



BaT project

Chapter 5 Land use and tenure



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5. Land Use and Tenure

5.1 Introduction

The purpose of this chapter is to assess the potential impacts of the Project on land use and tenure. It describes existing land use and tenure within the study corridor and assesses the potential benefits and impacts on land use and tenure from the construction and operation of the Project. It also provides an assessment of the Project against relevant State, regional and local planning frameworks.

This chapter addresses sections 10.3, 10.4 and 10.5 of the Terms of Reference (ToR).

5.1.1 Methodology

This assessment focusses on the Environmental Impact Statement (EIS) study corridor shown in **Chapter 1 – Introduction**, particularly those areas accommodating or immediately surrounding the Project's surface infrastructure and construction activities. However, consideration has also been given to impacts on land use and tenure outside of the study corridor, where relevant.

This assessment of land use and tenure impacts involved:

- a review of the legislative framework, strategic policies, planning frameworks, local plans and zoning as it controls land use and development within the study corridor, including for both State and local government
- an analysis of existing land uses within the study corridor based on the review of previous investigations undertaken for the Cross River Rail EIS (SKM Aurecon CRR Joint Venture, 2011) where relevant and supplemented by review of aerial imagery and site inspections
- identification and consideration of future developments near the Project to understand likely future land use changes
- a review of existing tenure within the study corridor and an appraisal of how the Project might change these arrangements
- an assessment of potential implications for existing and likely future land uses arising from the Project's construction and operation
- identification of measures to avoid or manage and mitigate potential impacts on land use and enhance opportunities for future land use change.

5.2 Legislative and policy framework

Land use and development in the study corridor is guided by both State and local government planning frameworks. This section provides an overview of planning and land use legislation and policies relevant to the Project. Legislation relevant to approvals for the Project is also discussed in **Chapter 1 – Introduction**.

5.2.1 State government

Sustainable Planning Act 2009

The Sustainable Planning Act 2009 (SP Act) guides planning and development within Queensland. The SP Act is supported by the *Sustainable Planning Regulation 2009* (SP Regulation). The purpose of the SP Act is to manage development processes and implications of development on the environment, and to coordinate the integration of State, regional and local planning.

The SP Act and SP Regulation, in conjunction with local planning schemes and State Planning Regulatory Provisions, identify types of development requiring approval within Queensland. Schedule 4 of the SP Regulation outlines development that is exempt from assessment against local government planning instruments. An amendment was made to this schedule in April 2014, which provides the Project with an exemption against the relevant local government planning instruments.

Further information on the development approval requirements for the Project and discussion on the Project's exemption under Schedule 4 is provided in **Chapter 1 – Introduction**.

State Planning Policy

The provisions of the SP Act enable the Queensland Government to implement a State Planning Policy (SPP). The SPP establishes the Queensland Government's position in regard to planning matters of State interest and are applicable to development assessment, designation of community infrastructure and the making and amending of planning schemes across the State. The SPP prevails over any regional and local planning instruments to the extent of any inconsistency.

The sixteen State interests are arranged under five broad themes of economic growth, environment and heritage, hazards and safety, infrastructure and liveable communities and housing.

The exemption of the Project under Schedule 4 of the SP Regulations, means that the development assessment and plan making requirements under the SPP do not apply to the Project. However, the ToR requires a discussion of the Project's compatibility with State interests identified in the SPP.

Table 5-1 outlines the State interests relevant to the Project.

Table 5-1 State planning policies

Theme	Area of State interest	Description
Economic growth	Development and construction	<p>Planning for economic growth aims to build on Queensland's traditional strengths in resources, agriculture, construction and tourism. Development and construction has been identified as a State interest.</p> <p>While the study corridor would be subject to this State interest, the stations at Woolloongabba, George Street and Roma Street would support the interest by encouraging future development in these areas.</p> <p>Further discussion on economic benefits of the Project is provided in Chapter 2 – Project rationale and Chapter 14 – Socio-economic assessment.</p>
Environment and heritage	Cultural heritage Water quality	<p>Planning for environment and heritage protects the natural environment and heritage attributes of the state. Specific State interests under this theme relevant to the Project include cultural heritage and water quality. This interest is applicable for both non-Indigenous and Indigenous cultural heritage.</p> <p>A number of places of State and local heritage significance are located within the study corridor at Dutton Park, Woolloongabba, Brisbane Central Business District (CBD), and Spring Hill. Areas containing significant Indigenous heritage values are located at Woolloongabba, Roma Street Parkland and Spring Hill (Victoria Park). Further discussion on the Project's cultural heritage implications is provided in Chapter 12 – Cultural heritage.</p>

Theme	Area of State interest	Description
		The water quality interest seeks to ensure development is planned, designed, constructed and operated to manage stormwater and wastewater in ways to help protect the environmental values specified in the Environmental Protection (Water) Policy 2009 (EPP (Water)). Further discussion on the Project's potential impacts to water quality is provided in Chapter 9 – Hydrology .
Hazards and safety	Emissions and hazardous activities Natural hazards	<p>The State interest for emissions and hazardous activities seeks to ensure that community health and safety, sensitive land uses and the natural environment are protected from potential adverse impacts of emissions and hazardous activities, while ensuring the long-term viability of industrial development, and sport and recreation activities. The Project's potential impacts on nearby sensitive land uses through emissions and hazardous activities are addressed in Chapter 10 – Air quality, Chapter 11 – Noise and vibration, and Chapter 16 – Hazard and risk.</p> <p>The State interest for natural hazards seeks to minimise the potential impact of natural hazards such as flood, bushfire and landslide on people, property, economic activity and the environment. The interest relevant to the Project is flooding. The Project's potential flooding implications are discussed in Chapter 9 – Hydrology.</p>
Infrastructure	State transport infrastructure	<p>The State interest for State transport infrastructure seeks to enable the safe and efficient movement of people and goods across Queensland and encourages land use patterns that support sustainable transport. The interest is to ensure State transport infrastructure surrounding development is compatible with, and supports the most efficient use of the infrastructure and transport network.</p> <p>The State interest is to facilitate development surrounding State transport infrastructure and existing and future State transport corridors that is compatible with, or supports the most efficient use of the infrastructure and transport network.</p> <p>This State interest provides the mechanism for the protection of the Project against incompatible uses.</p>
Liveable communities and housing	Liveable communities	The State interest for liveable communities seeks to ensure that development achieves a positive quality of life and wellbeing for the various communities within the state. The Project supports this State interest through 'facilitating the provision of pedestrian, cycling and public transport infrastructure and connectivity within and between these networks'.

The Queensland Plan

The Queensland Plan: a 30-year vision for Queensland (Queensland Plan) outlines the aspirations for the future development of Queensland based on nine foundation areas. These include:

- education
- community
- regions
- economy
- health and well-being
- environment
- people
- infrastructure
- governance.

The infrastructure foundation area is most relevant to the Project. This foundation area 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. The Project would result in improvements to bus and rail travel times and accessibility across the region and the Brisbane CBD in particular, contributing to achieving the success parameters outlined in the Queensland Plan.

South East Queensland Regional Plan 2009-2031

The South East Queensland Regional Plan 2009-2031 (SEQ Regional Plan) is the regional planning document for South East Queensland. The SEQ Regional Plan has statutory weight under the SP Act. It provides a strategic planning framework for the sustainable management of growth and development for the region to 2031 and beyond. The SEQ Regional Plan is currently being revised with the new plan due to be completed by the end of 2014. Consequently, the Project has been considered against the existing SEQ Regional Plan.

The SEQ Regional Plan outlines a regional land use pattern to support future growth within South East Queensland. The region's population growth is mainly expected to be in areas outside of Brisbane City, including in the Gold Coast and Logan to the south.

The Regional Plan also provides for a network of activity centres across South East Queensland connected by quality public transport. The Brisbane CBD is recognised as the primary activity centre for South East Queensland, accommodating the largest and most diverse mix of uses and being the primary area for the location government administration, retail, commercial and professional services. The Brisbane CBD is also intended to be the focal point for the region's radial public transport network. Other centres within the regional network include:

- principal regional activity centres, including at Beenleigh and Robina
- major regional activity centres, including at Logan Central, Coomera, Helensvale and Nerang
- specialist activity centres, including at Boggo Road/ Buranda, University of Queensland (UQ) and Herston/ Kelvin Grove.

The Project would improve efficiency, utilisation and service quality of the regional bus and rail networks as well as improve accessibility to the Brisbane CBD, and employment areas and activity centres serviced by these networks. This would reinforce the role of the Brisbane CBD as the primary activity centre within South East Queensland. At the same time, improved bus and/ or rail accessibility to other centres would support the continued development of these areas as concentrations of business, services and facilities for employment, research and education.

As the Project has been declared a coordinated project under section 26(1)(a) of the *State Development and Public Works Organisation Act 1971* (SDPWO Act), the State planning regulatory provisions of the SEQ Regional Plan do not apply.

Economic Development Queensland

The *Economic Development Act 2012* (ED Act) provides for areas to be declared as Priority Development Areas (PDA). Twenty-three sites across Queensland have been declared as PDAs, of which the Woolloongabba PDA is located within the study corridor.

A Development Scheme has been developed and approved for the Woolloongabba PDA. The Development Scheme identifies the PDA as a future urban transit-oriented precinct, containing a range and mix of residential, community, recreation and commercial uses, which is well connected to existing and planned transport infrastructure.

The Development Scheme includes a 'Transport Investigation Area', represented as an overlay within the PDA, recognising the future integration of a major public transport interchange with the existing Woolloongabba Busway Station and 20-30 storey development. The Woolloongabba Station is located within the Transport Investigation Area. A centre core of parkland and urban plaza is also proposed to accommodate a range of community and recreational uses.

The Woolloongabba Station would allow opportunities for the integration of transport and land use to be maximised. The Proponent would work with Economic Development Queensland (EDQ) to integrate Woolloongabba Station with future development of the Woolloongabba PDA.

Cultural Precinct Master Plan

The Cultural Precinct Master Plan was released by the Queensland Government in May 2014. It identifies the opportunities and potential for the future redevelopment of Brisbane's cultural precinct at South Bank. While the area covered by the Master Plan is outside the study corridor, the delivery of the Project would support a number of initiatives identified for the Cultural Precinct. In particular, the Master Plan acknowledges that public realm improvements to Melbourne Street, including changes to the busway, would benefit from the strategic investments in the Project.

5.2.2 Local planning framework

At a local level, land use and development within the study corridor is guided by various policies and strategies such as:

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

While legislative mechanisms under the SP Regulation exempt the Project from assessment against the City Plan, consideration of local planning frameworks is required by the ToR for the EIS. The local planning frameworks most relevant to the Project are discussed in the following sections.

Brisbane City Plan 2014

The City Plan establishes a strategic framework, neighbourhood plans and zones to guide land use and development in the city. The strategic framework sets out the broad planning policy for the Brisbane LGA and the overall land use structure for the City. It comprises a strategic intent or vision, themes and strategic outcomes. Brisbane City Council's vision is that Brisbane will be a vibrant and prosperous city, valued by residents and visitors for its friendly, optimistic character. It will be respected for its strong international ties, particularly with our Asian neighbours, and for its economic prosperity. Our communities will be active and healthy and our environment will be clean and green. All residents and visitors, of all ages and abilities, will be included in the life of Brisbane. The city will build on its cultural and creative resources to provide an enduring legacy of liveability for future generations.

The strategic framework outlines five themes that collectively represent the policy intent of the City Plan. The themes relevant to the Project are outlined in **Table 5-2**, along with their intent and Project relevance.

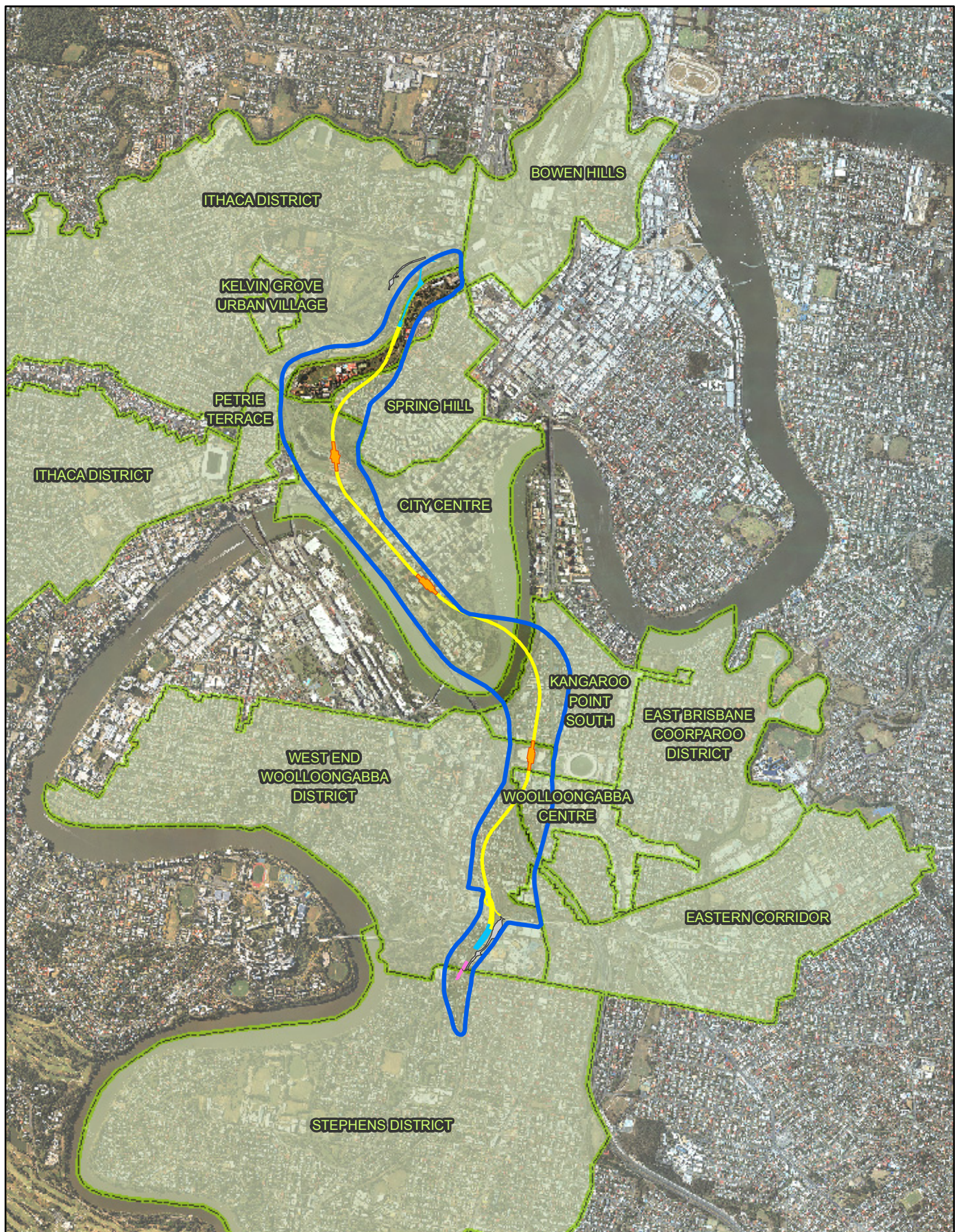
Table 5-2 City Plan strategic framework themes

