

QUEENSLAND FLOODS
COMMISSION OF INQUIRY

STATEMENT OF DAMIEN GUY WALKER

I, **Damien Guy Walker**, of c/- Level 9, 63 George Street, Brisbane in the State of Queensland, Deputy Coordinator-General, solemnly and sincerely affirm and declare:

1. I was appointed to hold the office of Deputy Coordinator-General as from 8 November 2010.
2. This statement is made in response to items 1, 2 and 7 of the requirement of the Queensland Floods Commission of Inquiry (*Commission*) dated 5 December 2011 addressed to [REDACTED] General Manager of Project Services, Department of Public Works (*Requirement*). I am making this statement as I understand Mr [REDACTED] is not able to provide sufficient information for the Commission in relation to these items.
3. I was not the Deputy Coordinator-General at the time of the redevelopment of Suncorp Stadium and have no personal knowledge of the matters the subject of items 1, 2 and 7 of the Requirement. Based on a review of the relevant documents, I understand that key personnel involved in these matters have left the employ of the Queensland Government. My statement is therefore made entirely on the basis of my review, undertaken within the short time available to provide this statement, of relevant documents identified by the Office of the Coordinator-General from searches of its files and records. Consequently, I am not in a position to make comment or provide an opinion on the appropriateness of the decisions or actions with respect to these matters.
4. All of the documents referred to in this statement have been sourced from the files and records of the Office of the Coordinator-General.

Item 1 of the Requirement – The circumstances giving rise to the making of the Community Infrastructure Designation governing the redevelopment of the Suncorp Stadium precinct, including the steps undertaken in the making, or amending, of the designation and the reasons therefor

5. On 11 September 2000, the Deputy Premier and Minister for State Development, Jim Elder, made a Ministerial designation of land for community infrastructure (CID) under the *Integrated Planning Act 1997 (IPA)* for the (then) Lang Park Stadium redevelopment. **Attachment 1** is a copy of the notice of the CID and the statement of reasons for the CID.
6. On 6 November 2000, the Deputy Premier and Minister for State Development, Jim Elder, made an amended CID under IPA for the (then) Lang Park Stadium redevelopment. **Attachment 2** is a copy of the notice of the amended CID and the statement of reasons for the amended CID.
7. On 19 December 2001, the Minister for State Development, Tom Barton, made a further amended CID under IPA for works required for the (then) Suncorp Metway Stadium redevelopment and a substation to be supplied by Energex. **Attachment 3** is a copy of notice of the amended CID and the statement of reasons for the amended CID.
8. The CID and amended CIDs were made for the following kinds of community infrastructure under Schedule 5 of IPA:
 - community and cultural facilities;
 - parks and recreational facilities;
 - railway lines, stations and associated facilities;
 - transport infrastructure mentioned in section 5.1.1 of IPA;
 - operating works under the *Electricity Act 1994*;
 - storage and works depots and the like including administrative facilities associated with the provision of maintenance of the community infrastructure mentioned in the above dot points.

9. The notices of CIDs and statements of reasons for the CIDs outline the circumstances giving rise to them and the steps undertaken in, and the reasons for, making them.

Item 2 of the Requirement – The reasons for the resumption of land belonging to Energex Limited located at 6 Chippendall Street, Milton (Lot 41 on RP 904552)

10. A notice of intention to resume Lot 41 on RP 904552 was issued by the Office of the Coordinator-General to Energex on 24 November 2000. The notice states that it was issued for the purposes of works that the Coordinator-General was authorised to undertake by the Governor-in-Council on 23 November 2000 pursuant to section 66 (now renumbered section 109) of the *State Development and Public Works Organisation Act 1971 (SDPWO Act)*. **Attachment 4** is a copy of the notice of intention to resume.
11. The authorisation by the Governor-in-Council was by way of an amendment to the *State Development and Public Works Organisation Regulation 1999 (SDPWO Regulation)* (see *State Development and Public Works Organisation Amendment Regulation (No 1) 2000*). The works the Coordinator-General was authorised to undertake under the SDPWO Regulation are outlined in the report of the Coordinator-General to the Deputy Premier and Minister for State Development dated 6 November 2000 titled 'Construction of Certain Works by the Coordinator-General under the provisions of the *State Development and Public Works Organisation Act 1971*'. **Attachment 5** is a copy of the Coordinator-General's report.
12. Following negotiations between the (then) Department of State Development and Energex, Lot 41 on RP 904552 was acquired by the State through a commercial agreement.

Item 7 of the Requirement – Any development conditions or similar requirements imposed to minimise the effects of flooding at the site, including the basis for imposing any such conditions or requirements, and if no such conditions or requirements were imposed, the reasons why not

13. On 16 December 2009, the Coordinator-General declared the 'Lang Park Stadium Redevelopment' a 'significant project' for which an environmental impact statement is required under the SDPWO Act. An environmental impact statement was prepared and the Coordinator-General issued his assessment report in August 2000. The assessment report recommended the project proceed subject to recommendations and conditions. **Attachment 6** is a copy of the Coordinator-General's assessment report.
14. The conditions made by the Coordinator-General in the assessment report were concurrence agency conditions for a development approval (see Attachment 2 to the report). I understand that none of the conditions made by the Coordinator-General relate to the minimisation of the effects of flooding at the site. I am not able to comment on why no such conditions were imposed, nor on the appropriateness of the Coordinator-General's decision.
15. On 12 June 2001, the Minister for State Development exercised his Ministerial call in power under IPA to reassess and re-decide the development application made by the Lang Park Trust to the Brisbane City Council (*Council*) for the redevelopment of Suncorp Stadium (originally decided by Council on 6 March 2001, and the subject of a negotiated decision notice on 9 May 2001). The development application was for a development permit for a material change of use of premises (commercial outdoor recreation and indoor sport and recreation).
16. The Minister for State Development issued his decision notice on the development application on 6 July 2001. **Attachment 7** is a copy of the Minister's decision notice and statement of reasons. I understand that none of the conditions made by the Minister relate to the minimisation of the effects of flooding at the site. I am

not able to comment on why no such conditions were imposed, nor on the appropriateness of the Minister's decision.

17. On 23 May 2003, the Stadium Redevelopment Authority requested the Minister for State Development to change a number of conditions and the approved drawings for the project.

18. The Minister for State Development approved changes to the conditions and approved drawings on 28 May 2003. **Attachment 8** is a copy of the Minister's decision notice and statement of reasons. I understand that the Minister's changes to the conditions did not result in the imposition of conditions relating to minimisation of the effects of flooding at the site. I am not able to comment on why no such conditions were imposed, nor on the appropriateness of the Minister's decision.

I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the *Oaths Act 1867*.

Signed . . .  . . .
Daniel Guy Walker

Taken and declared before me, at Brisbane this 16th day of December 2011.

 . . .

Solicitor

INDEX OF ATTACHMENTS

No.	Description	Date
1	Ministerial designation of land for community infrastructure under the <i>Integrated Planning Act 1997</i> and statement of reasons	11 September 2000
2	Amended Ministerial designation of land for community infrastructure under the <i>Integrated Planning Act 1997</i> and statement of reasons	6 November 2000
3	Amended Ministerial designation of land for community infrastructure under the <i>Integrated Planning Act 1997</i> and statement of reasons	19 September 2001
4	Notice of intention to resume - Lot 41 on RP 904552	23 November 2000
5	Coordinator-General's report to the Deputy Premier and Minister for State Development 'Construction of Certain Works by the Coordinator-General under the provisions of the <i>State Development and Public Works Organisation Act 1971</i> '	6 November 2000
6	Coordinator-General's Assessment Report for the Lang Park Stadium Redevelopment	August 2000
7	Minister for State Development's decision notice and statement of reasons on Ministerial call in of the development application made by the Lang Park Trust to the Brisbane City Council under the <i>Integrated Planning Act 1997</i>	6 July 2001
8	Minister for State Development's decision notice and statement of reasons on change to development conditions requested by the Stadium Redevelopment Authority	28 May 2003

11.9.00

**NOTICE OF A MINISTERIAL DESIGNATION OF LAND
FOR COMMUNITY INFRASTRUCTURE**

MADE UNDER THE *INTEGRATED PLANNING ACT 1997*

D 9002

I, Jim Elder, Deputy Premier, Minister for State Development and Minister for Trade, give notice that:

A Ministerial designation has been made

Pursuant to section 2.6.8 and Schedule 7 of the *Integrated Planning Act 1997*, on this day I make a Ministerial designation of land for community infrastructure that the Lang Park Trust, the Coordinator-General and/or the State intends to supply on the land.

Description of the land to which the designation applies

The Ministerial designation applies to those parts of Milton Road, Chippendall Street, Castlemaine Street, Caxton Street, Hale Street, Upper Roma Street, Roma Street and Countess Street generally identified as being designated on Attachments 1 to 6 and to the following land:

LOT	PLAN	APPROXIMATE AREA OF LOT AFFECTED	RELEVANT ATTACHMENT
Lot 2	RP 160559	563 m ²	2
Lot 2	RP 160557	390 m ²	2
Lot 3	RP 160557	85 m ²	2
Lot 42	RP 904552	2588 m ²	2
Lot 900	RP 904552	41 m ²	2
Lot 41	RP 904552	2020 m ²	2
Lot 1	RP 227053	1162 m ²	2
Lot 1	RP 493	503 m ²	2
Lot 2	RP 493	405 m ²	2
Lot 3	RP 493	405 m ²	2
Lot 4	B 3552	476 m ²	2
Lot 3	B 3207	533 m ²	2
Lot 2	B 3552	561 m ²	2
Lot 1	B 3552	458 m ²	2
Lot 1	AP 1748	834 m ²	2
Lot 654	SL 8308	377 m ²	3
Lot 1	CP 841301	48 m ²	3
Lot 11	SL 1126	2129 m ²	3
Lot 1	RP 10650	182 m ²	3
Lot 2	RP 10650	349 m ²	3
Lot 3	RP 809878	935 m ²	4
Lot 6	RP 826295	488 m ²	4
Lot 705	SL 12305	3865 m ²	4
Lot 475	SL 4479	32 m ²	4
Lot 706	SL 12305	581 m ²	4
Lot 1	RP 177961	217 m ²	4

LOT	PLAN	APPROXIMATE AREA OF LOT AFFECTED	RELEVANT ATTACHMENT
Lot 27	SP 100555	180 m ²	4
Lot 16	RP 903097	1150 m ²	4
Lot 581	RP 227070	5068 m ²	5
Lot 4	RP 805871	72 m ²	5

Type of community infrastructure for which the land has been designated

The following forms of infrastructure form part of the Lang Park Stadium Redevelopment:

- (a) bus interchange station;
- (b) southern plaza;
- (c) pedestrian walkways;
- (d) associated access; and
- (e) other infrastructure ancillary to the redevelopment;

The Ministerial designation is for the Lang Park Stadium Redevelopment and involves the following kinds of community infrastructure as listed in Schedule 5 of the *Integrated Planning Act 1997*:


- (d) community and cultural facilities;
- (l) parks and recreational facilities;
- (o) transport infrastructure mentioned in section 5.1.1 of the IPA;
- (r) storage and works depots and the like including administrative facilities associated with the provision or maintenance of the community infrastructure mentioned in paragraphs (d), (l) and (o) above.

Reasons for the designation

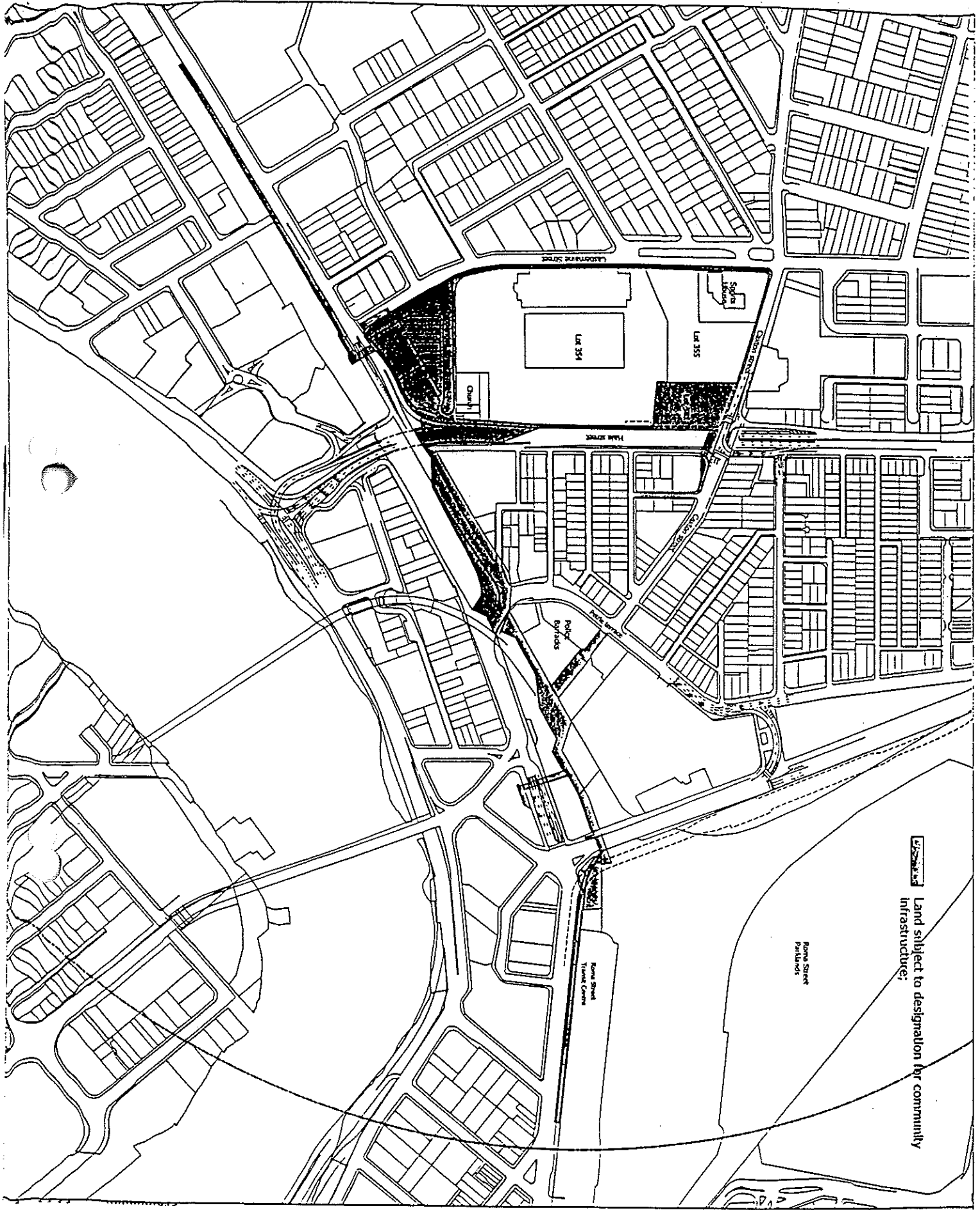
The reasons I make the Ministerial designation are set out in the Statement of Reasons for the Decision to Make a Ministerial Designation of Land for Community Infrastructure Under the *Integrated Planning Act 1997* (Attachment 12).

