne Street. Access to the QPAC loading dock at Grey Street will also be maintained. Overall, these changes are not expected to impact significantly on the overall function of land uses within this precinct. Further discussion about potential impacts on local access is provided in Chapter 6.

13.5.5 Brisbane CBD

Works within in this section of the study area will generally be within the existing busway corridor or road reserves and are not expected to result in any permanent land use change.

Brisbane Metro will remove access for through traffic from North Quay, although access will be maintained to the Brisbane Square car park via Adelaide Street to North Quay and to the Brisbane Quarter development currently under construction at 300 George Street from both North Quay and Adelaide Street.

The existing Roma Street station will be modified to allow for metro vehicles, including extension of the station platforms. This will impact on a small area within the Brisbane Transit Centre currently used for services and emergency access, as well as a small portion of a retail tenancy. The Brisbane Transit Centre west tower is proposed to be demolished for the proposed CRR project.

Minor modification to the existing turnaround and layover at Countess Street will be required for Brisbane Metro. These works will involve new line marking only and occur within existing busway land. As such, no permanent land use change is anticipated.

The location of the Brisbane Metro underground between George Street and King George Square station will provide opportunities to rationalise surface bus stops within the section of Adelaide Street and enhance the amenity of retail land uses at street level. This will complement the long-term vision for Adelaide Street as a transit and retail street and impact positively on the ongoing use and development of properties in this section of Adelaide Street.

Once operational, Brisbane Metro will support improved public transport access to existing and future land uses within the CBD and Roma Street precinct. Connectivity and interchange with the proposed CRR project at Roma Street will support enhanced access between rail, bus and metro transport, supporting future transit dependent proposals within this precinct.

13.5.6 Kelvin Grove to Herston

Works within this section of the study area will generally be within existing busway land or on land used for other transport infrastructure and are not expected to result in any land use impacts.

During operation, Brisbane Metro will support improved public transport access to key land uses within this area including educational facilities such as Brisbane Grammar School, Kelvin Grove State College, QUT Kelvin Grove and UQ; and medical and research facilities within the RBWH precinct; and the Kelvin Grove Urban
13.6 Mitigation and management measures

This section outlines proposed measures to manage land use impacts of Brisbane Metro’s construction and operation. They include measures recommended to be undertaken as part of Brisbane Metro. These will be further developed as the design progresses.

Mitigation measures recommended through the detailed design phase to minimise potential land use impacts include consulting with stakeholders to identify strategies to manage adverse land use impacts and enhance potential land use benefits. Key stakeholders include:

- Economic Development Queensland relating to opportunities for integration with future development within the Woolloongabba PDA, Queen’s Wharf Brisbane PDA, and Herston Quarter PDA
- proponents of developments planned or under construction near Brisbane Metro to provide timely information about any potential implications from Brisbane Metro’s design
- Cultural Centre precinct stakeholders, including QPAC, Queensland Museum and Queensland Art Gallery in relation to impacts on the QPAC, QPAC car park access and Cultural Centre precinct operations
- Queensland Rail with regard to South Brisbane and Roma Street railway stations.

Mitigation measures recommended to manage potential land use impacts of construction include:

- maintain access to adjoining properties, where practicable, and where changes to access are required, alternative access arrangements should be identified in consultation with property owners and occupants
- maintain access for delivery and service vehicles to commercial and industrial land uses near Brisbane Metro, where practicable and where changes are required, alternative access arrangements are to be identified in consultation with local businesses
- maintain safe and efficient access to major land uses near to construction works, including commercial and retail uses (e.g. Garden City Shopping Centre and the CBD); recreation and leisure uses (e.g. South Bank, Cultural Centre precinct); and community uses (e.g. hospitals, primary and secondary schools, Griffith University, UQ and QUT)
- implement appropriate environmental management measures to manage potential impacts on the amenity of land uses surrounding construction worksites associated with construction noise and vibration, dust, emissions and odours, visual intrusion and construction traffic
- maintain access for emergency services and delivery vehicles to the PA Hospital, RBWH, Lady Cilento Children’s Hospital and Mater Hospitals for the duration of construction works.

13.7 Summary

Brisbane Metro will contribute towards achieving Council and the Queensland Government’s strategic objectives for Brisbane through addressing critical capacity issues in the public transport network and improving accessibility within, and between, key employment nodes. This will support development of an urban form consistent with the strategic land use outcomes of City Plan and ShapingSEQ.

Land use opportunities created by Brisbane Metro will include enhancement of the Cultural Centre precinct through an improved public realm and strengthening the role of the precinct as a cultural and entertainment hub.

Land use and property impacts of Brisbane Metro will be minimised through the repurposing of the existing South East Busway, Inner Northern Busway and Eastern Busway and mainly locating new works within the existing busway corridor or road reserves. Brisbane Metro will require the acquisition of four properties for the establishment of the metro depot at Rochedale, land at 125 Grey Street (Lot 104 on SPS107441) and small areas of land at Upper Mt Gravatt, Griffith University and Mater Hill stations. Permanent land use change will
generally be limited. These property impacts are considered a low risk given the relatively small areas of land required and the availability of land supporting similar land uses in the local areas.

During construction, temporary land use impacts from amenity changes and construction worksites are expected to be managed through the implementation of appropriate environmental management measures relating to noise and vibration, dust, emissions and odours, access changes and construction traffic. Site-specific mitigation measures will be developed in consultation with sensitive land uses such as health and medical facilities (PA Hospital, RBWH, Lady Cilento Children’s Hospital and Mater Hospitals), educational uses and the Cultural Centre precinct (e.g. QPAC, Queensland Museum and Queensland Art Gallery).