Theme	Intent	Project relevance
Brisbane's globally competitive economy	<p>The theme's strategic outcomes are for development that will contribute to Brisbane as a centre for global business.</p> <p>This is intended to be achieved through the provision of a wide range of economic and educational opportunities in conjunction with promoting Brisbane as an attractive location for businesses to establish and skilled workers to relocate to.</p>	<p>The Project supports this theme through improvements to bus and rail transport accessibility and efficiency within Brisbane, particularly in relation to improved access to the city's primary economic and employment centre in the Brisbane CBD, as well as other employment and activity centres at Boggo Road Urban Village and Princess Alexandra Hospital (PA Hospital). The Project would support bus access to the Royal Brisbane and Women's Hospital (RBWH). Transport access would also be improved to major educational institutions such as Queensland University of Technology (QUT) Gardens Point campus by bus and train, and UQ via improved access from the Eastern Busway.</p>
Brisbane's Highly Effective Transport and Infrastructure	<p>The strategic outcomes for this theme are for Brisbane to be served by appropriate infrastructure that is continually invested in and is planned through a coordinated approach with other levels of governments and relevant entities.</p> <p>Transport networks are to provide efficient and reliable travel options for workers, residents, visitors and business and industry.</p>	<p>The Project supports this theme through improving efficiency, utilisation and service quality of the bus and rail networks, improving accessibility to the Brisbane CBD and other employment areas and activity centres in the Brisbane LGA.</p> <p>Planning and design of the Project is being led by the Queensland Government working in partnership with Brisbane City Council.</p>
Brisbane's CityShape	<p>The CityShape theme states the outcomes for Brisbane's urban form and structure that integrates in a spatial context the four themes that underpin Brisbane's emergence as a new world city; namely its globally competitive economy, outstanding lifestyle, clean and green leading environmental performance and highly effective transport and infrastructure networks.</p>	<p>The Project supports this theme by providing a transport system that integrates with and links key land use elements within the Brisbane LGA and provides integration between land use and transport.</p> <p>This theme is also addressed through the responses to 'Brisbane's globally competitive economy' and 'Brisbane's highly effective transport and infrastructure'.</p>

Neighbourhood plans

The City Plan comprises a range of neighbourhood plans which provide detailed guidance on planning and land use for the future development of specific localities across Brisbane City.

Neighbourhood plan areas near the Project are shown on **Figure 5-1**. **Table 5-3** provides a summary of the planning and land use intent for neighbourhood plans relevant to the Project.



LEGEND

Neighbourhood plan boundary
 Study corridor

Project Infrastructure
 Underground station
 Bus layover
 Dutton Park Station (upgraded)

Alignment
 Above ground
 Underground

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE 5-1

Neighbourhood plan areas

Aerial Photo: Brisbane City Council 2012



0 0.5 1
Kilometres
1:40,000 (at A4)
Projection: GDA 1994 MGA56

Table 5-3 City Plan neighbourhood plan planning and land use intents

Neighbourhood plan	Planning and land use intent
Eastern Corridor Neighbourhood Plan	<p>The intent of development within the Eastern Corridor Neighbourhood Plan focuses on the provision of interconnected centres along the Eastern Busway corridor. Development is to be functionally integrated with the busway and rail stations within the area.</p> <p>The Buranda residential precinct located adjacent to the PA Hospital, is to provide medium density residential development, offering a range of housing types.</p>
West End-Woolloongabba District Neighbourhood Plan	<p>Significant local planning improvements are proposed by the neighbourhood plan for major sites within the study corridor.</p> <p>The former GoPrint site is identified for potential future redevelopment to capitalise on its proximity to the Woolloongabba Busway Station to allow for a mix of uses, including high density residential development. This is proposed to be progressed through the Woolloongabba PDA.</p>
Woolloongabba Centre Neighbourhood Plan	<p>The Woolloongabba Centre Neighbourhood Plan proposes significant local planning and land use changes including development of an intensive core area at the intersection of Logan Road and Jurgens Street, containing a mix of uses with building heights of up to 20 storeys.</p> <p>Residential uses offering a mix of housing types are to continue to be located at Woolloongabba Hill, with intensification of uses in this area up to four storeys.</p> <p>Logan Road and Stanley Street are to continue to develop through a mix of uses, with intensification of this area supported by building heights of six to eight storeys.</p>
City Centre Neighbourhood Plan	<p>Land use planning for the City Centre encourages development of high density commercial and residential areas, complemented by a vibrant retail core and high level recreational and entertainment uses.</p> <p>The Neighbourhood Plan does not enforce a maximum building height (but there is a maximum 247m height restriction for aircraft operations), unless a building is located in a sensitive area, such as adjacent to a heritage place. Development within strategic redevelopment areas is managed so that each contributes proportionally towards the office floor space needs of the State's premier business district up to 2026.</p> <p>Whilst reinforcing the major high rise commercial areas and supporting intensity of uses, development must also maintain the character and integrity of heritage places located in the City Centre. Additionally, development must also support reduced dependence on private vehicles through high quality pedestrian connections and access to public transport.</p>

Overall, the Project is consistent with the general intent of the relevant neighbourhood plans. The Project supports the identified intent for increased residential and commercial development within the Woolloongabba and Brisbane CBD through the provision of improved public transport access. The neighbourhood plans identify the need to protect Brisbane's character and heritage. Due to the Project's surface infrastructure being primarily contained within existing transport corridors, impacts to Brisbane's character and heritage would be minimal.

Further discussion on the Project's impacts to heritage is provided in **Chapter 12 – Cultural heritage**.

Zoning

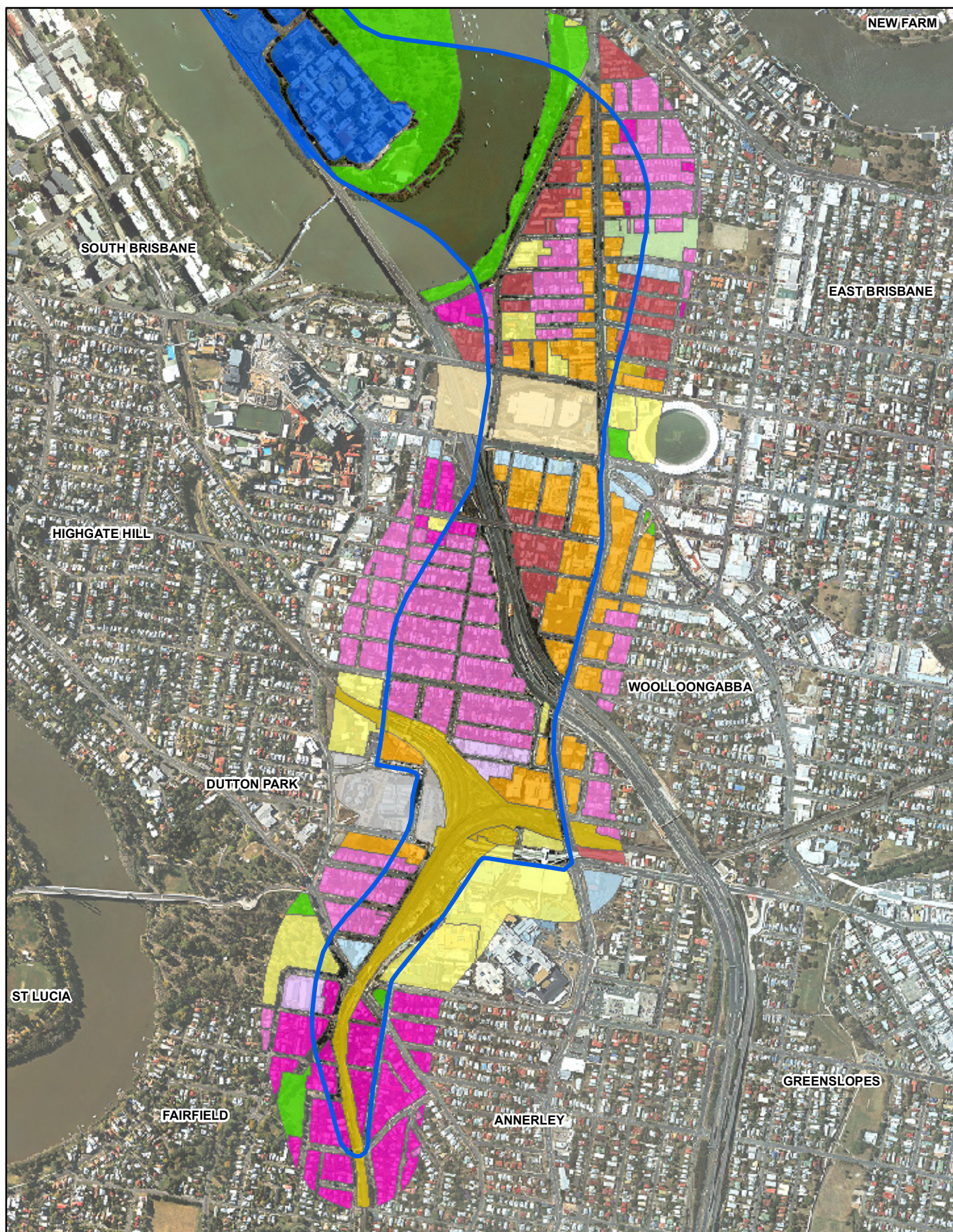
The City Plan sets out development intentions and strategic outcomes for specific zones within the Brisbane LGA and identifies preferred land uses and the intended pattern of development to be achieved. The zoning is identified on the planning scheme maps within the City Plan.

City Plan zoning for the study corridor is described in **Table 5-4** and shown on **Figure 5-2** and **Figure 5-3**.

Table 5-4 Relevant City Plan zones and planning intents

Zone	Purpose/ intent	Project relevance
Character Residential – infill	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.	The Project does not require the acquisition of land within this zone and would not require any changes to this zoning. Indirectly, character residential areas located near to rail and busway stations serviced by the Project may be subject to pressure for redevelopment at higher densities to benefit from increased transport accessibility.
Special purpose	Special purpose zones provide for public uses that are owned or operated by the government, semi-government, statutory authority, government owned corporation, local government or private organisations in the course of a public utility. Among other things, this zone typically accommodates transport infrastructure precincts and utility services precincts.	The Project would not require any changes to this zoning. The Project's Southern and Northern connections are located within areas zoned as Special Purpose Zone – SP3 Transport Infrastructure. The Project would be compatible with the overall outcomes for the SP3 Zone to support transport infrastructure including rail lines, busways and stations.
Specialised centre	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.	It is not anticipated that this zone would require change as a result of the Project. The Specialised Centre – SC1 Major Education and Research Facility, Boggo Road Urban Village, is located adjacent to the Project. The Project would provide enhanced bus and rail access to uses within the Boggo Road Urban Village.
Principal centre	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.	George Street Station and Roma Street Station would support development within this zone through improved access to high frequency public transport for residents and workers. This zone would not require any change as a result of the Project.

Zone	Purpose/ intent	Project relevance
Emerging community	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.	Future urban development within this area would be supported by improvements to public transport access as a result of the Woolloongabba Station.
Community facilities	Land in the community facilities zone is to provide for community related activities and facilities whether under public or private ownership. Community related activities and facilities 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.	The PA Hospital, Mater Hospital and RBWH are zoned Community Facilities – CF1 Major Health Care. The Project would provide improved bus access to and between the PA Hospital, Mater Hospital and RBWH as well as improved rail access to the Mater Hospital, via Woolloongabba Station. It is not anticipated that this zone would require change as a result of the Project.
Open space (metropolitan)	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.	The City Botanic Gardens are identified as Open Space (Metropolitan). The City Botanic Gardens are not impacted by the Project and changes to this zone would not be required for the Project.
Sport and recreation (metropolitan)	Provides for a range of organised activities that include sport, cultural and educational activities where the uses require a level of built infrastructure.	The Project would impact on land zoned as Sport and Recreation (Metropolitan) at Victoria Park, west of the Inner City Bypass (ICB). While the directly impacted land would require rezoning to accommodate the transport infrastructure, the zoning for the remainder of Victoria Park would not change.