Matters included as part of the designation under section 2.6.4 of the *Integrated Planning Act 1997*

The community infrastructure shall be supplied generally in accordance with Attachments 7 to 11

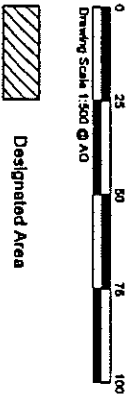
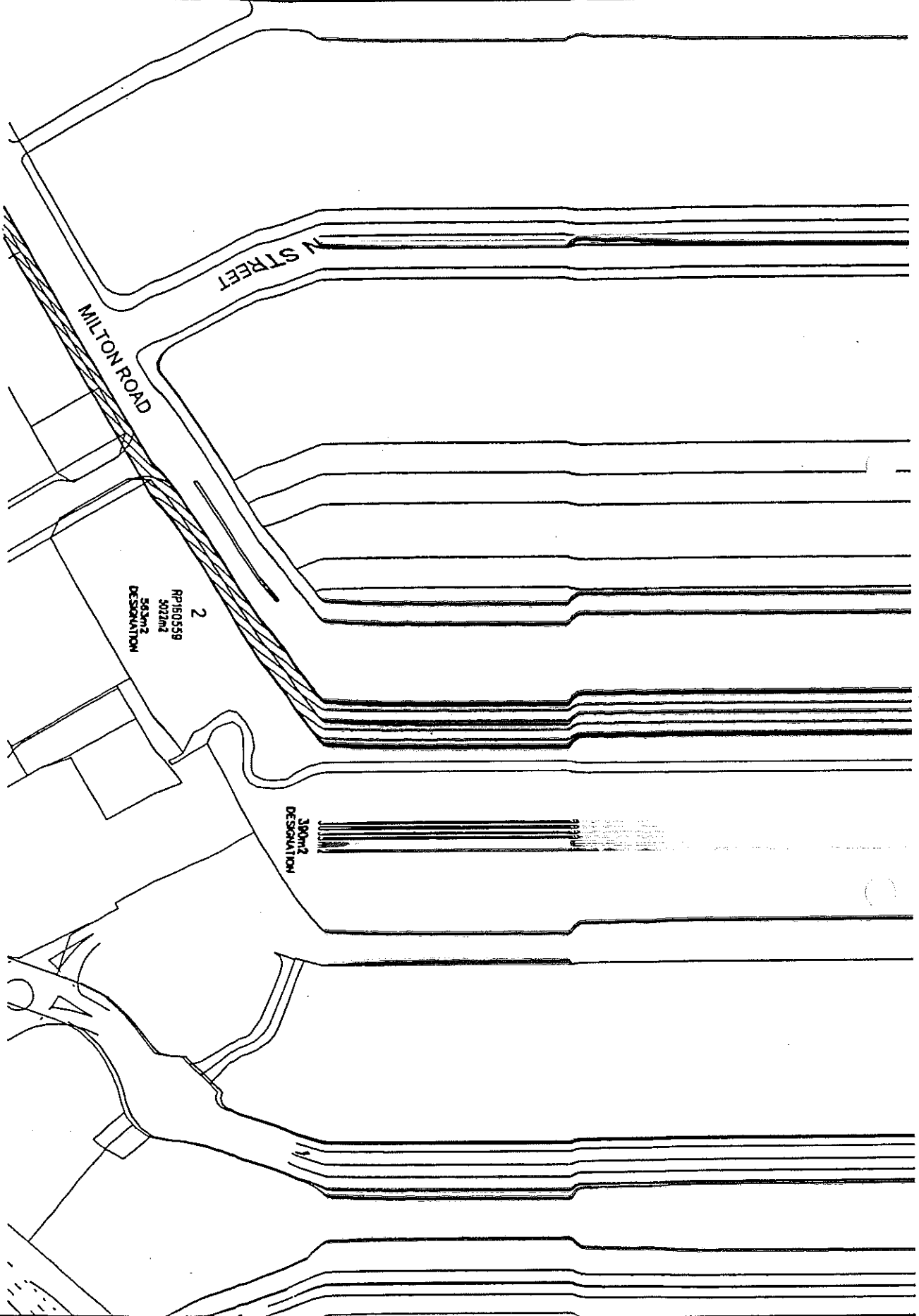

Jim Elder
Deputy Premier, Minister for State Development
and Minister for Trade

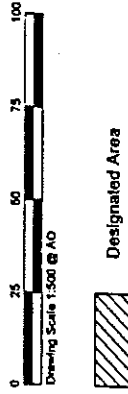
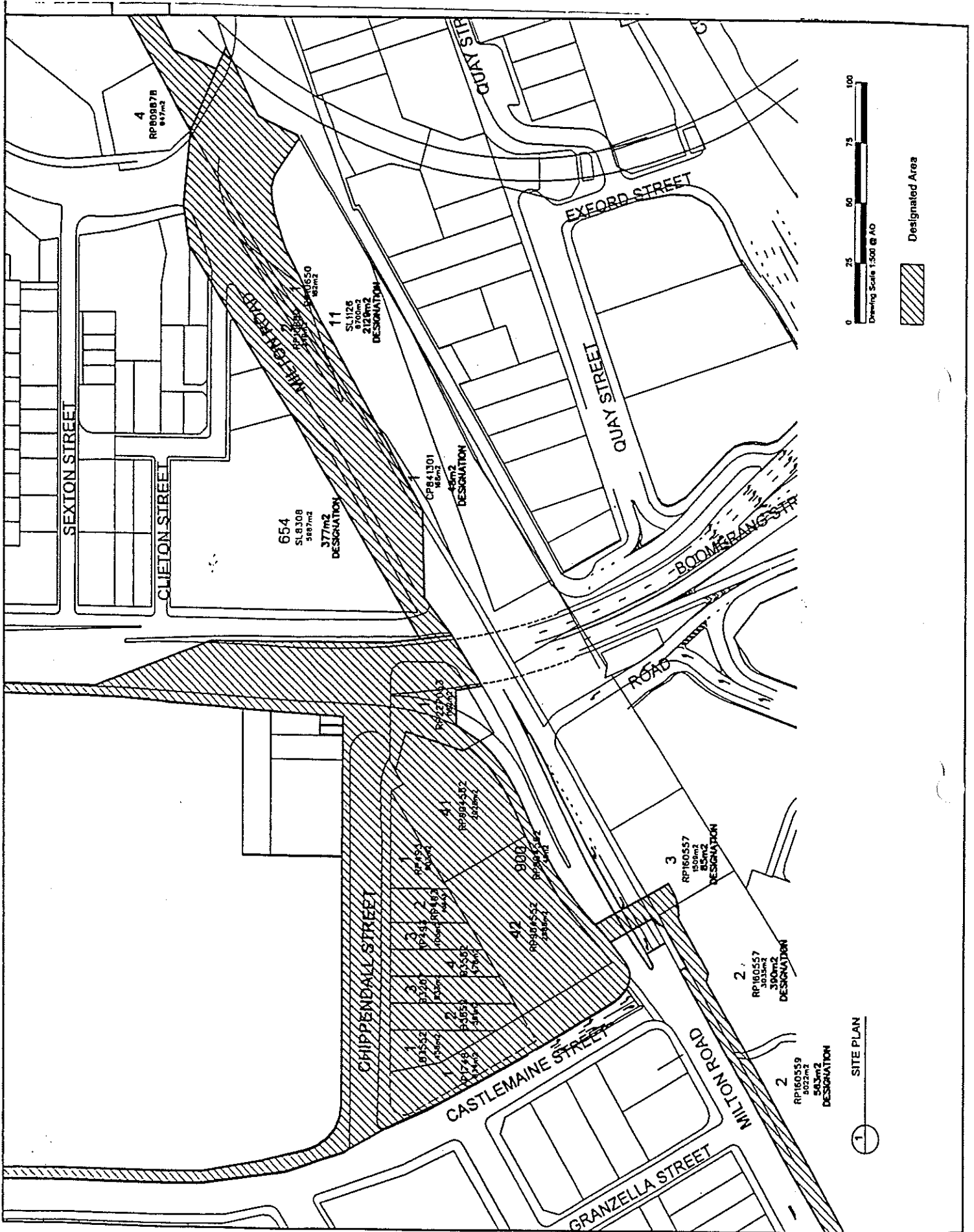
Dated: 11 September 2000