LEGEND

Study corridor

Zoning

- Low density residential
- Low-medium density residential
- Medium-high density residential
- Principal centre
- Character residential

- Community facilities
- Neighbourhood and district centre
- Emerging communities
- Industry
- Mixed use
- Open space

- Special purpose
- Specialised centre
- Sport and recreation

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE 5-2

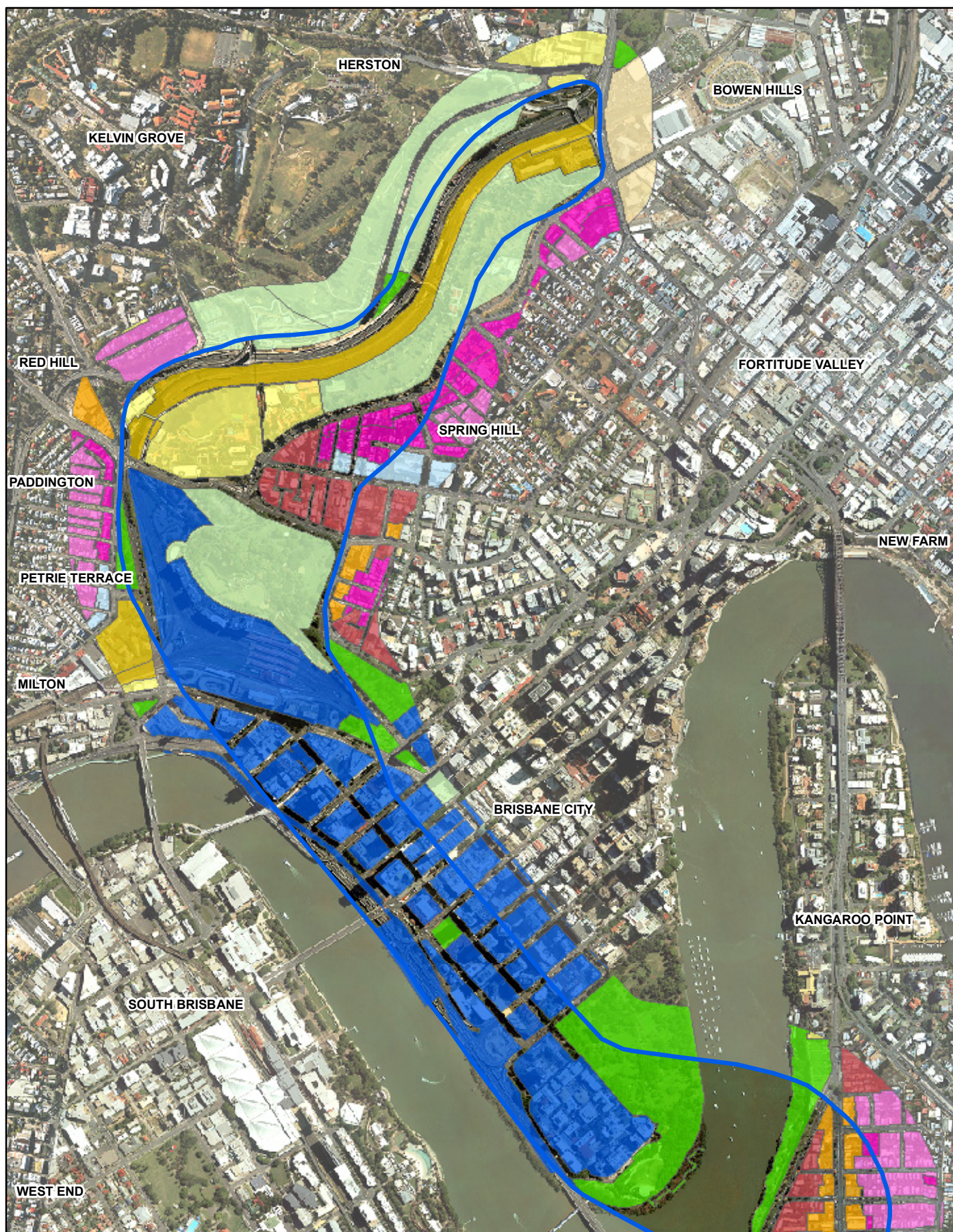
Brisbane City Council zoning - south



0 0.25 0.5
Kilometres

1:15,000 (at A4)

Projection: GDA 1994 MGA56



LEGEND

 Study corridor

Zoning

- Low density residential
- Low-medium density residential
- Medium-high density residential
- Principal centre
- Character residential

- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Community facilities | Special purpose |
| Neighbourhood and district centre | Specialised centre |
| Emerging communities | Sport and recreation |
| Industry | |
| Mixed use | |
| Open space | |

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE 5-3

Brisbane City Council zoning - north

Aerial Photo: Brisbane City Council 2012



0 0.25 0.5
Kilometres
1:15,000 (at A4)
Projection: GDA 1994 MGA56

Brisbane City Centre Master Plan 2014

The Brisbane City Centre Master Plan 2014 (CCMP) sets the vision and strategic framework to guide growth within the Brisbane CBD and surrounds. The vision for the Brisbane CBD is that it will develop as an 'open city' for big and small enterprises, encourage new ideas, develop buildings that interact with the streetscape and emphasise the use of outdoor spaces. In delivering this vision, the CCMP has identified five strategies, focussing on:

- economic development
- public realm
- built form
- social and culture
- transport.

Of relevance to the Project, the CCMP identifies the need for the Brisbane CBD to be well-connected with safe and efficient access between the various transport hubs and the health, knowledge, cultural and government hubs. The CCMP identifies the Project as one of six priority projects that are intended to commence within the next five years. Other priority projects include:

- redevelopment of Howard Smith Wharves with recreational, lifestyle, tourist and event facilities
- redevelopment of the Queen's Wharf and One William Street precinct
- Kangaroo Point Bridge, connecting Kangaroo Point with the city centre
- development of Edward Street into a world-class retail environment
- development of Albert Street as a green spine, connecting the City Botanic Gardens with Roma Street Parkland.

The Project would support the successful implementation of a number of these other priority projects through the improved access to high quality public transport within the Brisbane CBD.

The CCMP also 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 Brisbane CBD via the Cultural Centre Busway Station and Captain Cook Bridge, and increasing underground bus capacity. The Project would support this need by reducing capacity constraints at the Cultural Centre Busway Station and on the Captain Cook Bridge through the provision of an additional cross river route and a new underground station at George Street.

Local laws

Local laws are adopted by local governments as a means of addressing their particular needs and resources and to achieve the purpose and principles of their local government. Local laws for Brisbane City Council are administered under the *City of Brisbane Act 2010* (City of Brisbane Act).

While the State is not bound by local laws made under the City of Brisbane Act or *Local Government Act 2009*, these would be considered in the management of Project impacts.

Further information on local laws is provided in **Chapter 1 – Introduction**.

5.3 Existing environment

This section describes the existing land use context within the study corridor, including land uses, current or proposed developments and tenure.

5.3.1 Corridor-wide land use considerations

The study corridor comprises a broad mix of land uses types including residential, commercial, community, education, open space and light industry, reflecting its inner city location. Land uses within the study corridor are shown on **Figure 5-4** and **Figure 5-5**.

Commercial uses are the predominant land use within the study corridor, with these uses particularly focused in locations such as Woolloongabba, near Vulture and Stanley streets, the Brisbane CBD, and Spring Hill, north of Wickham Terrace.

Residential land uses are also located across the study corridor. Residential areas close to Project works include:

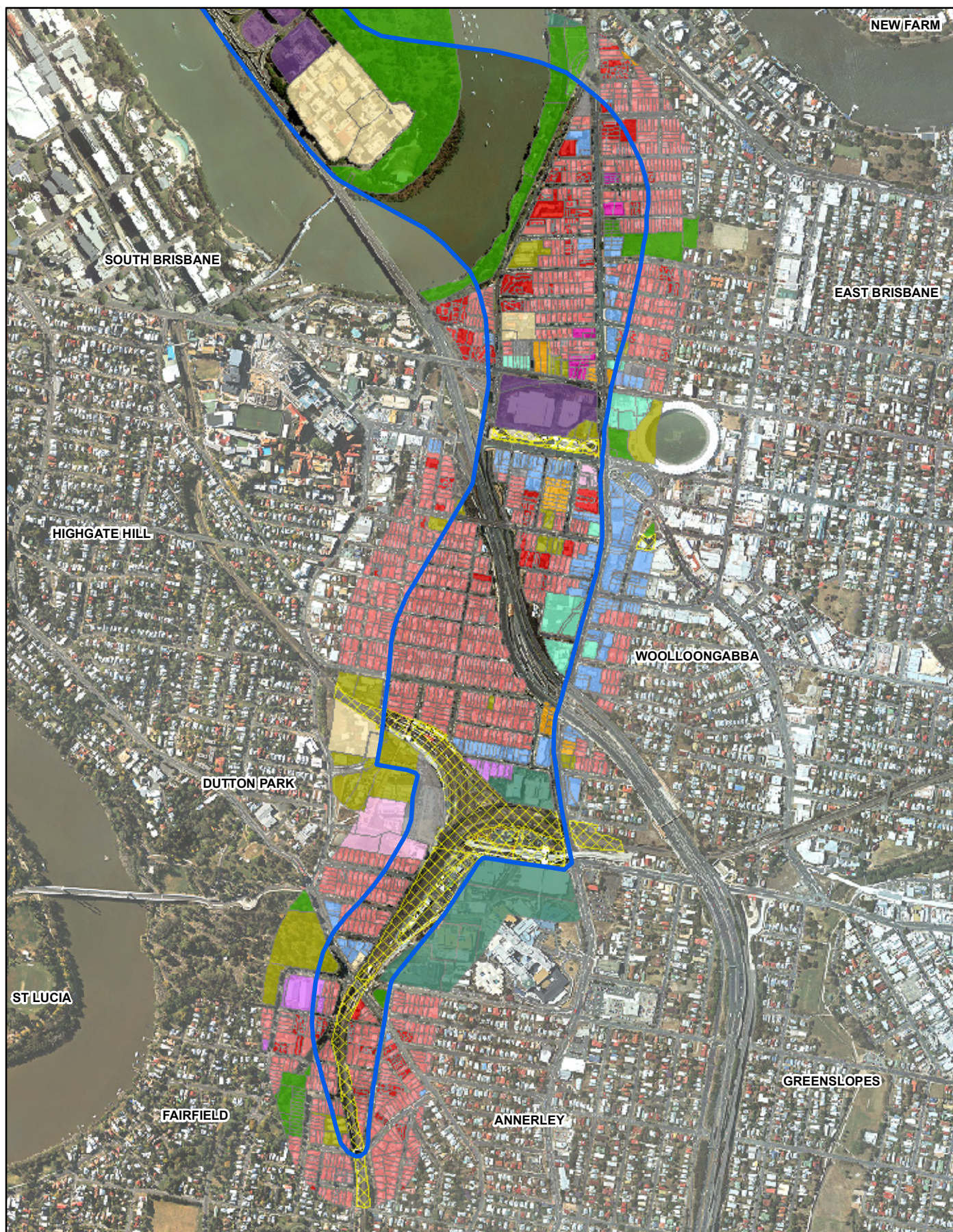
- Dutton Park, which mainly comprises low density residential land use
- Woolloongabba, primarily character and medium density residential land uses mixed with commercial land uses south of Stanley Street and to the north of Vulture Street, in Kangaroo Point
- Brisbane CBD, including areas of high density residential land uses at Roma Street Parkland
- Spring Hill, which has residential land uses mixed with commercial land uses between Wickham Terrace and Victoria Park.

A large number of major health, education and government facilities are located within or near to the study corridor. These include:

- PA Hospital at Woolloongabba, the Mater Hospital and Queensland Children's Hospital at South Brisbane, St Andrews Hospital at Spring Hill and RBWH at Herston
- QUT in the Brisbane CBD and at Kelvin Grove; UQ at St Lucia; Dutton Park State School at Dutton Park; and Brisbane Grammar School, Brisbane Girls Grammar School and St Joseph's College Gregory Terrace at Spring Hill
- Boggo Road Urban Village, including government research facilities within the Ecosciences Precinct, the State heritage listed Boggo Road Gaol and Dutton Park police station
- Queensland Parliament House and associated government precinct in the Brisbane CBD.

Open space areas are scattered throughout the study corridor, the most notable being the City Botanic Gardens and Roma Street Parkland within the Brisbane CBD and Victoria Park at Spring Hill.

Some light industrial land uses are located along Ipswich Road and Burke Street in Woolloongabba.



LEGEND

Study corridor	Education	Open space/park/recreation
Existing Land Use	Government	Transport infrastructure
Accommodation	Health	Vacant
Car park	Industry	
Commercial/retail	Mixed use (resid/comm/retail)	
Community	Multiple unit dwelling	
Detached dwelling	Office	

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE 5-4

Existing land use - south

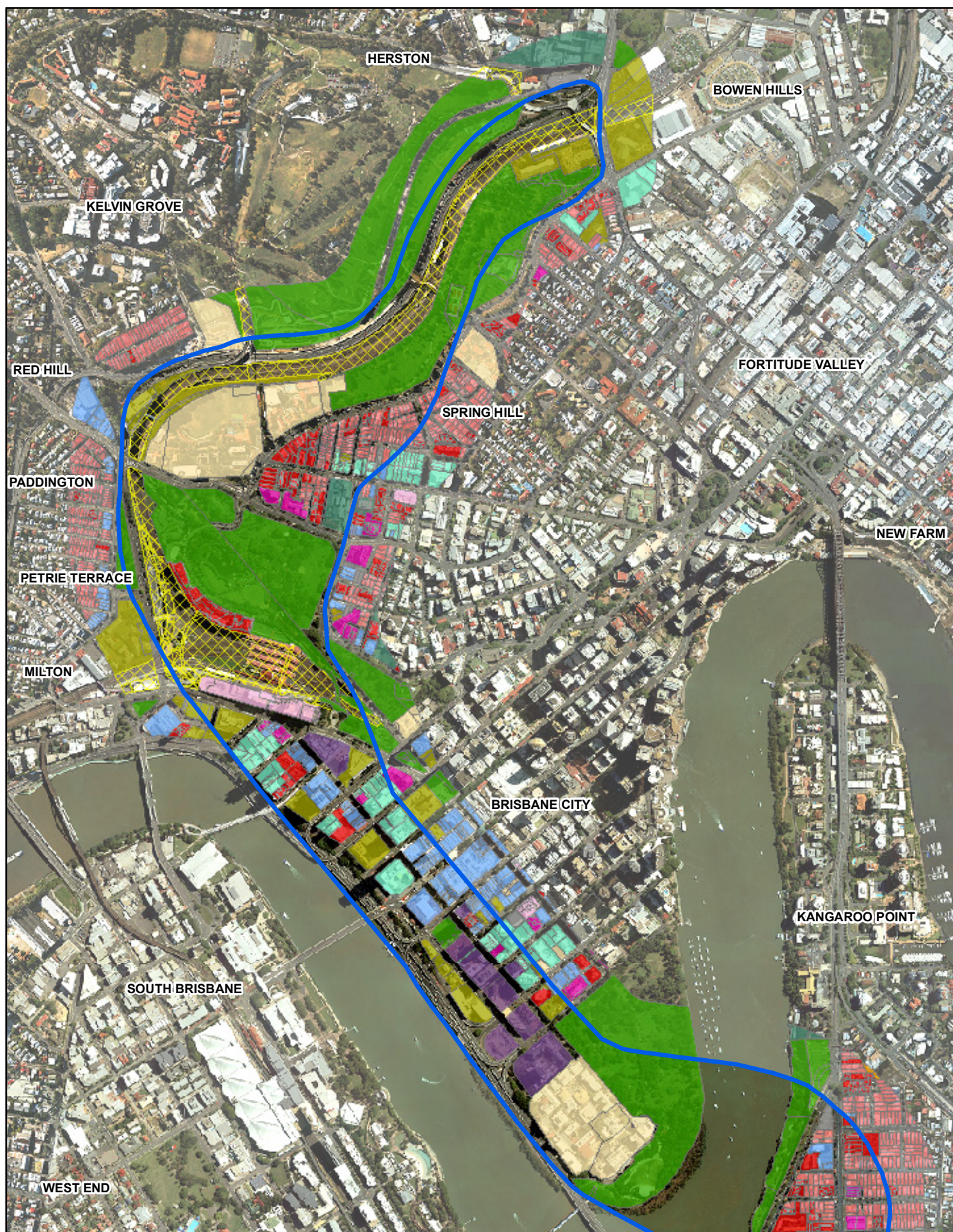


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Kilometres

1:15,000 (at A4)

Projection: GDA 1994 MGA56

Aerial Photo: Brisbane City Council 2012



LEGEND

 Study corridor	 Education	 Open space/park/recreation
Existing Land Use	 Government	 Transport infrastructure
 Accommodation	 Health	 Vacant
 Car park	 Industry	
 Commercial/retail	 Mixed use (resid/comm/retail)	
 Community	 Multiple unit dwelling	
 Detached dwelling	 Office	

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE 5-5

Existing land use - north



0 0.25 0.5
Kilometres

1:15,000 (at A4)

Projection: GDA 1994 MGA56

Aerial Photo: Brisbane City Council 2012

5.3.2 Dutton Park

Existing land uses near the Project at Dutton Park are shown in **Figure 5-4**. Project works in this area would primarily be located within land currently used for transport infrastructure such as:

- railway corridors, including for the Gold Coast Line, Beenleigh Lines, Cleveland Line and freight lines
- Dutton Park Station
- Queensland Rail maintenance facility
- busway corridors, including Eastern Busway and Boggo Road and PA Hospital busway stations
- PA Hospital cycleway at Kent Street.

A construction worksite would be established on Lot 2 within the Boggo Road Urban Village, between the Ecosciences building and existing railway corridor as well as in Outlook Park located north of Lot 2. Construction worksites would also be established within the railway corridor west and north of the PA Hospital, on Queensland Health land north of the PA Hospital Busway Station and on land currently used for car parking. A site office is proposed for Queensland Government land at the corner of Park Road and Merton Street. This site was previously used by the Disability Support Services Unit and is now vacant.

Land uses near to Project works at Dutton Park are varied and include residential, commercial, health and community services, education and research facilities. Such land uses include:

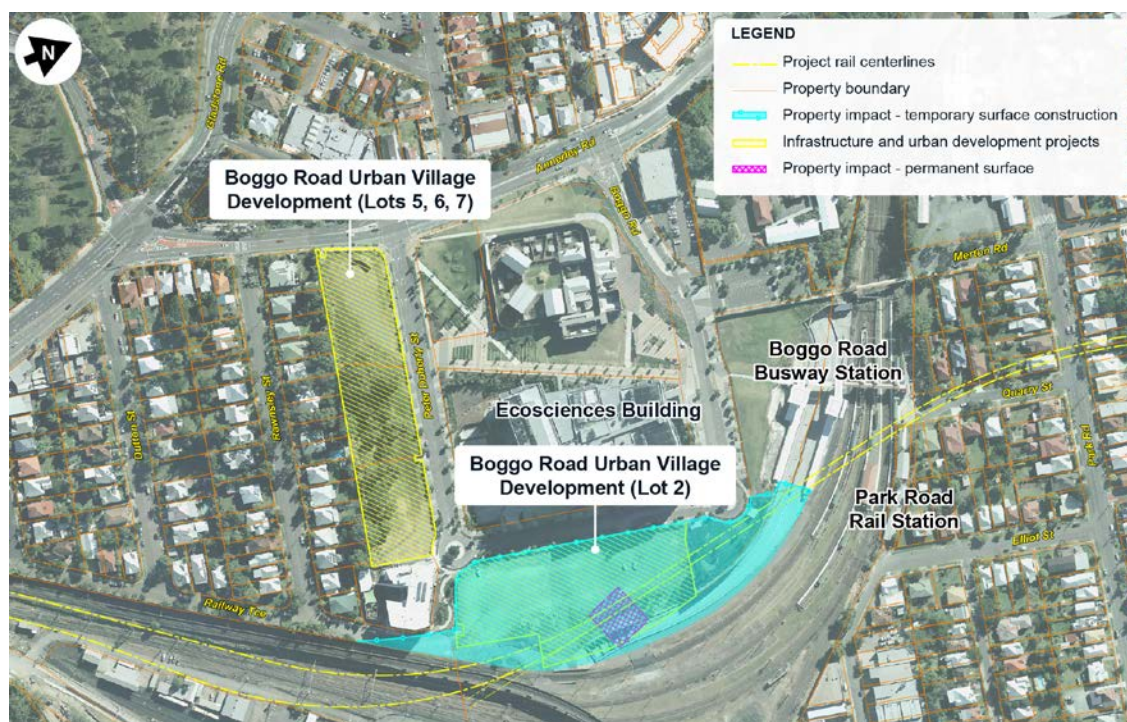
- Boggo Road Urban Village, including the State heritage listed Boggo Road Gaol, Ecosciences Precinct and the Leukaemia Foundation ESA Village (ESA Village)
- PA Hospital, including the research centres and the PA Hospital Early Education Centre
- Dutton Park Primary School
- Dutton Park police station.

The Boggo Road Urban Village aims to develop as a vibrant inner-urban precinct, which is anchored by the Ecosciences Precinct. The development is being undertaken jointly between the Queensland Government, the Commonwealth Scientific and Industrial Research Organisation (CSIRO) and the private sector. The Ecosciences Precinct has been identified by the CSIRO as one of five precincts across Australia of national and global significance.

The Ecosciences Precinct Stage 1 was completed in 2010 and included the development of the Ecosciences building. Stage 2 includes the proposed development of a Centre for Environmental Services on Lot 2. The Stage 2 development is proposed to be up to six storeys in height, providing about 46,000m² of floor area for research and commercial uses.

In addition to the Ecosciences Precinct, the Boggo Road Urban Village is planned to accommodate a mix of uses including residential, commercial, retail, cultural uses and open space areas. In particular, two six storey residential developments are proposed on land south of Peter Doherty Street, comprising a total of 148 dwellings, while a five storey commercial development is proposed for the southern corner of Peter Doherty Street and Annerley Road. A possible future bridge link has also been identified as part of the planning for the Ecosciences Precinct Stage 2 connecting the Ecosciences Precinct with the PA Hospital (not part of the Project). These developments are shown in **Figure 5-6**.

Figure 5-6 Location of future development within Boggo Road Urban Village



The PA Hospital is located immediately east of the Project works. In 2013, the hospital had over 6,000 staff. The hospital provides a wide range of health services and has an integral role in supporting a number of health and medical research facilities in conjunction with affiliated universities and other research foundations.

Residential uses nearest to the Project works are located west of the railway corridor and Railway Terrace, and south of the Boggo Road Urban Village (Peter Doherty Street). Residential uses are also located south of Cornwall Street and west of Annerley Road and north of Park Road Station to the South East Freeway. Residential uses include a mix of detached character houses and multiple unit apartments. A small area of open space is located east of the railway corridor at the corner of Annerley Road and Cornwall Street.

5.3.3 Woolloongabba

The suburb of Woolloongabba is undergoing change, with significant residential development and urban renewal recently occurring, under construction or planned in the area. The area surrounding the Woolloongabba Station includes a diverse mix of land uses at varying densities, including government; entertainment, sport and leisure; commercial and retail; residential; transport; and community uses. Land uses near to the Project at Woolloongabba are shown on **Figure 5-4**.

The Woolloongabba Station is located on land occupied by the former Queensland Government printer GoPrint. The Queensland Government Land Centre and South Brisbane Dental Hospital are located adjacent to the Project. Major land uses surrounding the Woolloongabba Station include:

- the Brisbane Cricket Ground (Gabba Stadium) at Main Street
- community uses, such as St Nicholas Russian Orthodox Church and the German Club at Vulture Street; and St Joseph's Primary School and Church on Leopard Street
- commercial uses, including on Stanley Street and Vulture Street, and on Ipswich Road

- major transport facilities and infrastructure, such as the South East Busway and Woolloongabba Busway Station (refer to Photograph 5-1), the Pacific Motorway and the CLEM7 (underground)
- utilities such as the Telstra Exchange at Main Street.

Photograph 5-1 Woolloongabba Busway Station



The Mater Hospital precinct and allied health services are also located at Stanley Street and Vulture Street, approximately 600m west of the proposed works.

The Woolloongabba Station would be located within the Woolloongabba PDA, which is proposed to be developed as a future urban transit-oriented precinct, containing a range and mix of residential, community, recreation and commercial uses up to about 20–30 storeys. A centre core of parkland and urban plaza is also proposed to accommodate a range of community and recreational uses.

Commercial land uses are established along land fronting Stanley Street and Ipswich Road. Land uses along the heritage commercial precinct of Stanley Street provide a mix of existing and emerging small scale retail and restaurants/ cafés. Logan Road, east of Ipswich Road also provides a focus for small scale retail and restaurant/ café uses.

Residential uses do not generally face the major road corridors. However, mixed use developments such as Gabba Central, are located along such corridors. Residential uses are also located north of Vulture Street to River Terrace at Kangaroo Point, and south of the commercial land uses at Stanley Street and Ipswich Road.

5.3.4 George Street

The Brisbane CBD is the principal economic, employment and administrative centre for South East Queensland, comprising a high density mix of retail, commercial, government, education, residential uses and open space. Land uses near the Project at George Street are shown on **Figure 5-5**.

Land uses adjacent to the George Street Station reinforce this as the principal government and administrative precinct in Queensland. The site identified for the George Street Station (63 George Street) comprises a nine storey office building containing primarily Queensland Government offices.

A number of administrative buildings are also located near the George Street Station including Mineral House (corner of George Street and Margaret Street), the Executive Building (110 George Street), Capitol Hill (corner of George Street and Mary Street), the Registry of Births, Deaths and Marriages (110 George Street), and Parliament House.

Other land uses near the Project in this area include commercial office buildings, residential buildings, retail businesses and a number of important community facilities, including:

- the City Botanic Gardens
- the QUT Gardens Point campus
- the Queensland Club, located at the corner of Alice and George streets.

There are also residential apartment buildings, with cafe and commercial uses located on the lower floors, including Club Lodge at the corner of George Street and Margaret Street, and Metro 21 at Mary Street.

A number of places included on the State heritage register are located near the George Street Station, including the Queensland Club at the corner of George Street and Alice Street; the Brisbane Synagogue at Margaret Street; and Harris Terrace and The Mansions, located at the corners of George Street and Margaret Street. Further information on non-Indigenous cultural heritage is provided in **Chapter 12 – Cultural heritage**.

The QUT Gardens Point campus is located adjacent to the Brisbane River, City Botanic Gardens and Parliament House at the southern end of George Street. QUT Gardens Point is one of three QUT campuses within South East Queensland, and has a student population of nearly 42,000 students (QUT, 2014). The Gardens Point campus occupies an area of approximately 7ha.

The City Botanic Gardens are included on the Queensland heritage register and occupy a site of approximately 20ha, bounded by Alice Street, QUT, Parliament House and the Brisbane River. The site was selected as a public garden in 1828 and was established as the City Botanic Gardens in 1855. The City Botanic Gardens includes a range of business and community uses, including the Riverstage, café and bicycle hire.

Land uses along George Street, west of the George Street Station mainly comprise a mix of high rise commercial office buildings and residential and tourist accommodation, with retail uses generally at street level. The George Street Station would be located adjacent to the Queen's Wharf Brisbane precinct, which includes the area south of George Street, across William Street to the Brisbane River, and from Alice Street to Queen Street. The precinct is intended to deliver major public realm through a broad range of mixed uses. It is anticipated that the redevelopment of the precinct will be managed through the declaration of the site as a PDA under the ED Act. This process would involve the preparation of a development scheme.

Vehicle access to commercial, government and residential land uses along George Street in the vicinity of the George Street Station is limited. Primarily, vehicle access to off-street parking for these uses is from William Street, Margaret Street or Mary Street. An indented passenger drop off and commercial loading zone is located adjacent to 80 George Street, opposite 63 George Street.