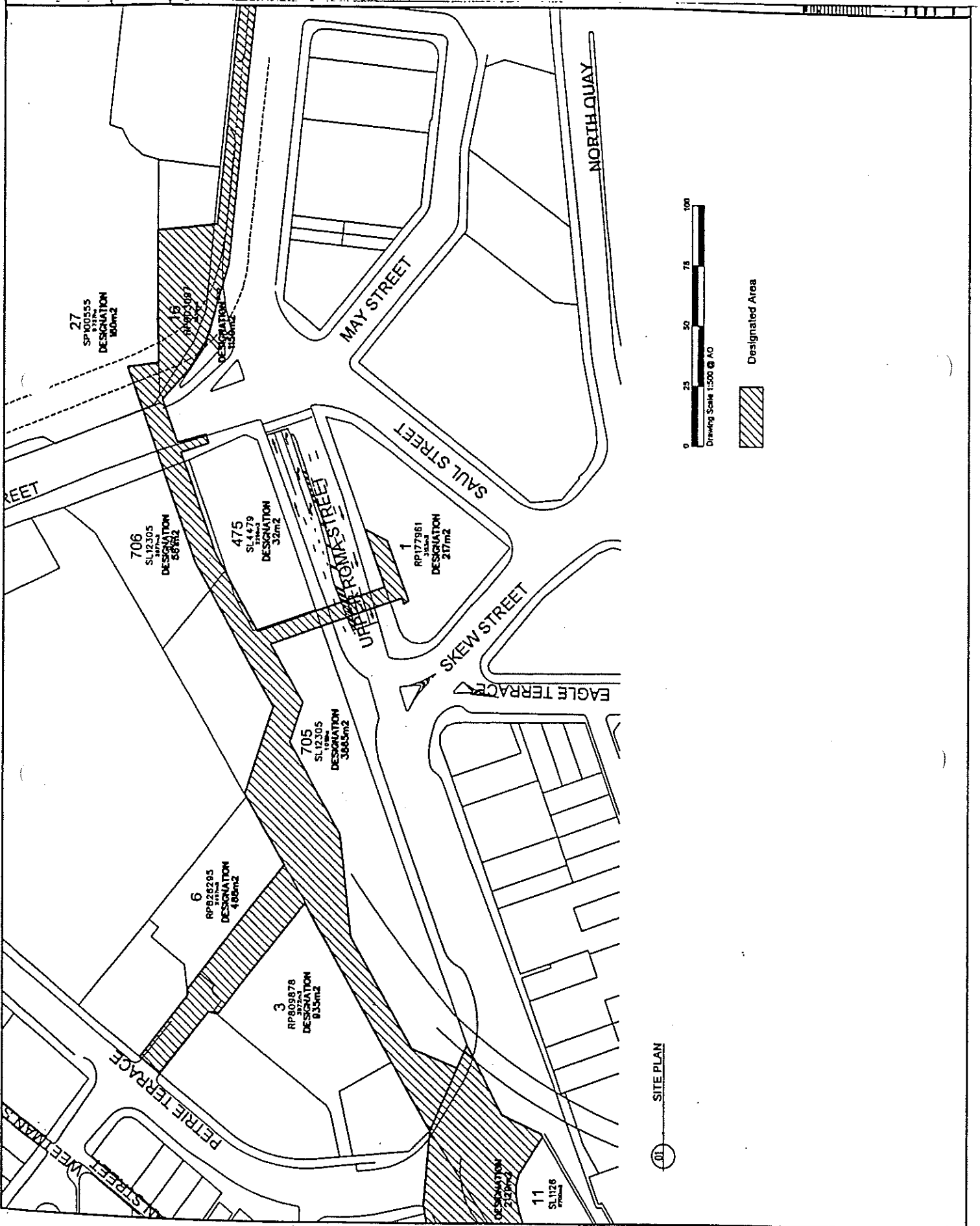
ATTACHMENT 1

1
SITE PLAN



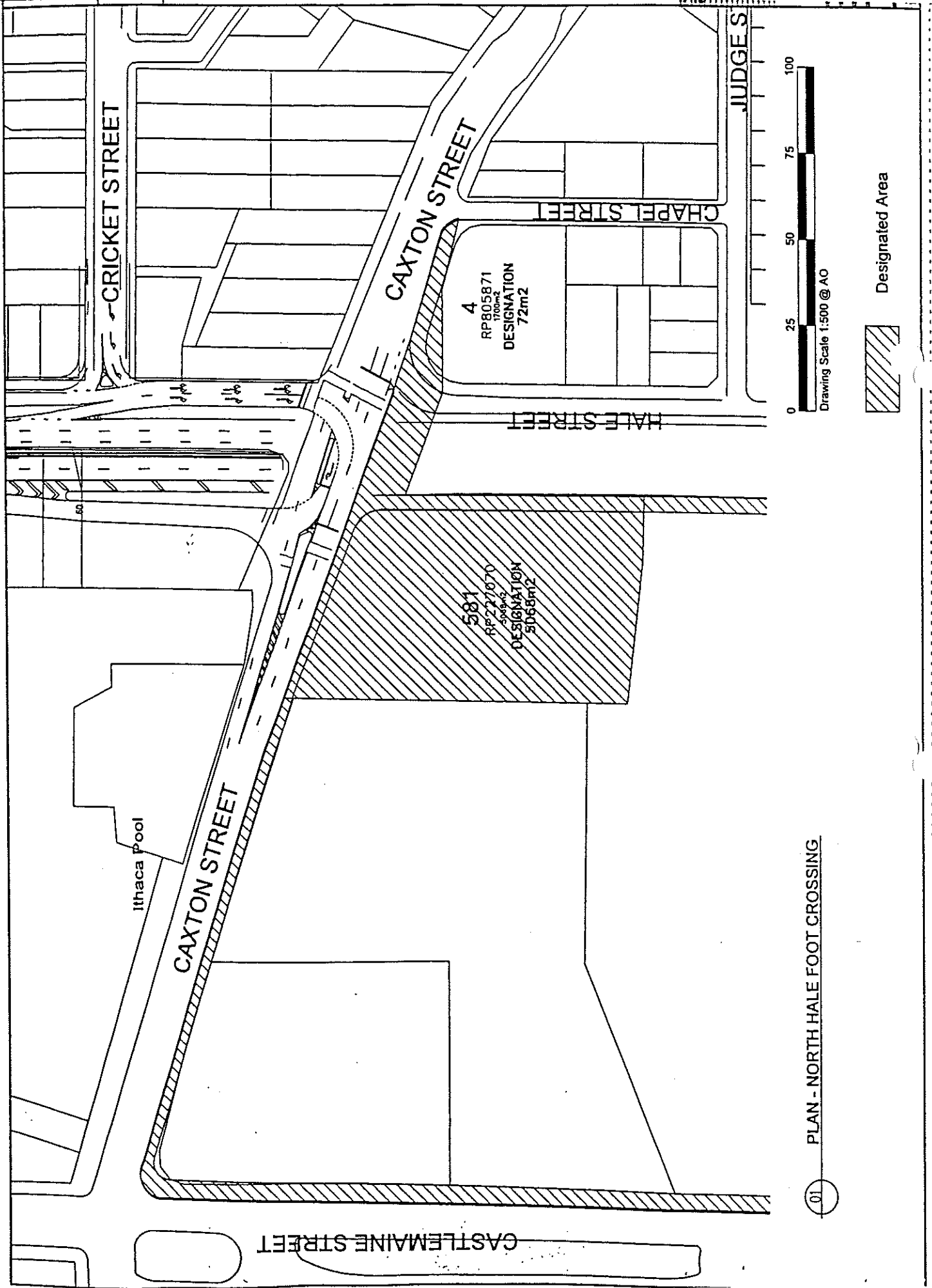


1 SITE PLAN

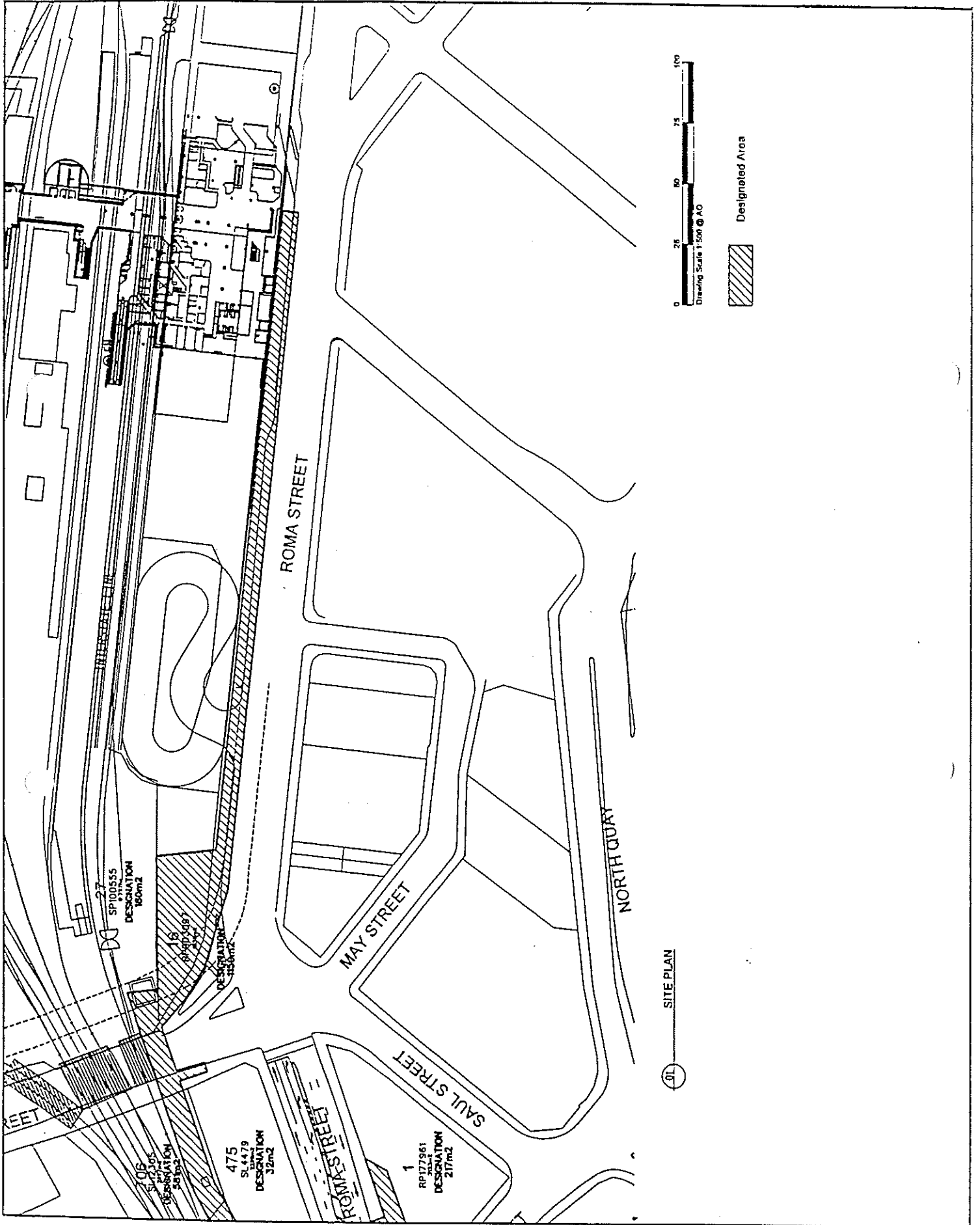


SITE PLAN



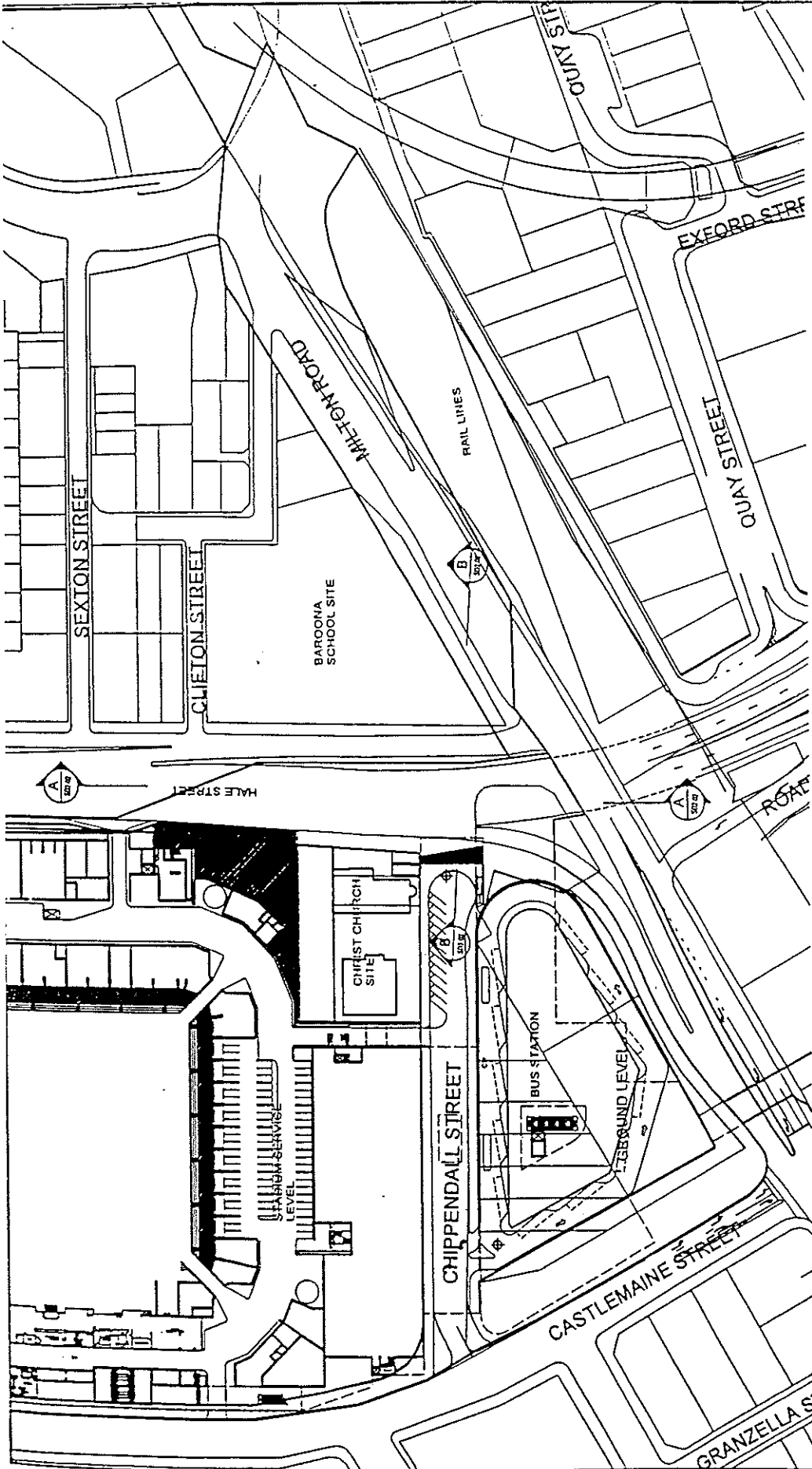


01 PLAN - NORTH HALE FOOT CROSSING



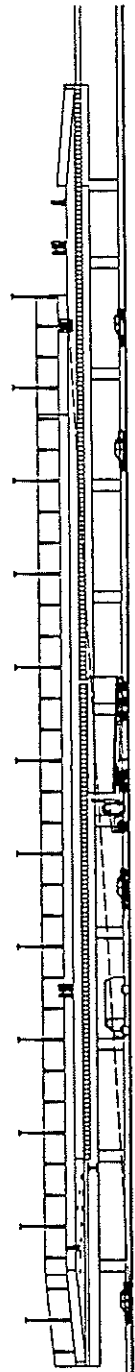
SITE PLAN

01



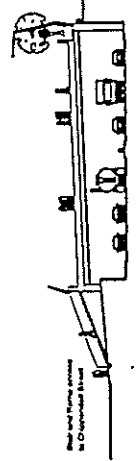
SITE PLAN

1



SECTION A - A

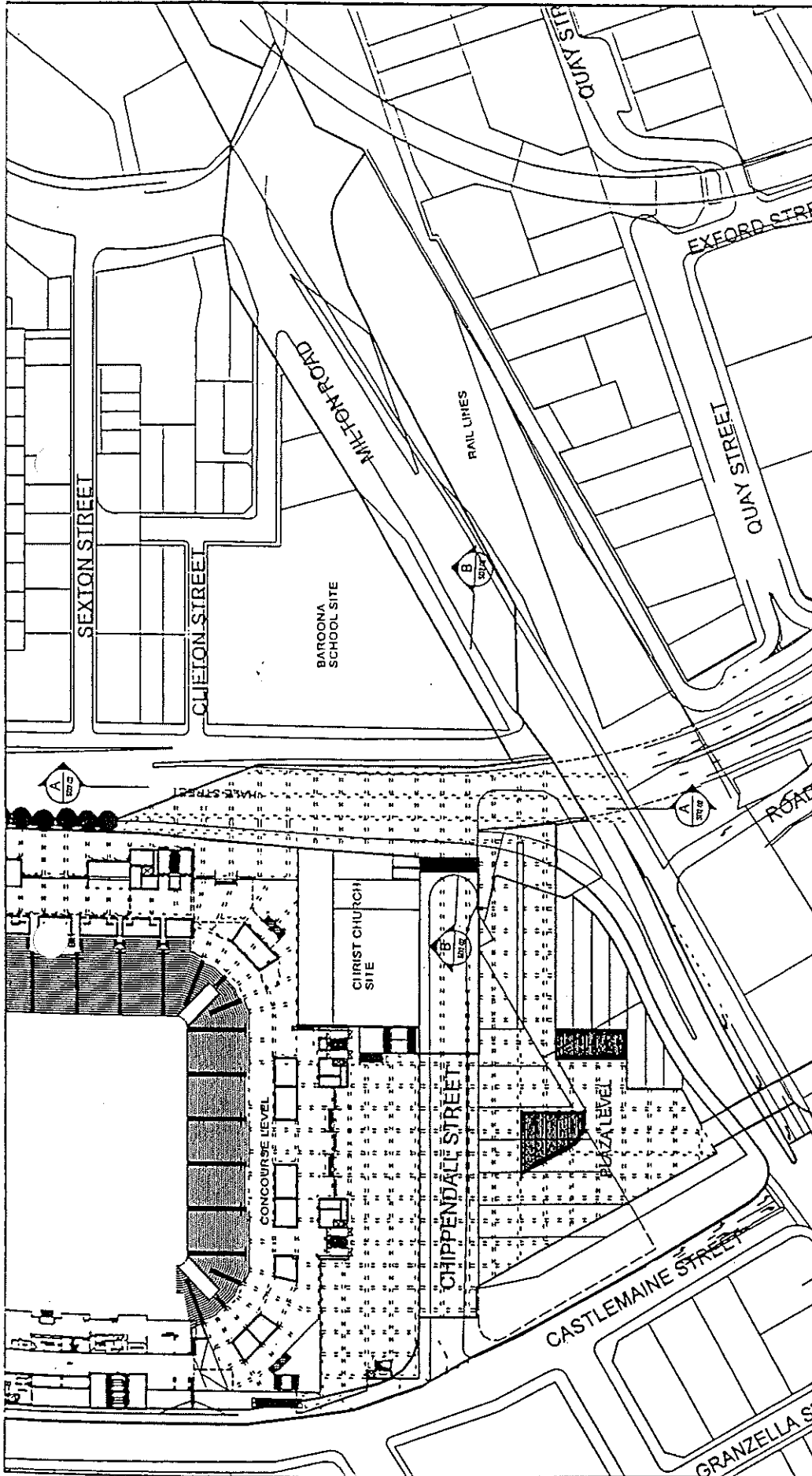
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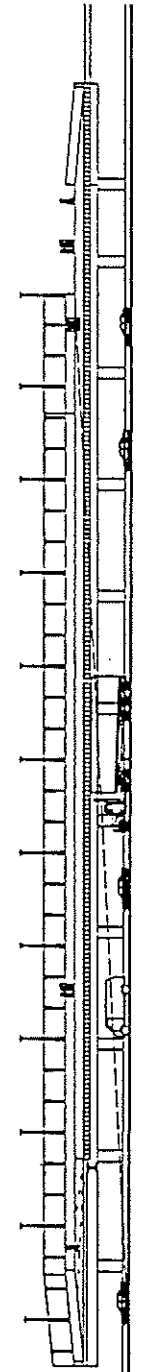
SECTION B - B