5.3.5 Roma Street

Land uses surrounding the Roma Street Station comprise mixed use, high density land uses present elsewhere within the Brisbane CBD, as well as open space. Land uses near the Project are shown on **Figure 5-5**.

Existing land uses in this area are dominated by the Parkland's residential precinct and the Brisbane Transit Centre and its associated transport and commercial uses, including:

- the Roma Street rail and busway stations
- long distance coach stations
- commercial and retail businesses
- hotel
- car parking capacity for over 800 vehicles.

Land uses adjacent to the Project in this area include:

- high density residential and tourist accommodation, including the Roma Street Parkland residential towers
- open space including the Roma Street Parkland, Emma Miller Place, Gallipoli Place and Wickham Park
- high density commercial and retail developments, primarily located along Roma Street and George Street
- Commonwealth and Queensland government buildings, including the Commonwealth Law Courts, Supreme and Districts courts and Roma Street police station.

Roma Street Parkland (refer to **Photograph 5-2**) is a prominent open space area within the Brisbane CBD. Brisbane City Council's planning framework identifies the parkland as forming the northern part of a green corridor that extends along Albert Street to the City Botanic Gardens. The Parkland contains a range of community and commercial uses, including an amphitheatre and café, and regularly hosts community events. Further discussion on community uses is provided in **Chapter 14 – Socio-economic assessment**.

Photograph 5-2 Roma Street Parkland



5.3.6 Spring Hill

Existing land uses near the Project at Spring Hill comprise a range of low to medium density residential and commercial land uses, education facilities and open space. Land uses near the Project are shown on **Figure 5-5**. Major land uses include:

- transport corridors, including the Exhibition Line, ICB, Inner Northern Busway and the Northern Busway
- recreational uses such as Victoria Park, Victoria Park Golf Course and Centenary Aquatic Centre
- health and medical uses including the RBWH campus at Herston, and the allied health services at the Centenary Aquatic Centre
- educational uses, including Brisbane Grammar School, Brisbane Girls Grammar School and St Joseph's College Gregory Terrace
- small scale commercial and retail uses, including at Gregory Terrace, Water Street and Brunswick Street, providing convenience services to local residents.

Victoria Park is the predominant land use surrounding the Project in this area (refer to **Photograph 5-3**). The park extends north and south of the ICB and provides both formal and informal recreational activities. These include the Centenary Aquatic Centre, cricket, tennis and netball facilities, bikeway and dog off-leash area.

Photograph 5-3 Victoria Park and Victoria Park Golf Course



A temporary construction worksite and workforce car park for the Legacy Way project, is located on sports fields within Victoria Park north of the ICB. The Legacy Way project is expected to be completed in late 2014.

The Brisbane City Council Field Services Group temporary staging facility is located within Victoria Park at the eastern end adjacent to the railway corridor. An Energex facility and the Biomedical Technology Services Facility (Queensland Health) are located adjacent to Victoria Park near Bowen Bridge Road. A number of allied health care businesses are also located within the Centenary Aquatic Centre complex. Victoria Park provides a buffer between residential uses adjacent to Gregory Terrace and major transport infrastructure, such as the Exhibition Line and the ICB.

The railway corridor includes a freight rail yard and washdown facility for passenger trains, both of which are important for the operations of the rail network.

Residential uses at Spring Hill are located mainly in the area bounded by Gregory Terrace, Boundary Street and St Paul's Terrace. They include a mix of detached and multiple unit dwellings. The area is notable for its character housing situated on steep, narrow streets with some areas providing views towards Victoria Park as well as the Brisbane CBD.

The RNA Showgrounds are located to the north-east of the study corridor. The Showgrounds host a wide range of events throughout the year, including the annual Brisbane Ekka. The area of Victoria Park between the ICB and Gilchrist Avenue is used as over flow car parking for major events at the Showgrounds. The Showgrounds is part of the Bowen Hills PDA. It is currently undergoing substantial redevelopment, which includes the establishment of new residential and commercial buildings.

5.3.7 Major development sites

A number of major development sites are located within or near to the study corridor that are currently under construction, planned or proposed. These are outlined in **Table 5-5** and include developments for a range of residential, commercial or mixed uses. These major developments are discussed further in **Chapter 17 – Cumulative impacts**.

Table 5-5 Committed developments in or near to the study corridor

Address	Lot and plan	Summary of proposed development	Development application (status)
Boggo Road Urban Village	Lot 2, Boggo Road Urban Village	Proposed development of Stage 2 of the Ecosciences Precinct, the Centre for Environmental Services. The environmental research development is proposed to provide up to 46,000m ² and accommodate about 2,000 to 3,000 workers. Preliminary approval has been gained.	No development application
Boggo Road Urban Village	Lot 5, Boggo Road Urban Village	Development of a five storey commercial office building.	Approved, construction expected to commence 2014
Boggo Road Urban Village	Lot 6, Boggo Road Urban Village	Development of a six storey residential building comprising approximately 64 units.	Approved, construction expected to commence 2014
Boggo Road Urban Village	Lot 7, Boggo Road Urban Village	Development of a six storey residential building comprising approximately 84 units.	Approved, construction expected to commence 2014
Chalk Hotel redevelopment, 9 Hubert Street, Woolloongabba	Lots 5, 18, 22, 26, 30, 34, 38, 42, 46, 50 and 54 RP11205, Lot 1 RP11210, Lots 1 and 2 RP74662, Lots 7 and 8 RP11205, Lots 3 and 9 RP838591	Three towers (30, 25 and 20 storeys) comprising a total of 502 residential units.	Approved, timing uncertain
One William Street development, 25 William Street, Brisbane	Lot 538 CPB32367, Lot 532 CP905886, Lot 530 SL7738	Development of a 43 storey commercial office tower due for completion in late 2016.	Approved, under construction
Queen's Wharf Brisbane, between the Brisbane River, George Street, Alice Street and Queen Street	Lot 538 CPB32367, Lot 532 CP905886, Lot 530 SL7738, Lot 101 CP905886, Lot 2 B32444, Lot 3 CP882348, Lot 100 CP898752, Lot 12 B32389, Lot 9 B32389, Lot 682 CP855445, Lot 10 CP866932, Lot 10 B31753, Lot 492 CP855445	Significant redevelopment comprising a mix of hotels, retail, restaurants, entertainment and open space uses.	The development of the site will be managed through the designation of the site as a PDA. Anticipated construction commencement in 2017

Address	Lot and plan	Summary of proposed development	Development application (status)
40 Elizabeth Street, Brisbane	Lot 1 RP883066	Development of a 27 storey, 300 room hotel, restaurant and convention centre.	Approved, timing uncertain
131 Mary Street, Brisbane	Lots 1, 2, 3, 4, 5 and 6 RP123433	Construction is underway on the development of an 88 storey mixed use tower including 47,000m ² commercial office space, 380 hotel rooms and 870 residential units.	Approved, under construction
278-318 George Street, Brisbane (former Supreme Court)	Lot 10 B32361, part of North Quay road reserve	Development of an 82 storey tower comprising 428 units and retail shopping mall, a 32 storey hotel comprising 305 rooms, and a 39 storey office tower.	Approved, under construction
151-271 Roma Street, Brisbane	Lot 35 SP207219	Development of two 33 storey towers for commercial uses occupying 6,000m ² on land currently occupies by part of the Brisbane Transit Centre.	Approved, timing uncertain
140 Alice Street, Brisbane	Lot 1 RP40587, Lot 12 SP231766	Construction is underway on the development of a 46 storey tower, containing 223 residential units and a café and bar.	Approved, under construction

5.3.8 Land tenure and ownership

Land tenure in the study corridor is shown on **Figure 5-7** and **Figure 5-8**. The majority of land within the study corridor is held in freehold title. Land in the study corridor held as leased land include the railway corridors at Dutton Park and Spring Hill. The CLEM7 includes land held in volumetric tenure under Main Street and residential and commercial areas at Woolloongabba, south of Stanley Street. Underground busway infrastructure, such as the South East Busway, also includes land held in volumetric tenure.

Land in the study corridor held in reserve includes:

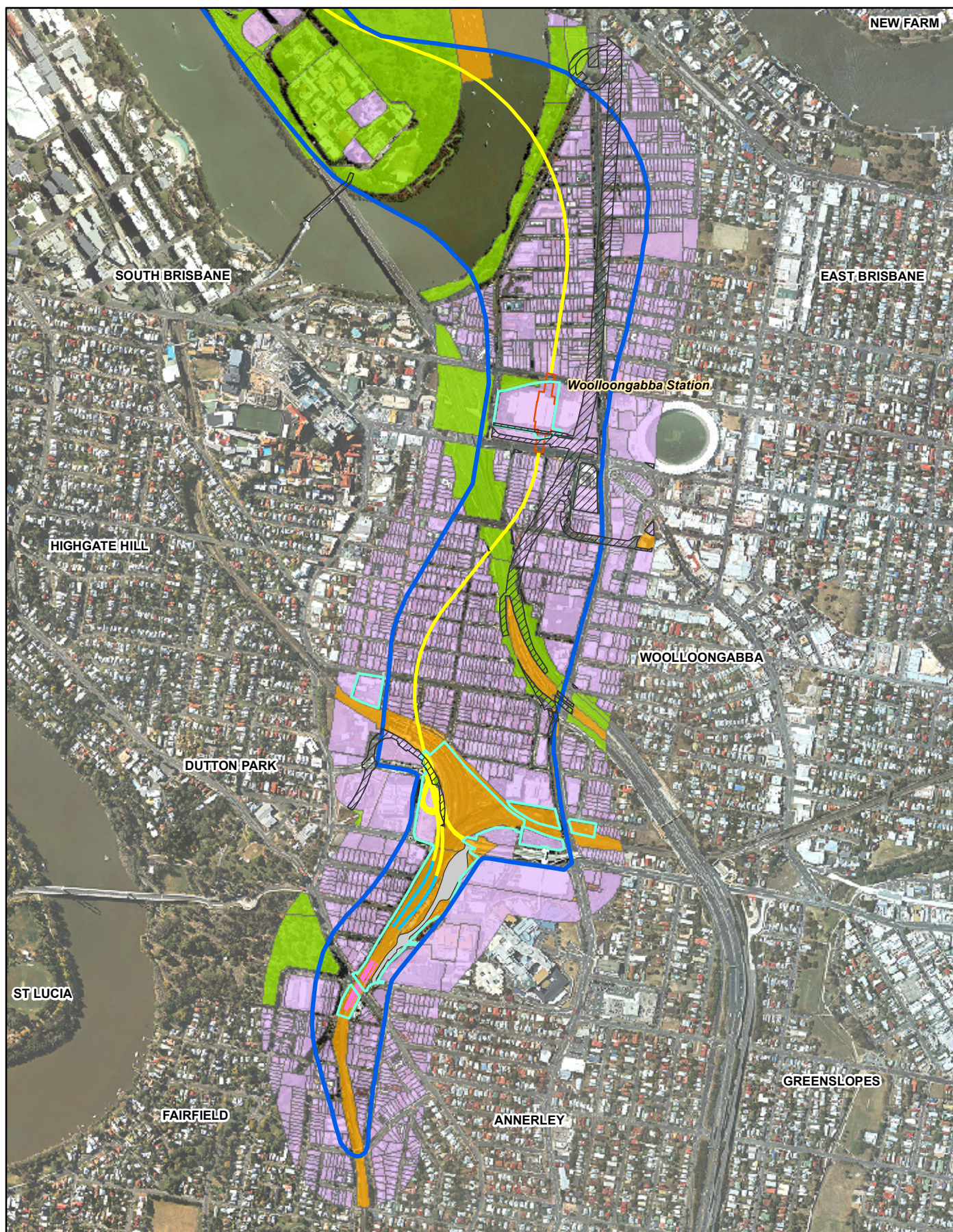
- open space areas, such as City Botanic Gardens and the bikeway under the Riverside Expressway
- government and community facilities, such as Parliament House, and QUT Gardens Point campus
- some State-controlled roads such as the South East Freeway.

Land tenure of the Brisbane River is unallocated State land.

Land ownership within the study corridor is shown on **Figure 5-9** and **Figure 5-10** and includes privately owned land and land owned by the Commonwealth, State or local government. The Project does not require the acquisition of privately owned land. The site of the proposed George Street Station is held by a government owned corporation being subsidiaries of the Queensland Investment Corporation.

Land to be acquired by the Project is identified in **Volume 2 – Reference Design Drawings**.

Two properties within the study corridor are owned by the Australian Government. These include the Commonwealth Law Courts at North Quay and Victoria Barracks at Petrie Terrace. The Project would not impact on these properties.