3

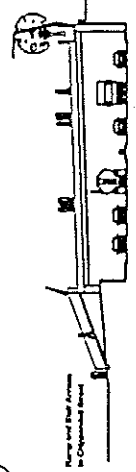




1 SITE PLAN - PLAZA LEVEL

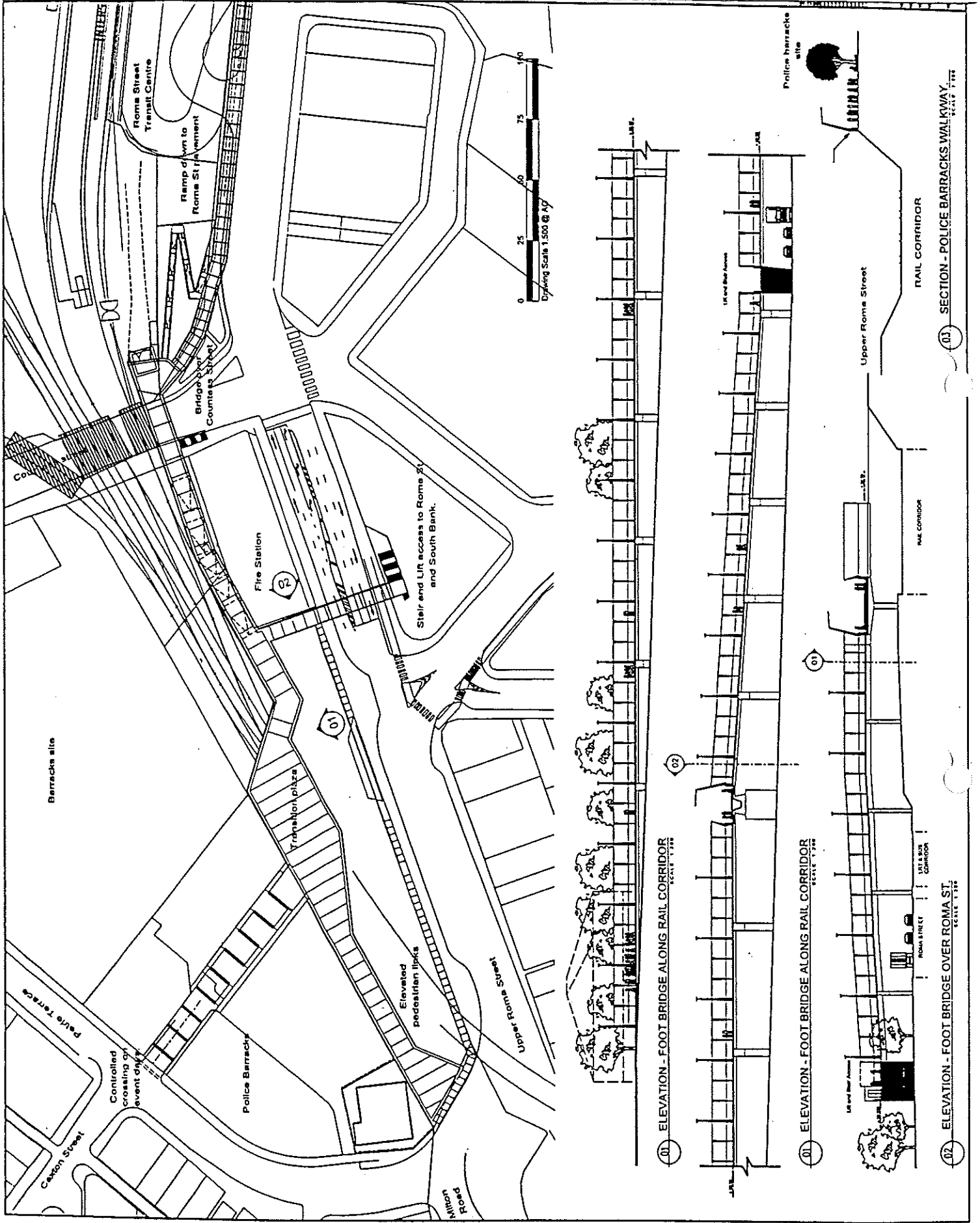


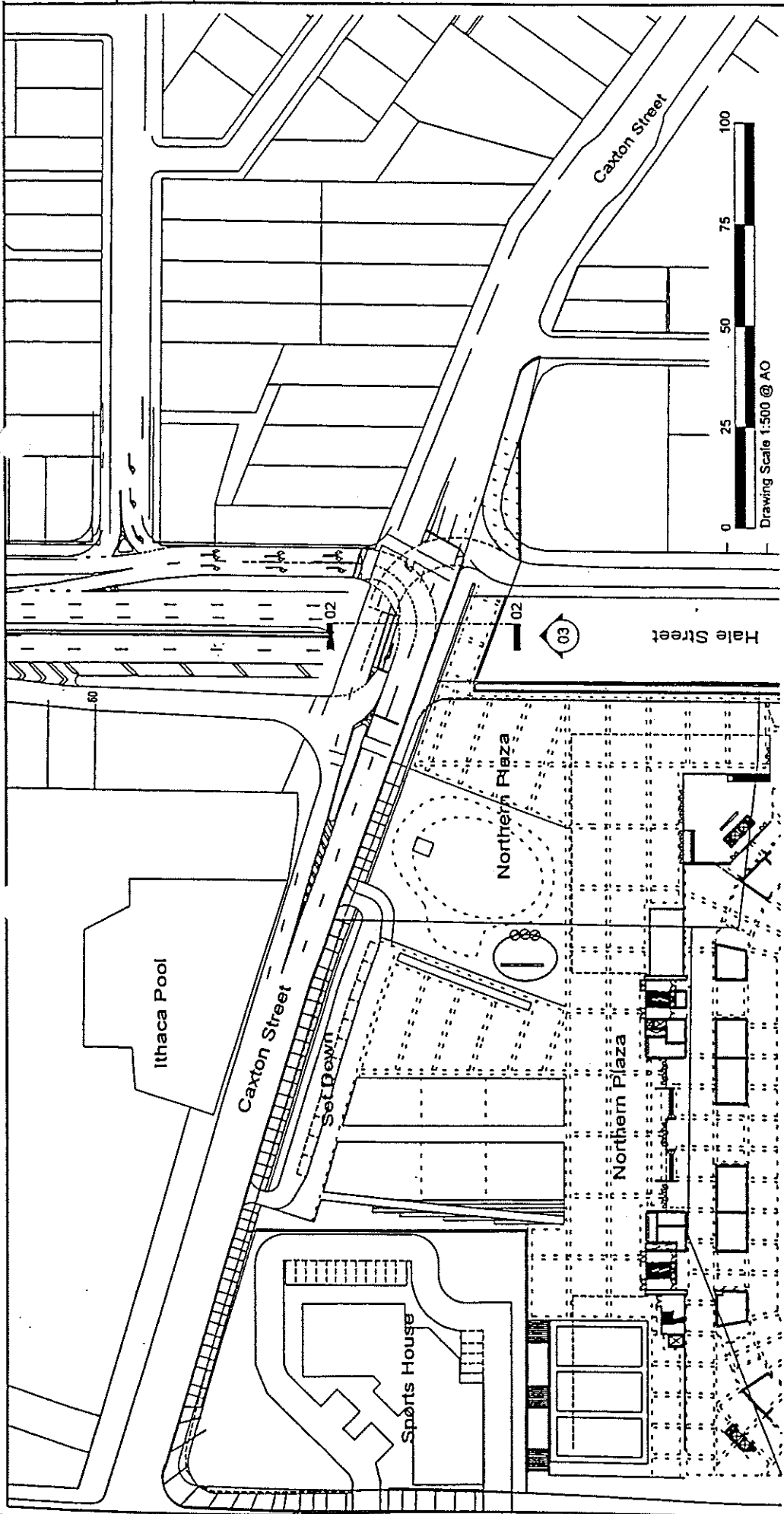
2 SECTION A - A



3 SECTION B - B

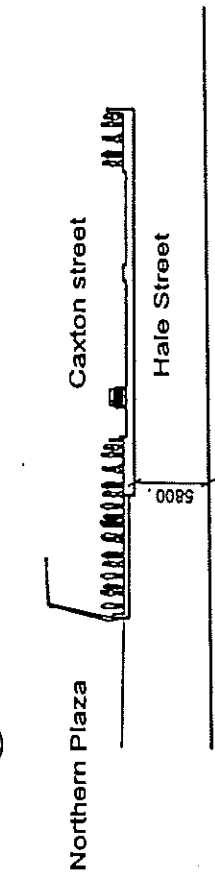




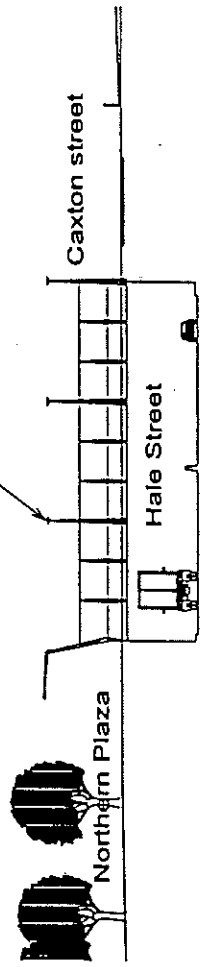


01 PLAN - NORTH HALE FOOT CROSSING
SCALE 1:300

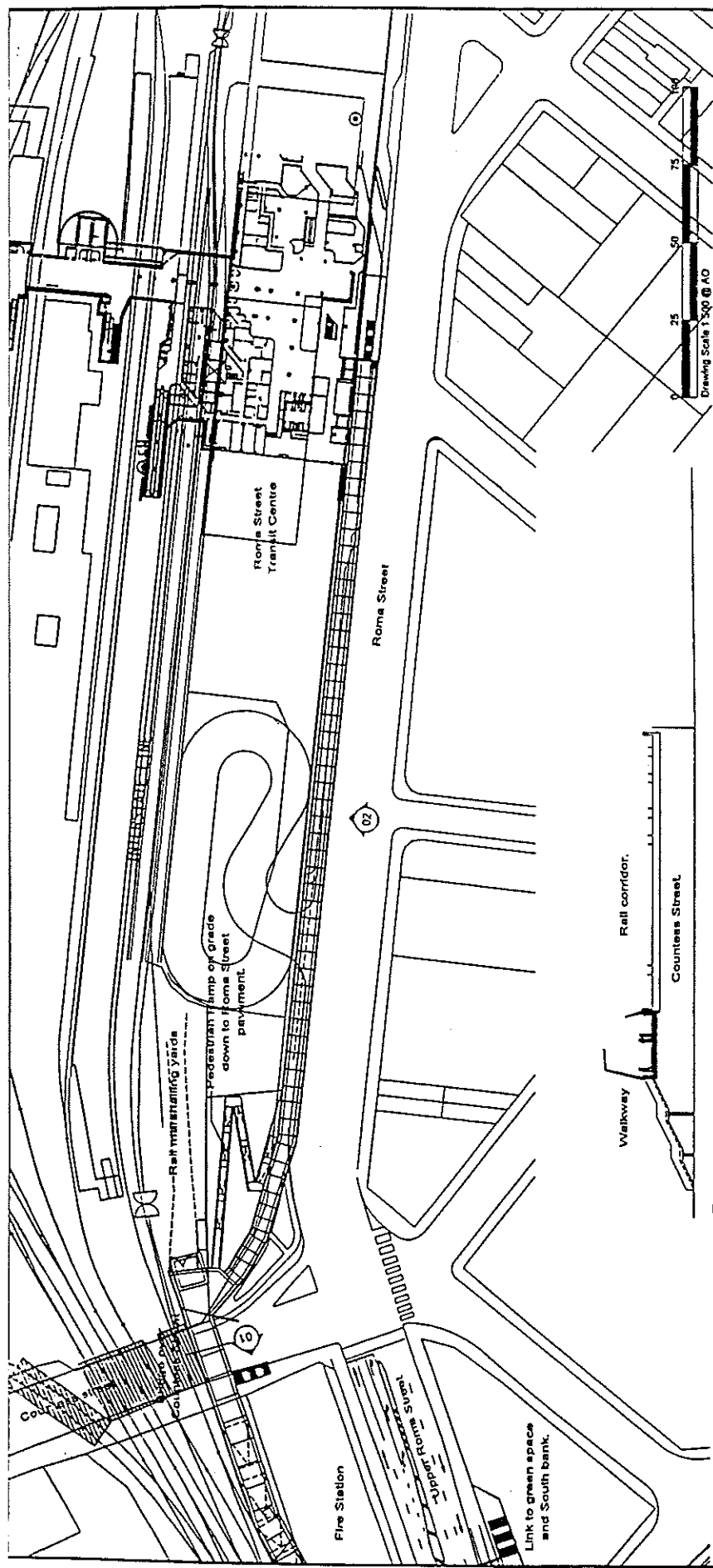
02 Drawing Scale 1:500 @ AO



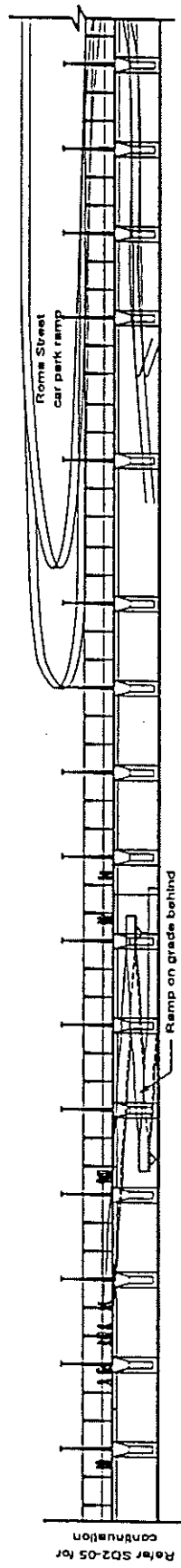
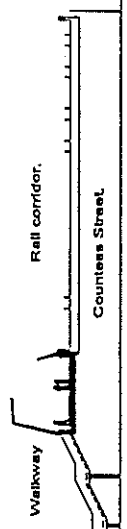
02 SECTION - NORTH HALE STREET CROSSING
SCALE 1:300



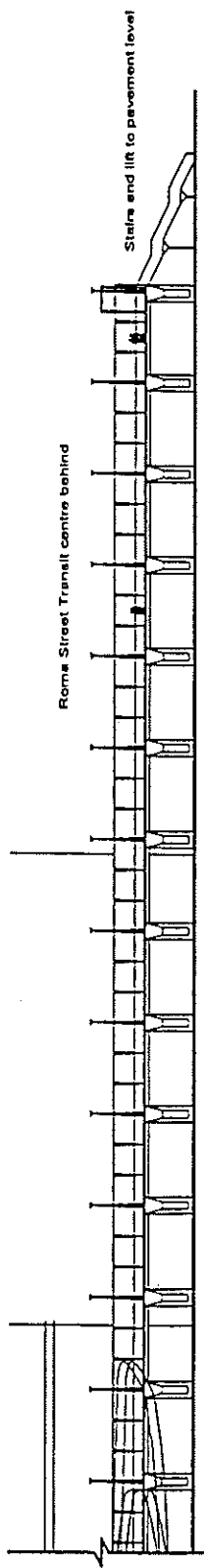
03 ELEVATION - NORTH HALE STREET CROSSING
SCALE 1:300



01 SECTION - FOOT BRIDGE ON SIDE OF RAIL BRIDGE.
SCALE 1:200



02 ELEVATION - FOOT BRIDGE ALONG ROMA STREET
SCALE 1:200



03 ELEVATION - FOOT BRIDGE ALONG ROMA STREET
SCALE 1:200

Refer SD2-05 for continuation

STATEMENT OF REASONS FOR THE DECISION TO MAKE A MINISTERIAL
DESIGNATION OF LAND FOR COMMUNITY INFRASTRUCTURE
UNDER THE *INTEGRATED PLANNING ACT 1997*

Requirement for statement of reasons

Pursuant to section 2(2)(d) of Schedule 7 of the *Integrated Planning Act 1997* (IPA), I am required to state the reasons for the decision by me to make, under the IPA, a Ministerial designation of land for community infrastructure, in relation to the Lang Park Stadium Redevelopment.