LEGEND

- Study corridor
- Volumetric tenure

Tenure

- Freehold
- Lands lease
- Reserve

Project Infrastructure

- Construction worksite
- Underground station
- Bus layover
- Dutton Park Station (upgraded)

Alignment

- Above ground
- Underground

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE 5-7

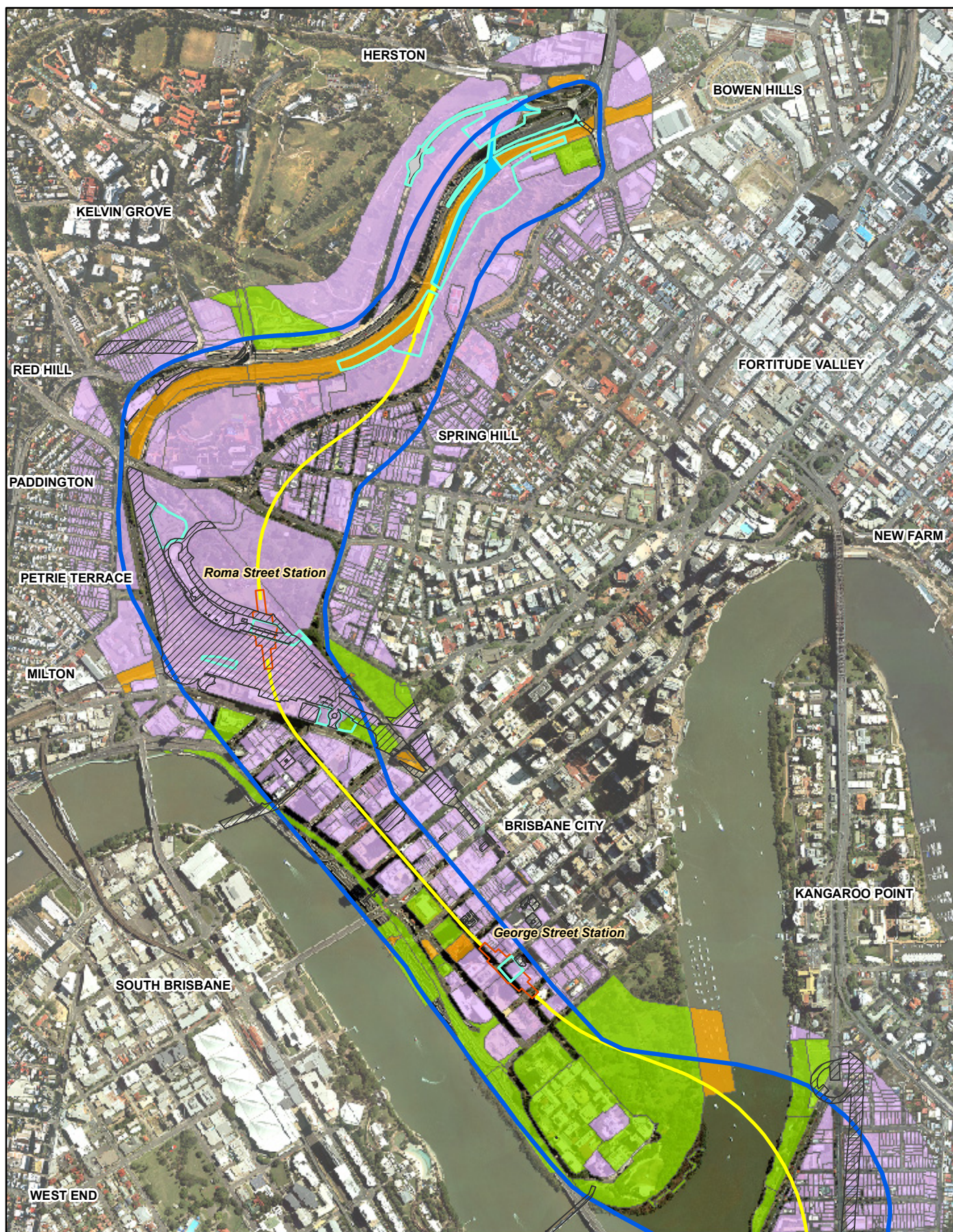
Land tenure - south



0 0.25 0.5
Kilometres

1:15,000 (at A4)

Projection: GDA 1994 MGA56



LEGEND

- Study corridor
- Volumetric tenure

Tenure

- Freehold
- Lands lease
- Reserve

Project Infrastructure

- Construction worksite
- Underground station
- Bus layover

Alignment

- Above ground
- Underground

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE 5-8

Land tenure - north

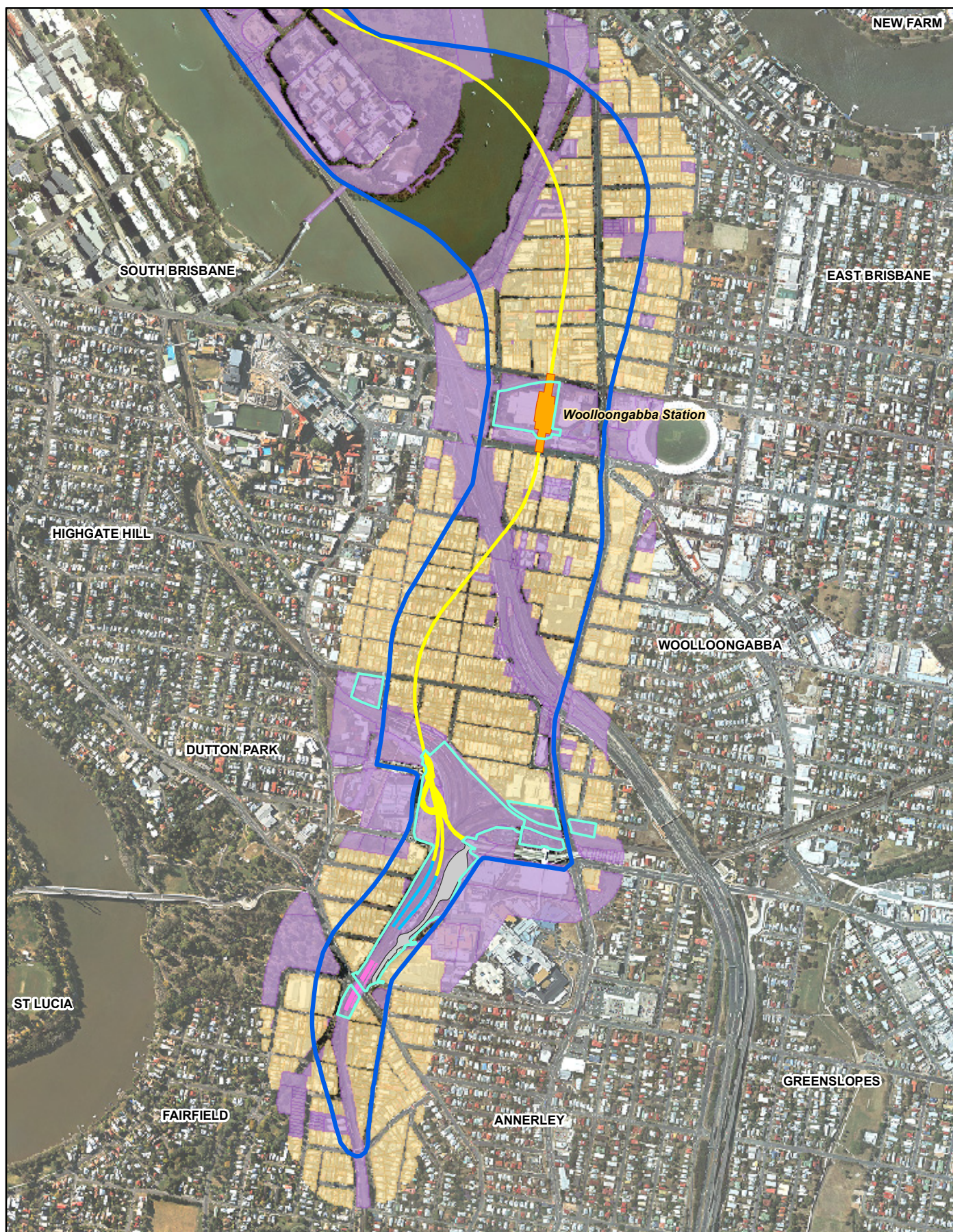


0 0.25 0.5
Kilometres

1:15,000 (at A4)

Projection: GDA 1994 MGA56

Aerial Photo: Brisbane City Council 2012



LEGEND

Study corridor

Ownership

State & Brisbane City Council
Private land

Project Infrastructure

Construction worksite
Underground station
Bus layover
Dutton Park Station (upgraded)

Alignment

— Above ground
— Underground

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE 5-9

Land ownership - south

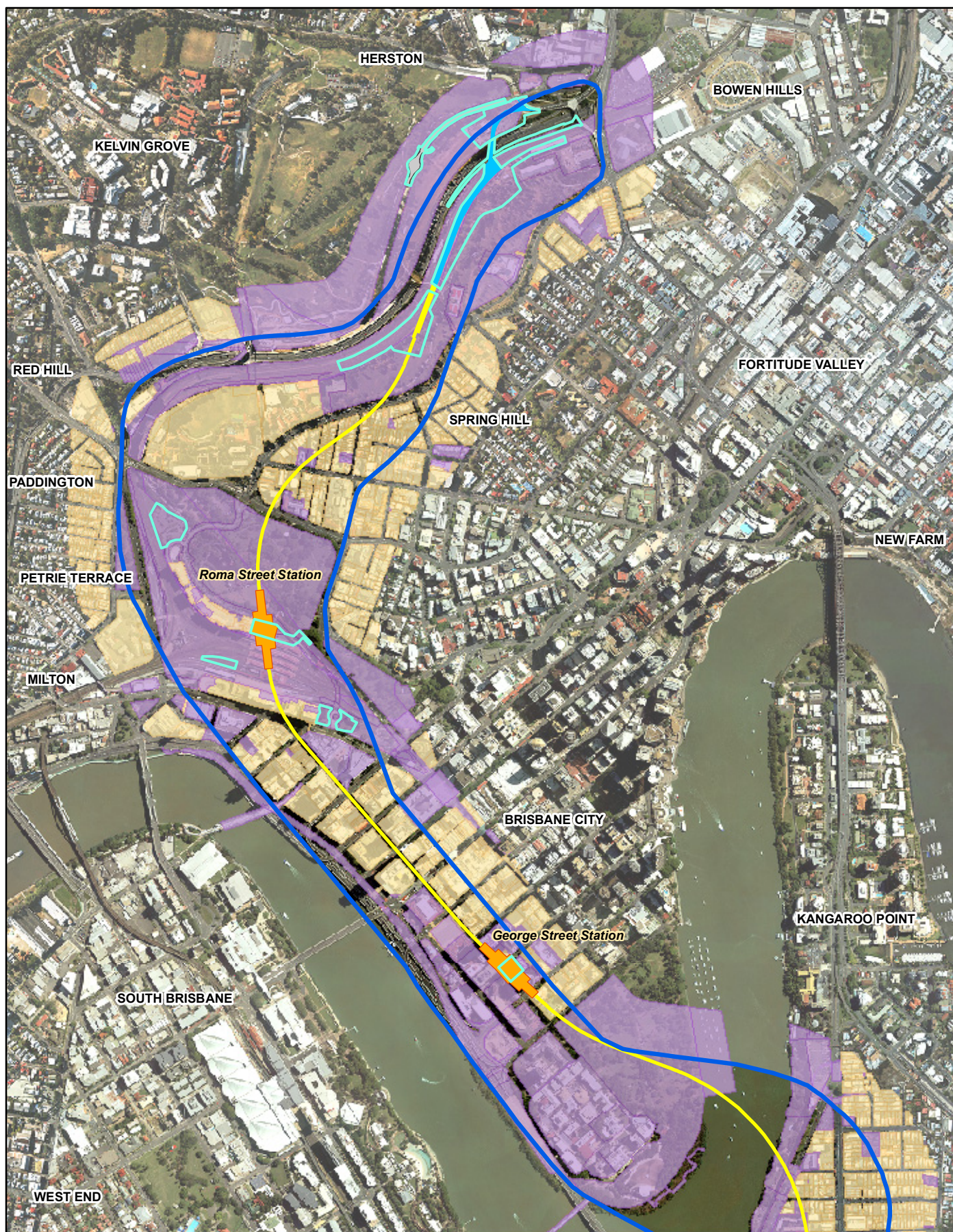
Aerial Photo: Brisbane City Council 2012



0 0.25 0.5
Kilometres

1:15,000 (at A4)

Projection: GDA 1994 MGA56



LEGEND

Study corridor

Ownership

State & Brisbane City Council
Private land

Project Infrastructure

Construction worksite
Underground station
Bus layover

Alignment

— Above ground
— Underground

BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

FIGURE 5-10

Land ownership - north



0 0.25 0.5
Kilometres

1:15,000 (at A4)

Projection: GDA 1994 MGA56

Aerial Photo: Brisbane City Council 2012

5.3.9 Native title

The study corridor falls within two active Native Title claims under the Commonwealth *Native Title Act 1993* (NT Act) (refer to **Table 5-6**), being by the Turrbal People (registered) and Yugara/ Yugarapul People (unregistered). Each claim covers areas of State land across parts of the Brisbane LGA. Indigenous values and interests within the study corridor are described in **Chapter 12 – Cultural heritage**.

Table 5-6 Native title claims in the study corridor

Application name	Date filed	File no	NT claim status	Description
Turrbal People	13/05/1998	QUD6196/1998	Registered	Brisbane, Queensland
Yugara/ Yugarapul People	7/12/2011	QUD586/2011	Not registered	South East Queensland

The Project would be located within land that may be subject to the provisions of the NT Act and the *Native Title (Queensland) Act 1993*. Section 24KA of the NT Act provides for the suppression of native title rights and interests for 'facilities for service to public'. Section 24KA may be used for areas of the Project that would be temporarily occupied or not subject to lease, sale, or some other exclusive possession by the Project.

Section 24MD of the NT Act would be applied to the Project, meaning native title rights and interests would be extinguished, for areas that would be subject to lease, sale, or some other exclusive possession by the Project. Other sections of the NT Act may be applicable to various other activities associated with the Project.

Dealing with Native Title rights and interests through the application of the requirements of the relevant NT Act provisions would allow the construction, operation, use, maintenance or repair of the Project. In accordance with the NT Act, Traditional Owners would be notified of the proposed actions and requirements of the Project.

Indigenous cultural heritage items may be situated within the study corridor. A Cultural Heritage Management Plan (CHMP) would be prepared for the Project prior to commencement of construction. This would detail processes for identification and management of Indigenous cultural heritage items and places. Traditional Owners would be commissioned to undertake an appraisal of potential Indigenous cultural heritage items within the study corridor.

Due to the nature of the Project, the Project's location and the processes to be put in place under the NT Act it is unlikely that an Indigenous Land Use Agreement would be required between the Proponent and the Traditional Owners.

5.3.10 Infrastructure and utilities

The study corridor contains numerous easements and corridors for existing or proposed infrastructure and utilities. These have been considered in the reference design of the Project to avoid conflicts. The major infrastructure easements and corridors in the study corridor are described in **Table 5-7**.

Table 5-7 Major infrastructure easements and corridors

Description	Type of infrastructure	Status	Location
Eastern Busway	Busway corridor	Existing	The busway travels east to west from the Eleanor Schonell Bridge, under the Boggo Road Urban Village and the existing railway corridor to the South East Busway at Buranda. Stations are located at Boggo Road and at the PA Hospital.
South East Busway	Busway corridor	Existing	Underground busway network under Albert Street, between Elizabeth and Albert streets and under Queen Street, between Albert and William streets. The busway travels generally below ground between South Bank Station and Woolloongabba junction and then generally travels at grade adjacent to the eastern side of the Pacific Motorway.
Clem 7	Road corridor	Existing	Twin tunnels extending from Ipswich Road and Pacific Motorway under the suburbs of Woolloongabba, Kangaroo Point, Fortitude Valley and Bowen Hills to Lutwyche Road and the ICB.
S1 Sewer	Water pipeline	Existing	The S1 Sewer extends under Turbot Street from the intersection of North Quay and Turbot Street.
Northern Busway/ Inner Northern Busway	Busway corridor	Existing	Elevated busway connection between Gilchrist Avenue, Bowen Bridge Road and Victoria Park. Busway routes also run from Victoria Park, east of Countess Street to the Roma Street Busway Station. From Roma Street, the busway continues in tunnel under Albert Street to the King George Square Busway Station.
Legacy Way	Road corridor	Under construction	Twin tunnels extending from the Western Freeway at Toowong under the suburbs of Toowong, Auchenflower, Paddington, Red Hill and Kelvin Grove connecting to the ICB.
ICB	Road corridor	Existing	The ICB travels through Spring Hill and Bowen Hills. The road corridor is in tunnel under the RNA Showgrounds between Bowen Bridge Road and O'Connell Terrace.
Substations	Electricity Facilities	Existing	Prominent Energex substation facilities are located in Victoria Park at Spring Hill and in Brisbane CBD.

5.4 Impact assessment

This section assesses the potential impacts of the Project's construction and operation on strategic planning frameworks, existing and likely future land use and tenure in the study corridor and wider South East Queensland.

5.4.1 Strategic planning benefits

The Project supports and is consistent with, the strategic planning intent of State, regional and local planning frameworks. At a regional level, the Project would provide regionally significant infrastructure that reinforces Brisbane's urban growth strategy. The Project would assist in managing capacity issues associated with the inner city rail and busway network, enhancing the viability of rail and bus transport within South East Queensland, including access to the region's Primary Activity Centre, the Brisbane CBD, and facilitating the continued growth and development of the region, with a focus on the southern corridor.

The Project would improve the frequency and reliability of public transport services between living and working areas in South East Queensland, including main activity and specialist centres in the Brisbane LGA, Logan LGA, Redlands LGA and the Gold Coast LGA.

The Project would provide more frequent bus and train services between a number of residential and employment growth areas and high trip generating land uses, including the Woolloongabba PDA and the Brisbane CBD. The establishment of new stations within these development areas would create a more efficient and functional public transport network, characterised by stronger integration of high intensity land uses with transport nodes. This would further support the improvement of the frequency and reliability of public transport connections between living and working areas in Brisbane's activity and specialist centres.

In conjunction with the increased capacity and frequency of bus and train services facilitated by the Project, the establishment of new stations would assist in reducing the future growth in demand for private vehicle transport and subsequent traffic congestion, while encouraging investment in new developments and uses within these precincts. The development of high density residential and commercial developments near the Project stations would support the various regional and local planning frameworks that encourage development with good public transport accessibility.

Through integration of bus and rail infrastructure, the Project would create multi-modal transport interchanges at Woolloongabba and George Street and enhance the existing interchange at Roma Street Station. This would assist in creating a more flexible and resilient network.

Project stations at Roma Street and George Street would support changes in density and mix of nearby land uses. As these stations are located within the Principal Centre (City Centre) zone of the City Plan, future development would not be constrained by density or building height restrictions (there is a maximum 247m height restriction for aircraft operations), providing the opportunity to establish the higher densities required to create a viable public transport network.

5.4.2 Property and tenure requirements

The Project would directly impact on a total of 297 properties, either in total or in part. This includes about 21 properties impacted by surface works and about 276 properties impacted by volumetric acquisition, where the Project passes beneath the property (refer to **Table 5-8**). Volumetric acquisition requires the resumption of a portion of land below the surface of the property (i.e. volumetric lot). The balance of the land would not require change of ownership or relocation of occupiers.

Properties to be acquired by the Project are identified in **Volume 2 – Reference design drawings**. Influence of the Project on the future development of properties subject to volumetric acquisition is discussed in **section 5.4.5**.

All properties directly impacted by surface works are either owned by the State or a Government Owned Corporation. All but one property, being the site of the George Street Station at 63 George Street, comprise transport infrastructure or community uses such as park.

Properties impacted by volumetric acquisition include about 208 private properties, 88 properties owned by the State, and one property owned by Brisbane City Council. The majority of properties impacted by volumetric acquisition comprise residential uses.

Sixty-five properties impacted by volumetric acquisition are being used for commercial purposes, while nine properties are being used for community purposes, the majority of which are owned by the State. Community uses affected by volumetric acquisition include parks, law courts, education uses and church.

The Project may require changes to the existing tenure arrangements for properties required for surface works. For properties accommodating surface infrastructure, the land tenure may be changed to reflect the tenure arrangements of existing transport corridors within Brisbane.

For properties above the tunnel alignment, land tenure would not change as a result of the Project.

Table 5-8 Property requirements – land use and ownership

Land use/ tenure	Surface impact	Volumetric impact
Land use		
Residential, including mixed use	Nil	148
Commercial/ business	1	65
Community (parks, education, etc.)	9	9
Transport	11	53
Total	21	276
Ownership		
Private	Nil	208
State (including Government Owned Corporation)	21	67
Council	Nil	1
Total	21	276

5.4.3 Land use impacts

The Project would have both direct and indirect impacts on existing and future land use within the study corridor.

Directly, the Project would result in land use changes within the footprint of the Project's surface infrastructure. This includes temporary land use changes in those areas affected by construction works and permanent land use change to transport infrastructure at sites accommodating Project infrastructure such as station buildings, connections to the existing bus and rail networks, and associated infrastructure such as ventilation outlets, feeder stations and bus layover areas. The location of construction worksites and permanent Project infrastructure are provided in **Chapter 3 – Project description** and **Volume 2 – Reference design drawings**. Site specific impacts at each construction worksite are also discussed in **Chapter 17 – Cumulative impacts**.

Construction of some of the Project's below ground infrastructure may influence future development opportunities at some locations along the tunnel alignment, such as on Lot 2 at the Boggo Road Urban Village. The potential influence of the Project's below ground infrastructure on future development is discussed further in **section 5.4.5**.

Indirect changes to land uses may be experienced at locations near to the Project stations at Woolloongabba, George Street and Roma Street. In particular, improved public transport accessibility at these locations provided by the Project may bring forward development and enable greater densities. As outlined in **section 5.2.2** the Project would require a small change to the City Plan's zoning classifications.

The sport and recreation zoning over Victoria Park would require amendment for the small areas permanently impacted by the Project's surface infrastructure within the park, north and south of the ICB. In other areas subject to permanent surface infrastructure, changes to zoning are not anticipated as the Project is consistent with the existing zoning.

Further discussion on the Project's land use implications at each of the surface connections and station locations is provided in the following sections.

Dutton Park

Surface works would be required at Dutton Park for the connections between the existing surface rail networks, the Eastern Busway, Kent Street, the Project tunnel and the Dutton Park bus stop. These works would generally be contained within the existing railway and busway corridors, although some works would be carried out on land owned by the Queensland Government adjacent to these transport corridors.

Project infrastructure outside of the transport corridors would occur on Lot 2 of the Boggo Road Urban Village and the adjoining Outlook Park. Construction in this area would involve cut and cover construction, resulting in temporary disturbance to the use of Outlook Park. The park would be reinstated following construction. As indicated in **section 5.3.2**, Lot 2 has been identified for future development as part of the Ecosciences Precinct Stage 2. The Project's subsurface infrastructure in this location would constrain future development on this site by limiting basement and foundation design. The development is discussed in **section 5.3.7**.

The Project's construction may overlap with the construction of residential and commercial uses over Lots 5, 6 and 7 at Peter Doherty Street within the Boggo Road Urban Village (refer to **section 5.3.7**). Discussions are underway between the Proponent and Brisbane City Council about the development on these lots. This may result in access and amenity issues to nearby properties, such as the ESA Village and the Ecosciences building. Following the construction of these developments, residents and occupants of the new buildings may experience impacts to amenity from the construction of the Project. These buildings would provide a buffer between construction works and residents in Rawnsley Street, minimising the Project's amenity impacts for these residents.

During construction, the Project would also occupy land adjacent to the PA Hospital Busway Station, currently used as an informal car park. This would result in the temporary disruption to the use of this site for car parking. The worksite at Park Road would primarily be used as a site office for the Project construction. Following construction, these sites would be available for the Queensland Government to use as required.

There are a number of sensitive uses located adjacent to the construction worksite at Dutton Park, including the PA Hospital, Ecosciences building and the ESA Village. These facilities may experience changes to amenity, due to noise and dust from construction activities.

Further discussion on amenity impacts on sensitive uses at Dutton Park is provided in **Chapter 10 – Air quality**, **Chapter 11 – Noise and vibration** and **Chapter 14 – Socio-economic assessment**.

Woolloongabba

The Woolloongabba Station would be located on land occupied by the former Queensland Government printer GoPrint, with the station cavern extending between Vulture and Stanley streets. The existing GoPrint building would be demolished for the Woolloongabba Station. This would be the only site directly impacted by surface works at this location.

The Woolloongabba Station would be located in the centre of the Woolloongabba PDA. The Station is located within the Transport Investigation Area and would allow opportunities for the integration of transport and land use to be maximised. The Proponent would work with EDQ to integrate the Project's elements with future development of the Woolloongabba PDA, including the consideration of potential basement depth constraints from the Project's subsurface elements and the release of warm air from the ventilation outlet.

Access to residential and commercial properties on Vulture, Main and Stanley streets would be maintained during construction and operation. The location of the construction worksite would not impact on access to the Gabba Stadium during major events or on access to the Woolloongabba Busway Station. In particular, access between the busway station and the Gabba Stadium would be maintained during construction. Further assessment of transport impacts are described in **Chapter 4 – Traffic and transport**.

During operation, improved access to high quality public transport provided by the Project could stimulate demand for higher density development in the surrounding area. This would be consistent with the planning intents outlined in the Woolloongabba PDA Development Scheme and the City Plan's Woolloongabba Centre Neighbourhood Plan.

George Street

The George Street Station would be located at 63 George Street, on the corner of George Street and Mary Street. The station shaft would be established at 63 George Street with the station cavern generally extending deep underground between Margaret Street and Charlotte Street.

The establishment of the worksite for the George Street Station would require the demolition of the existing office building on the site, which currently accommodates a number of Queensland Government departments and services. These departments and services would need to relocate prior to construction.

During construction, occupants of nearby buildings such as 80 George Street, 100 George Street, adjacent commercial towers, the Rendezvous Studio Hotel, Harris Terraces and the Metro 21 residential tower and café at Mary Street would experience changes to amenity. Potential impacts on local amenity are discussed in **Chapter 10 – Air quality**, **Chapter 11 – Noise and vibration** and **Chapter 14 – Socio-economic assessment**.

The establishment of the construction worksite would require temporary changes to on-street car parking spaces, commercial vehicle delivery loading zones, pedestrian footpath and a Brisbane City Council bus stop on the western side of George Street. Changes to bus routes that travel along George Street between Mary and Margaret streets would also be required. Transport implications are discussed further in **Chapter 4 – Traffic and transport**.

No buildings have basement parking access from George Street between Mary Street and Margaret Street. Access to basement parking to buildings on Mary Street would need to be maintained during construction. Access implications to these land uses are discussed further in **Chapter 4 – Traffic and transport**.

The Project's infrastructure would be designed to accommodate a high rise building above George Street Station. The height of the building would be investigated further during future stages of the Project development and would be undertaken as a separate planning process. This is discussed further in **section 5.4.4**.

During operation, the George Street Station entrance and associated surface infrastructure would be different to the existing commercial land use at 63 George Street. The improved access to public transport within this area of the Brisbane CBD may stimulate demand for higher density development of nearby land uses. This would be consistent with the future development intent of the City Plan and the CCMP. In particular, improved public transport access in this area would support future development within the Queen's Wharf Brisbane precinct. Design of the George Street Station would make provision for a direct pedestrian connection under George Street to Queen's Wharf Brisbane, although this connection is not included as part of the Project. The Project is working with the project team for Queen's Wharf Brisbane (within the Department of Infrastructure and Planning (DSDIP)) to manage integration of the two projects and ensure that the complementary benefits of both projects are realised.

Roma Street

The Roma Street Station would be situated beneath the existing Roma Street Station and Roma Street Parkland. Works in this area would involve establishment of a construction worksite within Queensland Government and Brisbane City Council leased land adjacent to Platform 10. Two ancillary worksites would also be required, including one within land currently used for Gallipoli Place and part of Emma Miller Place, and the other currently used as car parking at Parkland Crescent.

Construction works at Roma Street Station would result in the temporary loss of car parking spaces for the Roma Street Parkland at the ancillary worksite on Parkland Crescent and adjacent to Platform 10. These car parking spaces would be reinstated following construction (refer to **Chapter 4 – Traffic and transport**). The ancillary worksite at Gallipoli Place and Emma Miller Place would result in the temporary loss of these park areas. This construction worksite would be reinstated as park following construction.