Evidence or other material on which findings on material questions of fact are based

In forming my decision to make a Ministerial designation of land for community infrastructure in relation to the Lang Park Stadium Redevelopment, I had regard to the following material:

❖ Documents entitled:

- Draft Environmental Impact Statement for the Lang Park Stadium Proposal Review – Volumes 1 to 7;
- Environmental Impact Statement for the Lang Park Stadium Proposal Review – Volume 8 (Addendum Report to the Draft Environmental Impact Statement for the Lang Park Stadium Proposal Review – Volumes 1 to 7);
- Report to the Queensland Government by the Coordinator-General on the Environmental Impact Statement for the Lang Park Stadium Redevelopment;
- Lang Park Redevelopment Project Director's Report – Project Delivery System and Commercial Issues – Volumes 1, 2 and Supplementary Information;
- Cabinet Submission dated 21 July 2000;
- Cabinet Decision No. 1937 dated 24 July 2000;
- A letter dated 7 September 2000 from the Director-General of the Department of Communication and Information, Local Government, Planning and Sport;
- Legal Advice

❖ Legislation:

- *Integrated Planning Act 1997*;
- *State Development and Public Works Organisation Act 1971*;
- *Acts Interpretation Act 1954*;

Findings on material questions of fact

From the material I had regard to, I make the following findings of fact:

- The Coordinator-General has been requested by the Director-General of the Department of Communication and Information, Local Government, Planning and Sport to do all things necessary in implementing the Cabinet Decision to redevelop the Lang Park Stadium;
- The existing Lang Park Stadium has a capacity of approximately 42,000 patrons;
- The existing Lang Park Stadium is an inadequate facility for staging major sporting events involving a large crowd;
- The Lang Park Stadium Redevelopment will allow a world-class rectangular pitch stadium with 52,500 seats to be developed on the existing Lang Park site;
- The Lang Park Stadium Redevelopment will provide vastly superior patron seating and viewing conditions, facilities, comfort, safety and levels of accessibility, when compared with the existing Lang Park Stadium;
- The Lang Park Stadium Redevelopment will allow Brisbane to host and attract major national and international sporting events;
- Hosting major national and international sporting events can produce significant flow on economic benefits for the State;
- The following forms of infrastructure form part of the Lang Park Stadium Redevelopment:
 - (a) bus interchange station;
 - (b) southern plaza;
 - (c) pedestrian walkways;
 - (d) associated access; and
 - (e) other infrastructure ancillary to the redevelopment;
- These forms of infrastructure fall within the following types of community infrastructure (numbered in accordance with Schedule 5 of the IPA):
 - (d) community and cultural facilities;
 - (l) parks and recreational facilities;
 - (o) transport infrastructure mentioned in section 5.1.1 of the IPA;
 - (r) storage and works depots and the like including administrative facilities associated with the provision or maintenance of the community infrastructure mentioned in paragraphs (d), (l) and (o) above;
- The Lang Park Trust, the Coordinator-General and/or the State intends to supply the above community infrastructure, as part of the Lang Park Stadium Redevelopment, by 2003;

- Supply by 2003, of the community infrastructure mentioned above, as part of the Lang Park Stadium Redevelopment, will satisfy the community's expectations for the efficient and timely supply of the infrastructure;
- The environmental effects of the above community infrastructure have been assessed, as part of the assessment of the EIS for the Lang Park Stadium Redevelopment, under Part 4 of the *State Development and Public Works Organisation Act 1971*;
- There has also been public consultation about the above community infrastructure, as part of the process for the assessment of the EIS for the Lang Park Stadium Redevelopment under Part 4 of the *State Development and Public Works Organisation Act 1971*;
- As a result of the EIS process and assessment under Part 4 of the *State Development and Public Works Organisation Act 1971*, modifications have been made to the proposed Lang Park Stadium Redevelopment to improve the overall performance of the proposal and mitigate its key impacts.

Reasons for the Ministerial designation

For the following reasons, I am of the opinion that a Ministerial designation of land for community infrastructure in relation to the Lang Park Stadium Redevelopment should be made:

- Ministerial designation will clarify the planning requirements for the proposed Lang Park Stadium Redevelopment. There are currently two planning documents that could be relevant to future development applications for development permits for the Lang Park Stadium Redevelopment. These are the Town Plan for the City of Brisbane 1987 (the planning scheme currently in place for the City of Brisbane and a transitional planning scheme under the IPA), and the Modified Draft Brisbane City Plan (which, when it commences to operate, will be a planning scheme developed under the IPA). The EIS for the Lang Park Stadium Redevelopment states at page 4-2 that, in relation to the Modified Draft Brisbane City Plan, "There are fundamental differences from the Town Plan 1987 in the planning context surrounding the statutory planning approval for the proposed development depending on which planning scheme is in force at the time of making a development application".
- The community infrastructure designation for the Lang Park Stadium Redevelopment will also assist the Lang Park Trust, the Coordinator-General and/or the State in achieving completion of the Lang Park Stadium Redevelopment by 2003;
- Ministerial designation for the Lang Park Stadium Redevelopment will alleviate concerns held by the community surrounding the proposed development, as the Ministerial designation will be noted on the Town Plan for the City of Brisbane 1987 and any new planning scheme for the City of Brisbane. This will enable the community, other State agencies, local governments and developers to have access to the information contained in the designation and be fully aware of the State Government's intentions for the site;
- Ministerial designation will facilitate the use for community purposes of the following infrastructure:
 - (a) bus interchange station;

- (b) southern plaza;
 - (c) pedestrian walkways;
 - (d) associated access; and
 - (e) other infrastructure ancillary to the redevelopment;
- The Lang Park Stadium Redevelopment will allow a world-class rectangular pitch stadium with 52,500 seats to be developed on the existing Lang Park site;
 - The Lang Park Stadium Redevelopment will provide vastly superior patron seating and viewing conditions, facilities, comfort, safety and levels of accessibility when compared with the existing Lang Park Stadium;
 - The Lang Park Stadium Redevelopment will allow Brisbane to host and attract major national and international sporting events;
 - Hosting major national and international sporting events can produce significant flow on economic benefits for the State.



Jim Elder

**Deputy Premier, Minister for State Development
and Minister for Trade**

11 September 2000

6/11/00

D 9002

NOTICE OF AN AMENDED MINISTERIAL DESIGNATION OF LAND

FOR COMMUNITY INFRASTRUCTURE

MADE UNDER THE *INTEGRATED PLANNING ACT 1997*

I, Jim Elder, Deputy Premier, Minister for State Development and Minister for Trade, give notice that:

A Ministerial designation has been made

Pursuant to section 2.6.8 and Schedule 7 of the *Integrated Planning Act 1997*, on 11 September 2000 I made a Ministerial designation of land for community infrastructure that the Lang Park Trust, the Coordinator-General and/or the State intends to supply on the land.

I have today amended the Ministerial designation previously made by me on 11 September 2000. The amendment varies the areas of land to which the Ministerial designation of 11 September 2000 applies and it also includes additional land.

Description of the land to which the amended designation applies

The amended Ministerial designation applies to those parts of Milton Road, Cribb Street, Chippendall Street, Castlemaine Street, Caxton Street, Hale Street, Petrie Terrace, Upper Roma Street, May Street, Saul Street, Skew Street, Eagle Terrace, Roma Street, Countess Street and an unnamed road in the vicinity of Milton Railway Station generally identified as being designated on Attachments 1 to 17 and to the following specified land:

LOT	PLAN	APPROXIMATE AREA OF LOT AFFECTED	RELEVANT ATTACHMENT
Lot 2	RP219877	1214 m ²	2
Lot 24	RP79609	6 m ²	2
Lot 22	RP79609	19 m ²	2
Lot 20	RP79609	34 m ²	2
Lot 937	SL2480	6 m ²	2
Lot 18	RP79609	31 m ²	2
Lot 16	RP79609	38 m ²	2
Lot 14	RP79609	42 m ²	2
Lot 12	RP79609	46 m ²	2
Lot 207	RP18374	120 m ²	2
Lot 10	RP79609	39 m ²	2
Lot 8	RP79609	31 m ²	2
Lot 6	RP79609	22 m ²	2
Lot 4	RP79609	13 m ²	2
Lot 2	RP79609	4 m ²	2
Lot 13	RP18373	3111 m ²	2
Lot 14	RP18373	1041 m ²	2 & 3
Lot 15	RP 18373	407 m ²	3
Lot 2	RP160559	860 m ²	3 & 4

LOT	PLAN	APPROXIMATE AREA OF LOT AFFECTED	RELEVANT ATTACHMENT
Lot 2	RP 160557	660 m ²	4
Lot 3	RP 160557	358 m ²	4
Lot 42	RP 904552	2588 m ²	4, 5 & 6
Lot 900	RP 904552	41 m ²	4, 5 & 6
Lot 41	RP 904552	2020 m ²	5 & 6
Lot 1	RP8712	677 m ²	4
Lot 1	RP227053	1162 m ²	5 & 6
Lot 1	RP8700	20 m ²	5
Lot 1	CP841301	168 m ²	5
Lot 654	SL8308	535 m ²	5 & 13
Lot 1	RP 493	503 m ²	6
Lot 2	RP 493	405 m ²	6
Lot 3	RP 493	405 m ²	6
Lot 4	B 3552	476 m ²	6
Lot 3	B 3207	533 m ²	6
Lot 2	B 3552	561 m ²	6
Lot 1	B 3552	458 m ²	6
Lot 1	AP 1748	834 m ²	6
Lot 470	SL4951	172 m ²	8
Lot 4	RP805871	160 m ²	8 & 9
Lot 581	RP227070	5068 m ²	8 & 9
Lot 11	SL 1126	2964 m ²	13
Lot 1	RP 10650	182 m ²	13
Lot 2	RP 10650	349 m ²	13
Lot 705	SL 12305	4448 m ²	13, 14, 15 & 16
Lot 3	RP 809878	932 m ²	14 & 15
Lot 6	RP826295	550 m ²	14 & 15
Lot 475	SL 4479	149 m ²	16 & 17
Lot 1	RP 177961	1045 m ²	16 & 17
Lot 27	SP 100555	945 m ²	17
Lot 706	SL 12305	603 m ²	17
Lot 16	RP 903097	1822 m ²	17
Lot 1	SP 100562	54 m ²	17

This amended Ministerial designation applies to the QR corridor and the identified streets and roads, only to the extent necessary to carry out the works set out in Attachments 18 to 40. This amended Ministerial designation is not intended to constrain the carrying out of development on the QR corridor and the identified streets and roads to the extent that the development can be carried out in a way that does not impact on the works set out in Attachments 18 to 40.

Type of community infrastructure for which the land has been designated

The following forms of infrastructure form part of the Lang Park Stadium Redevelopment:

- (a) bus interchange station and bus lanes;
- (b) southern plaza;
- (c) railway lines, stations and facilities;
- (d) pedestrian walkways;
- (e) associated access; and
- (f) other infrastructure ancillary to the redevelopment;

The amended Ministerial designation is for the Lang Park Stadium Redevelopment and involves the following kinds of community infrastructure as listed in Schedule 5 of the *Integrated Planning Act 1997*:


- (j) community and cultural facilities;
- (l) parks and recreational facilities;
- (m) railway lines, stations and associated facilities;
- (o) transport infrastructure mentioned in section 5.1.1 of the IPA;
- (r) storage and works depots and the like including administrative facilities associated with the provision or maintenance of the community infrastructure mentioned in paragraphs (d), (l), (m) and (o) above.

Reasons for the amended designation

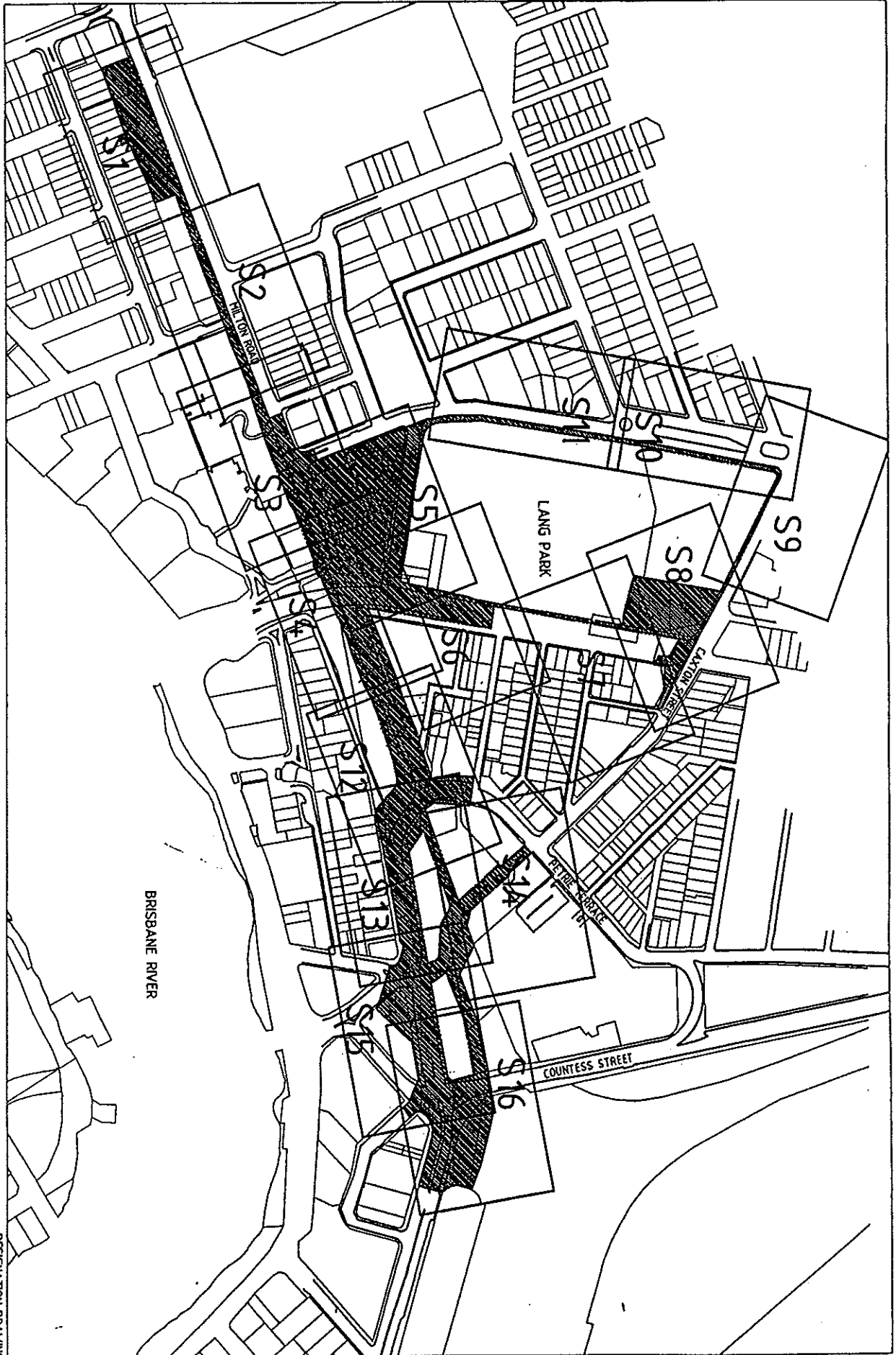
The reasons I make the amended Ministerial designation are set out in the Statement of Reasons for the Decision to amend a Ministerial Designation of Land for Community Infrastructure under the *Integrated Planning Act 1997* (Attachment 41).