During construction, occupants of the Central Parklands apartment; users, employees and tenants of the Transit Centre; and commercial tenants and users within Roma Street Parkland may experience changes to access and amenity. These impacts are discussed further in **Chapter 4 – Traffic and transport, Chapter 10 – Air quality, Chapter 11 – Noise and vibration and Chapter 14 – Socio-economic assessment**.

Roma Street Station would provide direct access to the parkland and to Upper Albert Street improving pedestrian access, via Albert Street from the existing Roma Street Station and the parklands to the Brisbane CBD. This would be consistent with the CCMP's plan to develop Albert Street as a pedestrian friendly, green spine.

The Project is not expected to greatly influence future development in the broader Spring Hill area. Existing zoning in this area comprises low-medium and high density residential, with development demands likely to reflect these designations.

The Project would support the ongoing process for urban renewal in the Brisbane CBD, consistent with the intents outlined in the CCMP. This includes urban renewal around the Brisbane Transit Centre for a mix of land use types including commercial, retail, residential, community, civic and recreation.

Spring Hill

At Spring Hill, permanent surface infrastructure would directly impact land within the railway corridor south of the ICB, land within Victoria Park south and north of the ICB, and Gilchrist Avenue. These areas would be required for the connections to the existing busway and rail networks, bus layover areas and associated infrastructure such as feeder stations and ventilation outlets. The Project would require the acquisition of approximately 700m² of Victoria Park to the south of the ICB and approximately 830m² of Victoria Park to the north of the ICB.

The area of Victoria Park north of the ICB impacted by the bus layover includes land used for playing fields and a construction worksite for the Legacy Way project. The elevated busway connection to the Northern Busway would be a volumetric acquisition allowing for land below to be used for parkland following construction.

Land within Victoria Park to the south of the ICB impacted by permanent surface infrastructure is predominantly land unavailable for public use, as much of this area to be acquired is occupied by Brisbane City Council's Field Services Group.

Land within Victoria Park and the existing railway corridor would also be required for construction activities, including for the construction of the cut and cover tunnel and establishment of the construction worksite. This includes land currently accommodating Brisbane City Council's Field Services Group temporary staging facility. This would require the removal and relocation of this facility prior to construction. Consultation between the Proponent and Brisbane City Council would be required to manage the relocation of this facility. Following construction, land not required for the Project's permanent surface infrastructure would be reinstated to open space uses. Planning for the future use of this area would be undertaken in consultation with Brisbane City Council and local communities.

Other construction works within Victoria Park would impact on a section of the existing access road and bikeway connecting from Gregory Terrace. This would result in the temporary disruption to access and use of the open space areas and these facilities. Following construction, areas of Victoria Park and facilities disturbed by construction activities, and not required for Project infrastructure, would be rehabilitated and the facilities reinstated. Impacts on flora and fauna within Victoria Park are discussed in **Chapter 8 – Ecology**, while potential impacts on traffic and transport are discussed in **Chapter 4 – Traffic and transport**.

The Centenary Aquatic Centre and tennis courts within Victoria Park would not be directly impacted by the Project. However, users of these facilities may experience short-term impacts on amenity due to their proximity to construction activities. Occupants of the Queensland Health Biomedical Technology Service facility may also experience short-term impacts to amenity during the construction of the Project, although there would not be any direct impact on this facility.

The rail freight yards would be directly affected by the Project whereas the wash down facility for passenger trains would not be affected.

Impacts on the amenity at other sensitive uses located within Spring Hill, such as health and education facilities are expected to be minimal, due to the distance between the Project works and these uses and the implementation of site management measures. Potential impacts to the occupants of these buildings are discussed further in **Chapter 10 – Air quality**, **Chapter 11 – Noise and vibration**, and **Chapter 14 – Socio-economic assessment**.

5.4.4 Post construction land use

Following construction, land used for construction worksites that is not required for the Project's operation would either be reinstated to the pre-construction land use or, where appropriate, would become available for redevelopment (not part of the Project).

Open space areas affected by construction works, including Outlook Park at Boggo Road Urban Village, Emma Miller Place and Gallipoli Place at Roma Street, and Victoria Park at Spring Hill, would be reinstated to open space. The worksite at Lot 2, Boggo Road Urban Village, could be developed for the uses identified by the structure plan for the Boggo Road Urban Village, while the construction worksite at Woolloongabba not used for the station or associated surface elements would be developed in accordance with the Woolloongabba PDA Development Scheme.

Construction worksites within existing transport corridors, such as the railway corridors at Dutton Park and Spring Hill and road corridors of George and Mary streets, would be reinstated for transport uses. The construction workforce car park within Victoria Park at the Northern Connection construction worksite used during the construction phase would be rehabilitated and returned to parkland following construction activities. The busway connection structure to the Northern Busway would be a combination of surface and volumetric acquisition and would restrict use of the land for playing fields due to the height of the connection structure.

The airspace above the George Street Station and parts of the Roma Street Station construction worksites, would become available for possible redevelopment. Redevelopment of this airspace is not part of the Project and would be undertaken as a separate planning process, subject to applicable land use planning policies and requirements.

5.4.5 Potential constraints on future and surrounding development

The Project would require a volumetric acquisition where the tunnel and station caverns pass beneath a property. The volumetric acquisition would include an area to protect and support the tunnel and stations from impacts of future development. The volumetric acquisitions would create new volumetric lots comprised of the tunnel and a buffer area proposed to extend 10m around the tunnel and up to 12m around the station caverns.

The volumetric lots would generally be acquired from private ownership through a resumption process and would be noted on title and survey documents of land. Compensation to property owners would be provided in accordance with the *Acquisition of Land Act 1967*. The Act allows for compensation for those owners of properties from which land was acquired for the Project. The Proponent, being the State of Queensland represented by the Department of Transport and Main Roads (TMR), has developed a process for volumetric acquisitions for the Project that is in accordance with the requirements of the *Acquisition of Land Act 1967*. If an underground part of a property is required, TMR would issue a Notice of Intention to Resume to the land holder explaining the resumption process, including compensation.

The volumetric lot may be designed and applied differently for some situations such as:

- existing structures and development
- future development approved under a current development permit (issued prior to a decision by the Proponent on whether to proceed with the Project)
- where existing or approved structures overlap with the proposed standard volumetric lot for the Project.

The Project alignment has been designated under the *Transport Planning and Coordination Act 1994* as a 'future public passenger corridor' to protect the proposed alignment and structures from being impacted by new development. Development applications for land within the designated 'future public transport corridor' are required to be referred to the State Assessment and Referral Agency (as concurrence agency) for assessment of State transport matters in consultation with TMR. This assessment process would ensure that the Project's structures are considered in the design of any new developments.

Where existing structures would be located within the proposed standard 10-12m buffer area of the volumetric lot, a reduced buffer area may be applied. The proposed volumetric lots may be designed to ensure these existing underground structures are not acquired by the Project whilst maintaining sufficient buffer around the Project to ensure the integrity of Project structures.

Detailed design development would need to address a situation where a development permit exists for a proposed development whose structure would overlap the proposed standard volumetric lot. Also, the standard volumetric lot may be changed for developments approved before designation and approval of the Project.

A volumetric lot would be acquired along the entire length of underground works. In most areas, future redevelopment along the tunnel alignment would be primarily influenced by the City Plan's zoning and neighbourhood planning intents. The acquisition of a volumetric lot for the Project is unlikely to influence development in these areas as the identified zones (i.e. low to medium residential areas, character residential areas and open space areas) do not allow for developments that would include deep basement or foundation supports. However, in those areas identified for high density development, such as the Brisbane CBD and Woolloongabba, the acquisition of the volumetric lot may influence such things as basement depth or the design of deep footings for such developments.

The Project infrastructure through most of the Brisbane CBD would be generally aligned under George Street. The volumetric lot acquired for the Project would extend beyond the road reserve under properties adjacent to George Street. Any new developments along George Street would need to consider the position of the volumetric lot and right of support for the Project infrastructure.

The Project would not impose a significant constraint upon the proposed redevelopment of land known as the Queen's Wharf Precinct. As indicated in **section 5.4.3**, design of the George Street Station would make provision for a direct pedestrian connection under George Street to Queen's Wharf Brisbane, although this is not included as part of the Project. The Project is working with the project team for Queen's Wharf Brisbane (within DSDIP) to manage integration of the two projects and ensure that the complementary benefits of both projects might be realised.

Future development of Lot 2 at Boggo Road Urban Village would need to consider the Project's subsurface infrastructure in this location. As indicated in **section 5.3.2**, Lot 2 has been identified for future development up to six storeys in height. The Project's sub-surface infrastructure would limit the development on the northern portion of Lot 2 to about 2-3 storeys. However, the southern portion of the site would be capable of accommodating a development consistent with the development approval.

Ventilation outlets are proposed at each of the stations and Southern and Northern connections and their locations are identified in **Chapter 3 – Project description**. For each ventilation outlet, preliminary modelling indicates very low levels of pollutants at ground level and at elevations comparable to building heights. For amenity and perception reasons, the design of proposed future buildings should take into account the location of the ventilation outlets.

A more detailed discussion of the cumulative impacts associated with the Project and these major developments is provided in **Chapter 17 – Cumulative impacts**.

5.5 Mitigation measures and recommendations

Table 5-9 identifies the measures proposed to manage land use and tenure impacts associated with the Project.

Table 5-9 Proposed management measures for impacts to land use and tenure

Impact	Phase	Management measure
Volumetric acquisition of privately owned freehold, land for the Project's sub-surface elements	Detailed design	<ul style="list-style-type: none"> Undertake acquisitions in accordance with the statutory acquisition process for the Project, consistent with the <i>Acquisition of Land Act 1967</i>, <i>Transport Planning and Coordination Act 1994</i> and the <i>Transport Infrastructure Act 1994</i>
Acquisition and occupation of State land and State owned freehold land required for the Project	Detailed design	<ul style="list-style-type: none"> Where appropriate, undertake an inter-agency transfer to enable the construction and operation of the Project Return land required temporarily for the Project's construction to the relevant government agency at the completion of the construction phase
Encroachment of Project construction worksites and activities on existing land use	Detailed design and construction	<ul style="list-style-type: none"> Minimise the size of the Project's permanent and construction worksite footprints to minimise impacts on existing land uses through design refinement Investigate opportunities to minimise the temporary loss of land within Victoria Park for the construction worksite through detailed construction planning and site layout Investigate opportunities to minimise the permanent loss of land within Victoria Park in conjunction with Brisbane City Council master planning and community engagement processes
Interaction with relevant future development opportunities	Detailed design, construction and operation	<ul style="list-style-type: none"> Undertake ongoing consultation with stakeholders in relation to the future development of the Woolloongabba PDA (EDQ), Boggo Road Urban Village (Department of Housing and Public Works and Leighton) and Queen's Wharf Brisbane (DSDIP) to ensure that the objectives of the Project and these developments continue to be achieved through enhanced transport and land use integration Undertake ongoing consultation with Queensland Rail regarding post construction use of Queensland Rail land required for Project construction worksites
Parkland and open space areas affected by construction worksites at Southern Connection, Roma Street Station, Northern Connection	Construction	<ul style="list-style-type: none"> Reinstate and rehabilitate parkland and open space areas following construction activities
Disruption of land uses and facilities to establish construction worksites	Construction	<ul style="list-style-type: none"> Undertake ongoing consultation with relevant parties
Changes to zoning as a result of the Project's infrastructure at Victoria Park	Operation	<ul style="list-style-type: none"> Assist Brisbane City Council to change zoning to reflect the Project's surface elements in accordance with its planning frameworks

5.6 Summary

The State, regional and local planning frameworks provide an overarching view that transport networks within South East Queensland and Brisbane require continual development to accommodate the future growth forecast for the Region. Generally, a range of transport responses would be required to ensure that the region is able to operate efficiently. The Project would assist in improving regional and local passenger movements and support these State, regional and local planning frameworks.

The Project's integration with existing and planned public transport and land use in locations such as Woolloongabba, George Street and around the Roma Street Station precinct, improves accessibility and encourages public transport usage thereby further supporting State, regional and local planning intents.

The surface elements of the Project would not require the acquisition of privately owned residential land. Sub-surface volumetric acquisitions would be required for the tunnel system and underground stations. The volumetric acquisitions would include the zone of influence, or buffer, required to maintain the safety and integrity of the underground infrastructure.

On the surface, the Project would occupy land currently managed by State and local governments and used for open space, office space, transport infrastructure and car parking. Where possible, these uses would be re-established at alternative locations.

While the Project does not provide additional parkland, the Project's stations would create new public forecourts. Parkland areas used for construction activities, such as Gallipoli Place, Emma Miller Place, Roma Street Parkland and Victoria Park, would be rehabilitated with community input to restore existing parkland uses.

Through the provision of improved public transport accessibility and efficiency, the Project would support intensification of land uses around the new stations. Any redevelopment would be managed by the relevant planning and assessment manager. Redevelopment would be in line with the aims of the development schemes for Woolloongabba PDA, the City Plan, including relevant Neighbourhood Plans, the CCMP, and the development intent for the Boggo Road Urban Village.

The Project would require limited changes to existing zoning and tenure arrangements. Land tenure would be amended for the Project alignment to be consistent with the land tenure arrangements suitable for public transport corridors and desired management of Project infrastructure. A zoning change may be required within the small area of Victoria Park that would be occupied by the Project's permanent surface infrastructure. For the remainder of the Project's surface infrastructure, the existing zoning classifications are consistent with the Project's use.

Once operational, the Project would lead to an improvement to amenity and accessibility for the neighbourhoods served by those stations that form part of the Project and other stations with consequential increased frequency of service. However, during construction, land uses near to construction worksites and construction activities may experience a temporary decline in amenity and accessibility as a result of road and footpath closures, noise, vibration, air quality and visual implications. These issues are addressed in **Chapter 10 – Air quality**, **Chapter 11 – Noise and vibration** and **Chapter 13 – Landscape and visual amenity**.