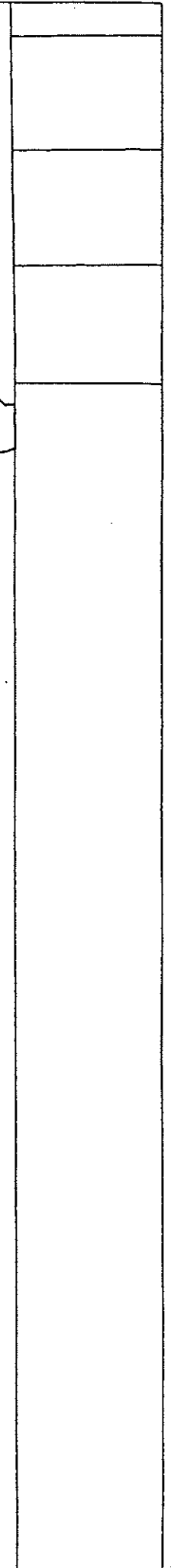
Matters included as part of the designation under section 2.6.4 of the *Integrated Planning Act 1997*

The community infrastructure shall be supplied generally in accordance with Attachments 18 to 40.

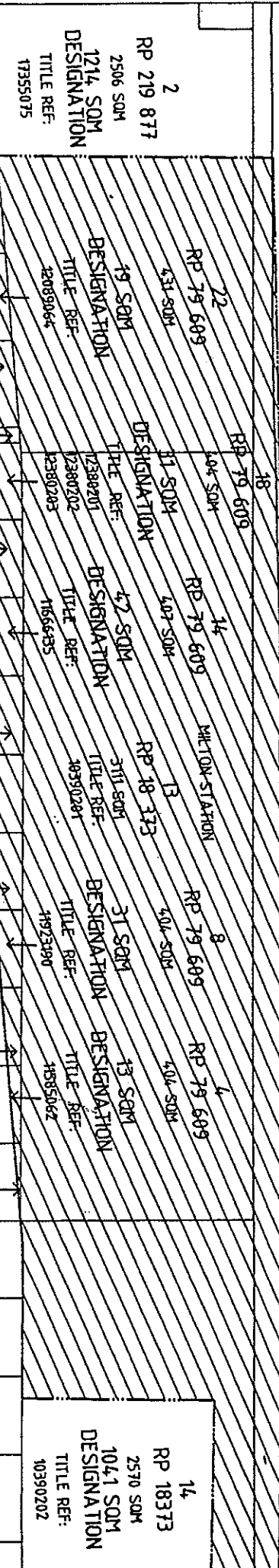

JIM ELDER
Deputy Premier, Minister for State Development
and Minister for Trade

Dated: 6 November 2000

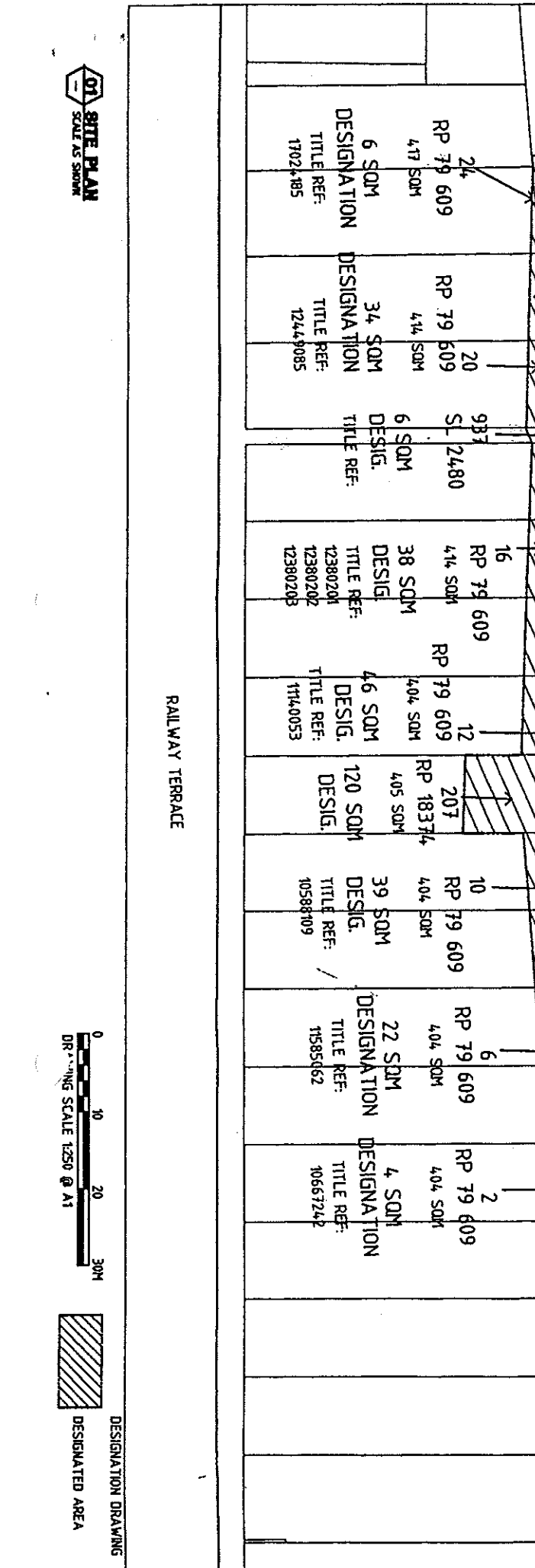




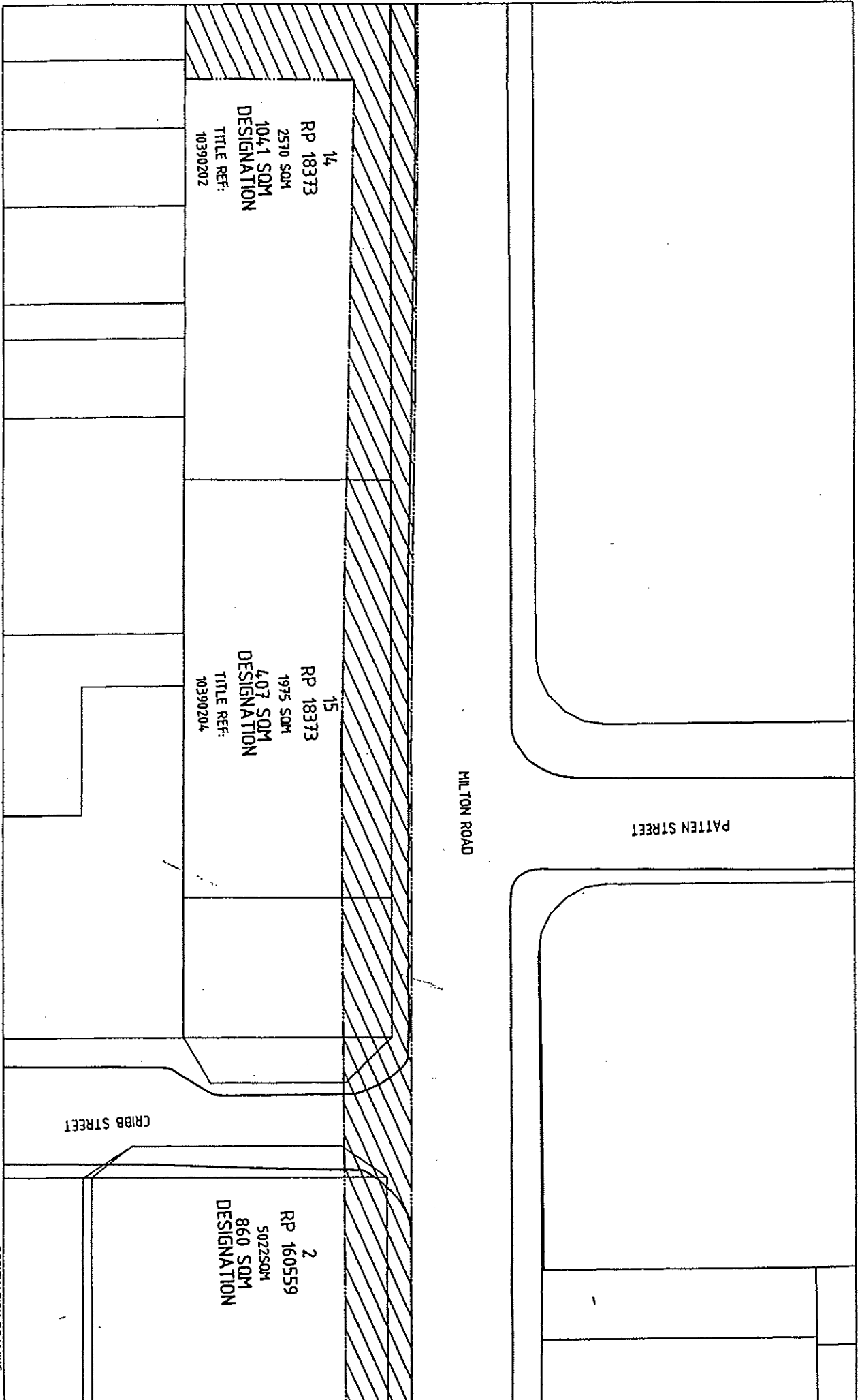
MILTON ROAD



RAILWAY TERRACE



DESIGNATION DRAWING
DESIGNATED AREA

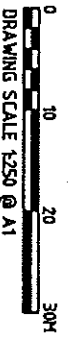
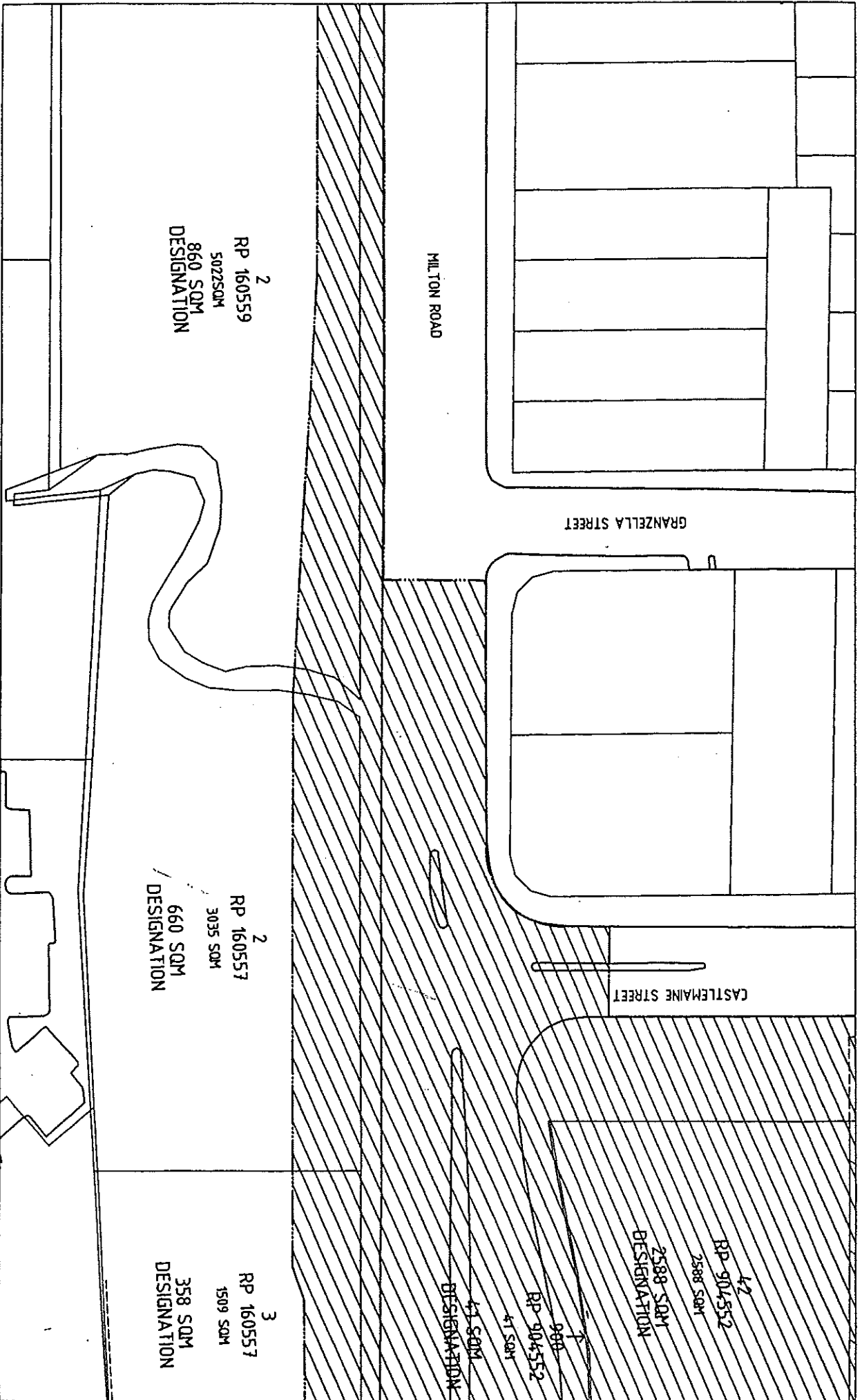


02 SITE PLAN
SCALE AS SHOWN

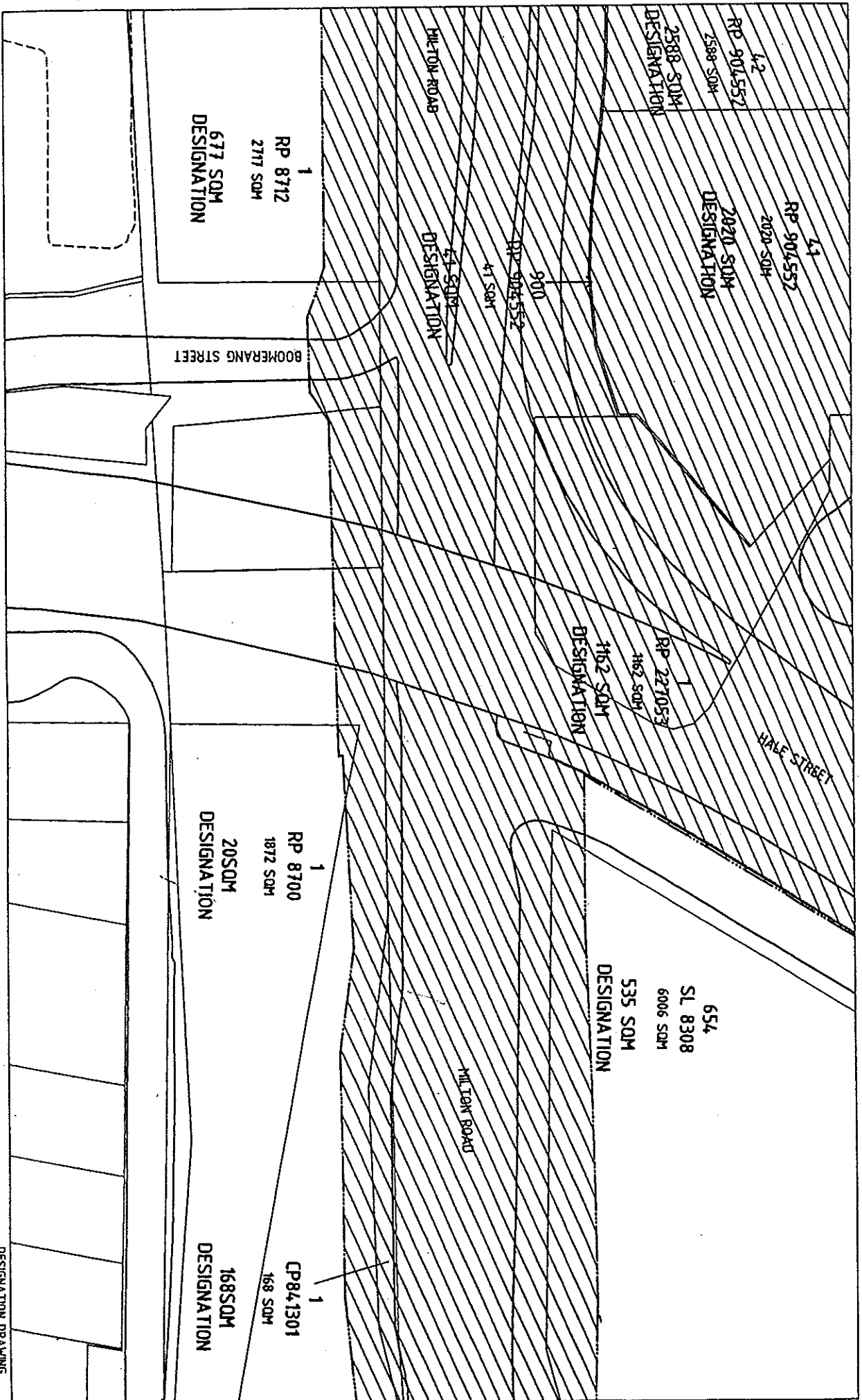
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DRAWING SCALE 1:250 @ A1



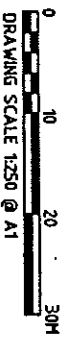
DESIGNATED AREA
DESIGNATION DRAWING



DESIGNATION DRAWING
DESIGNATED AREA



04 SITE PLAN
SCALE AS SHOWN

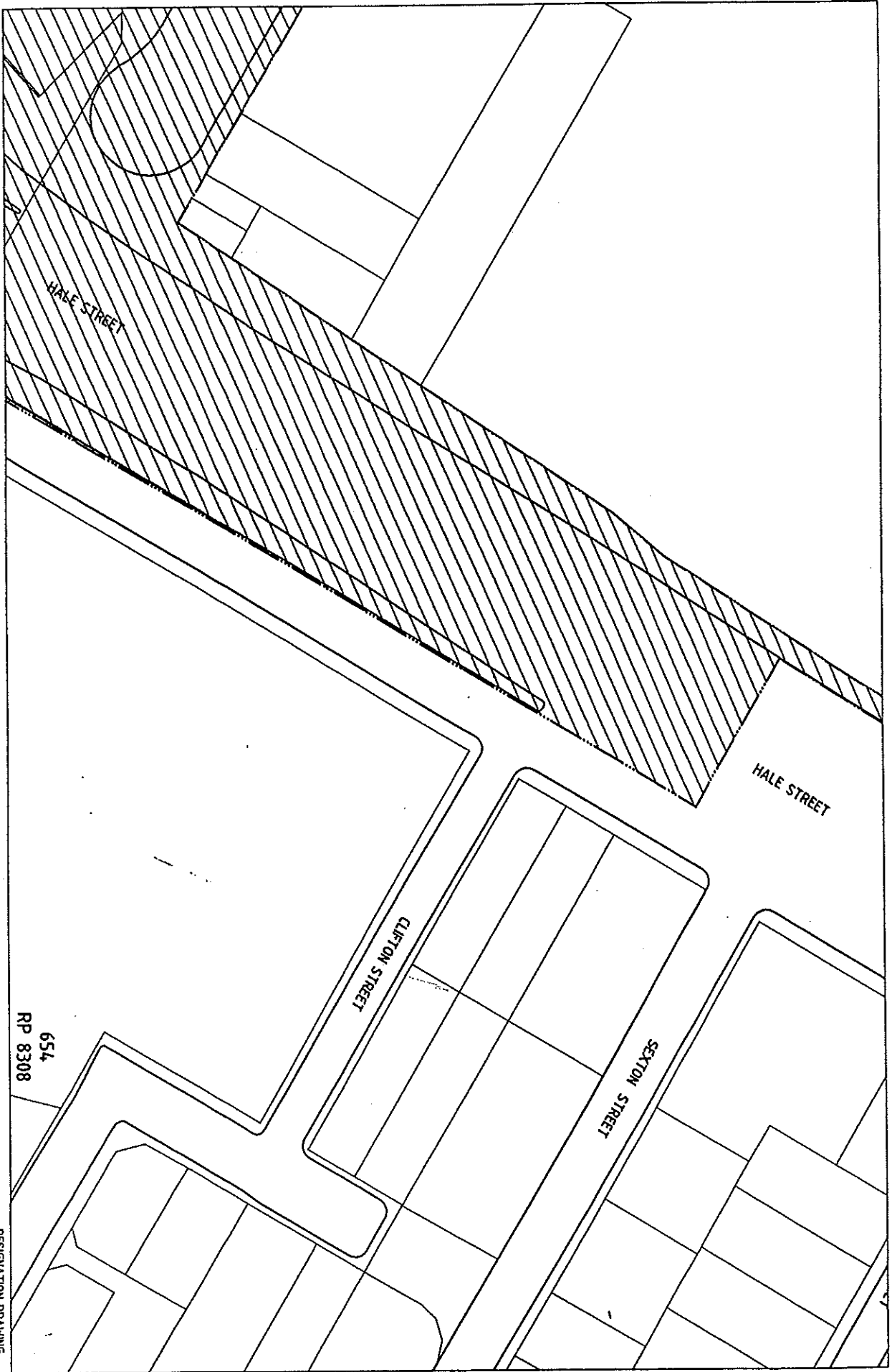


DESIGNATED AREA
DESIGNATION DRAWING



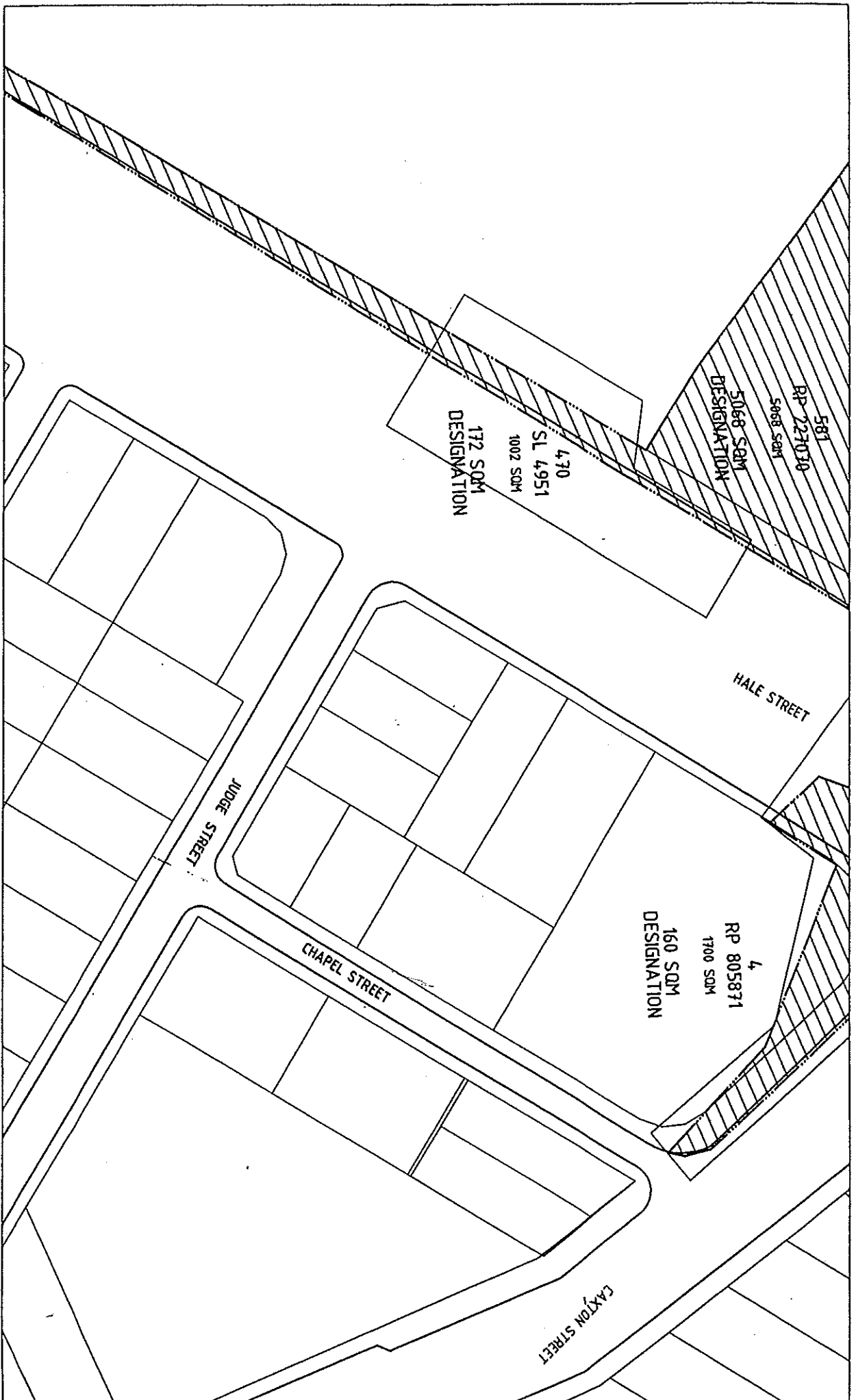
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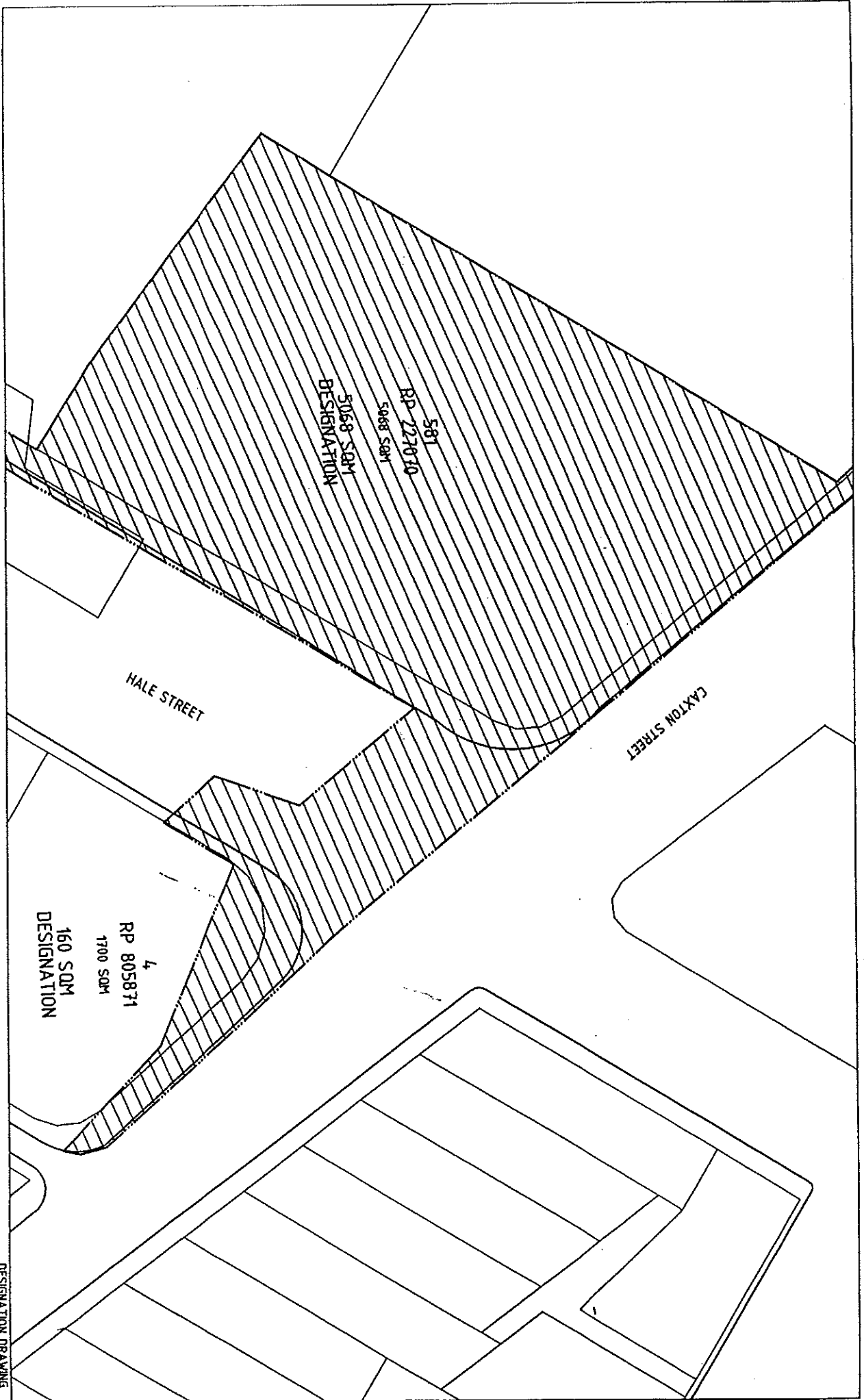
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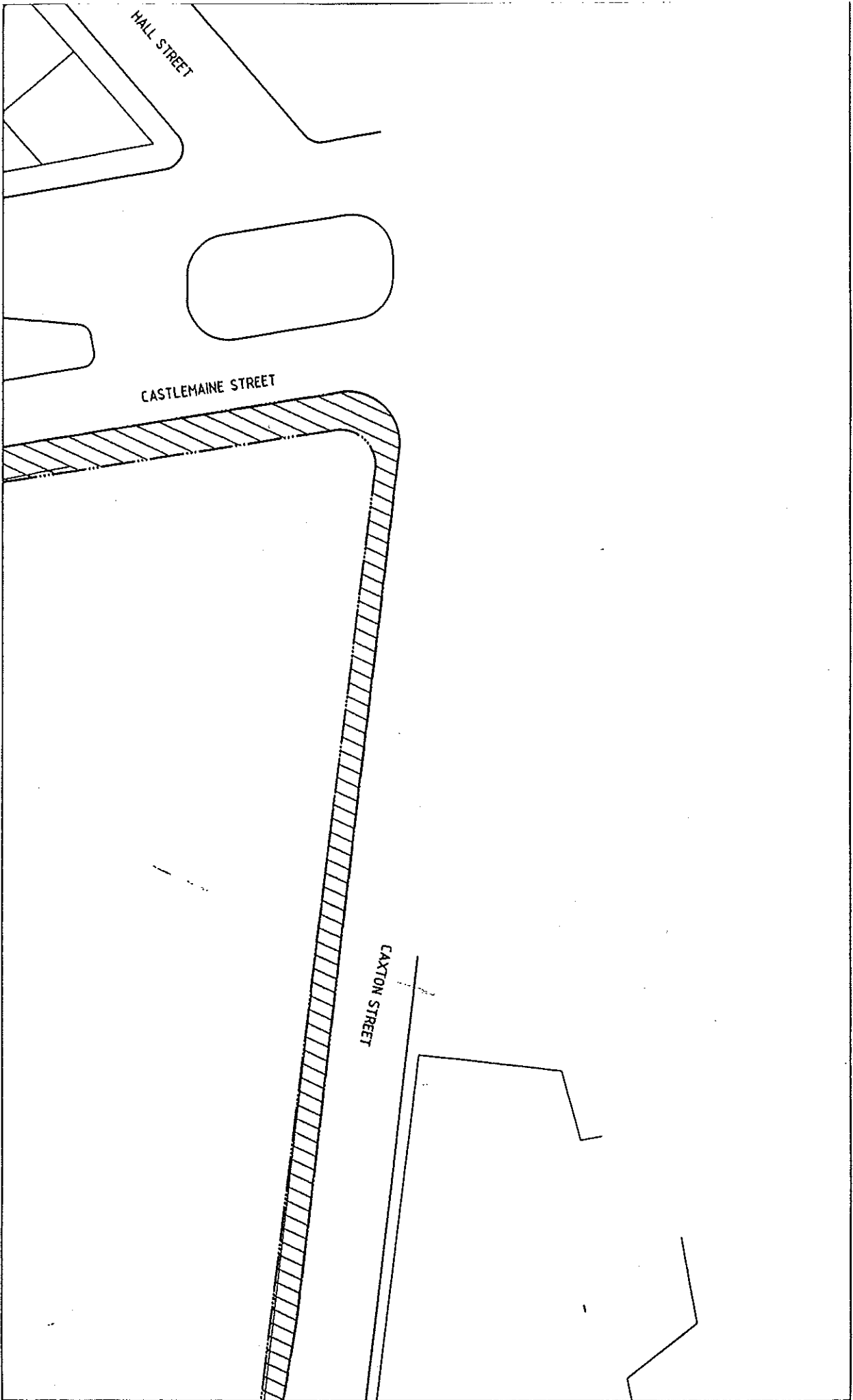
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DESIGNATION DRAWING





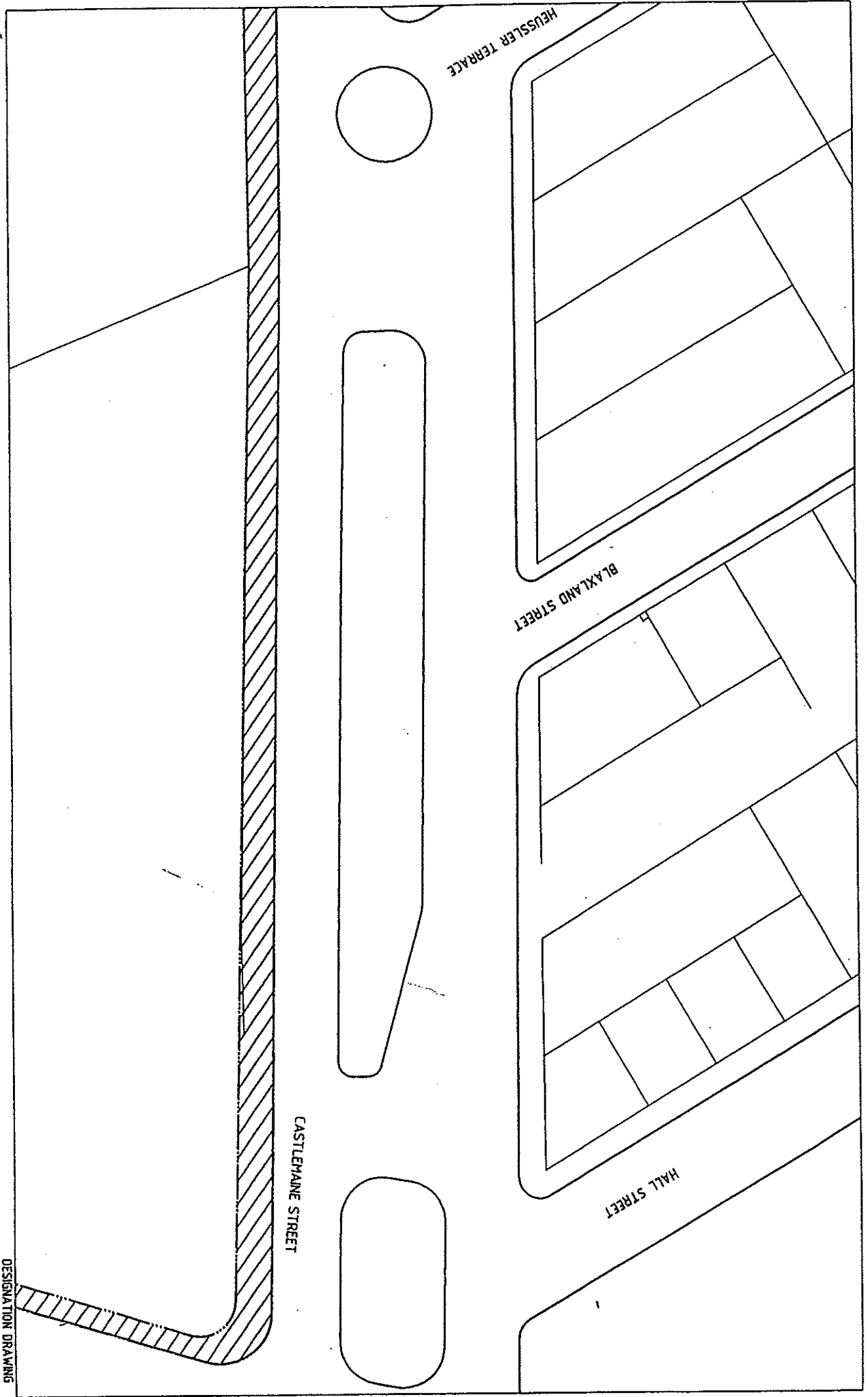
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SCALE AS SHOWN




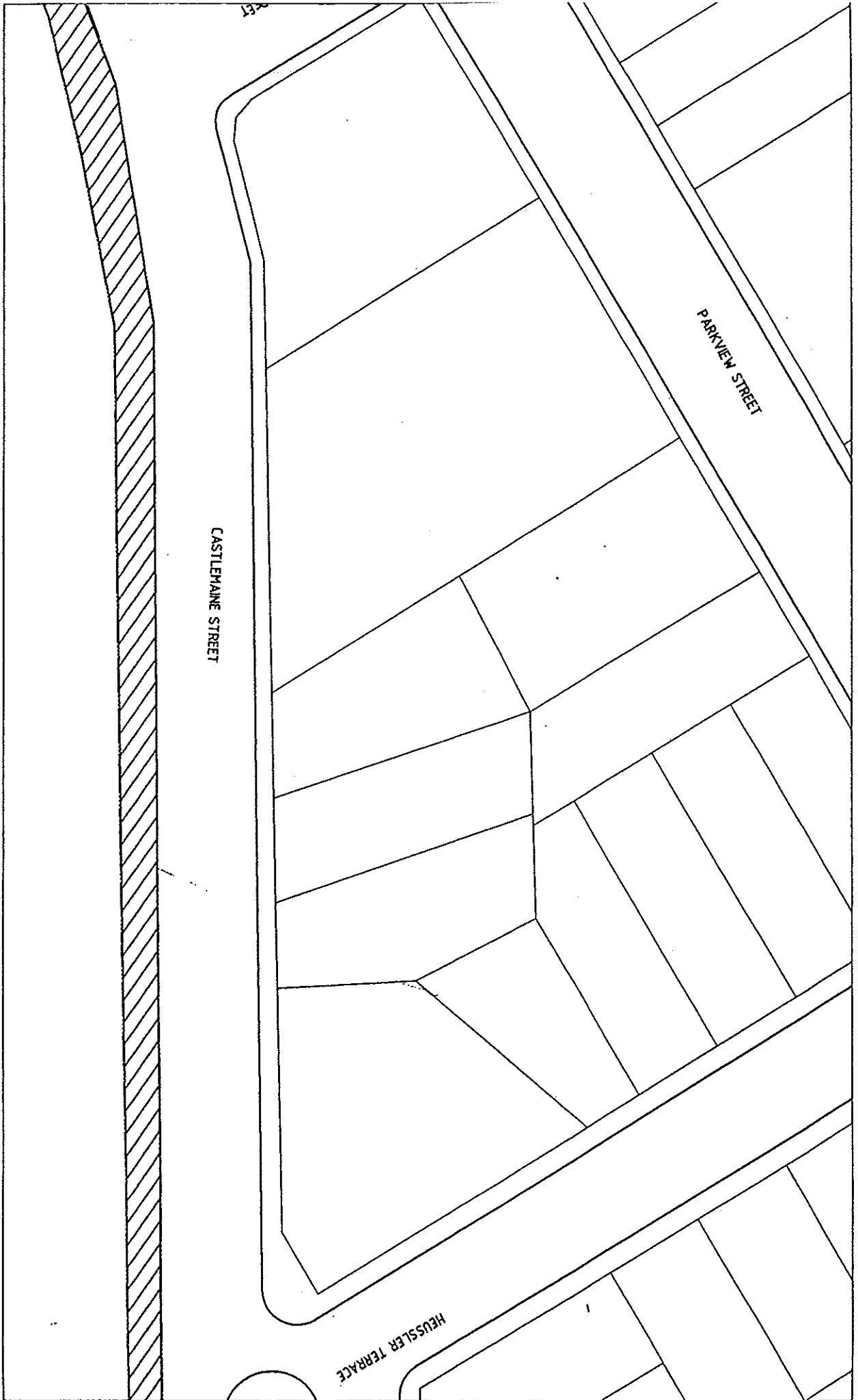
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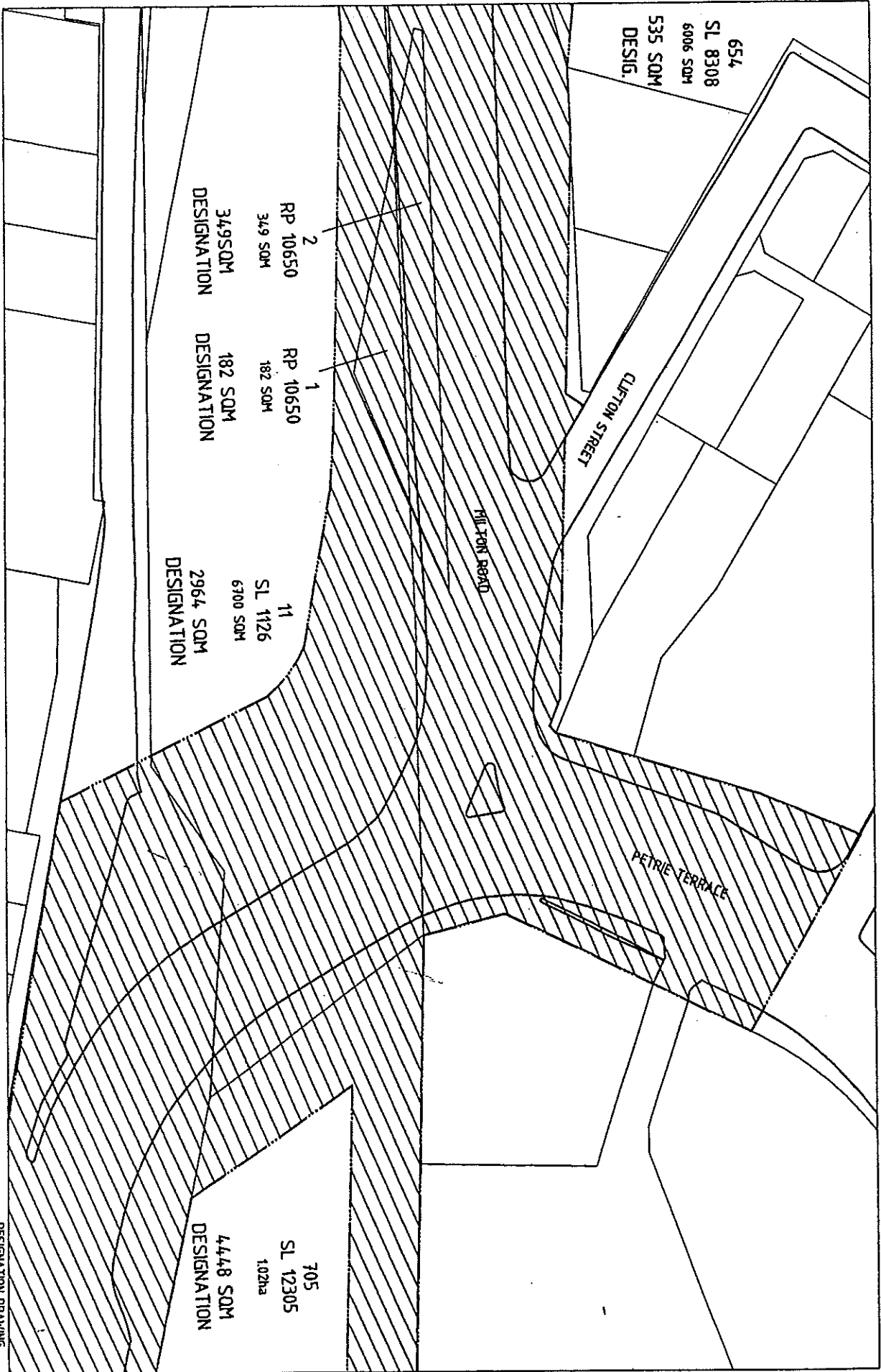
DESIGNATION DRAWING
DESIGNATED AREA



 DESIGNATION DRAWING
DESIGNATED AREA



DESIGNATION DRAWING
DESIGNATED AREA

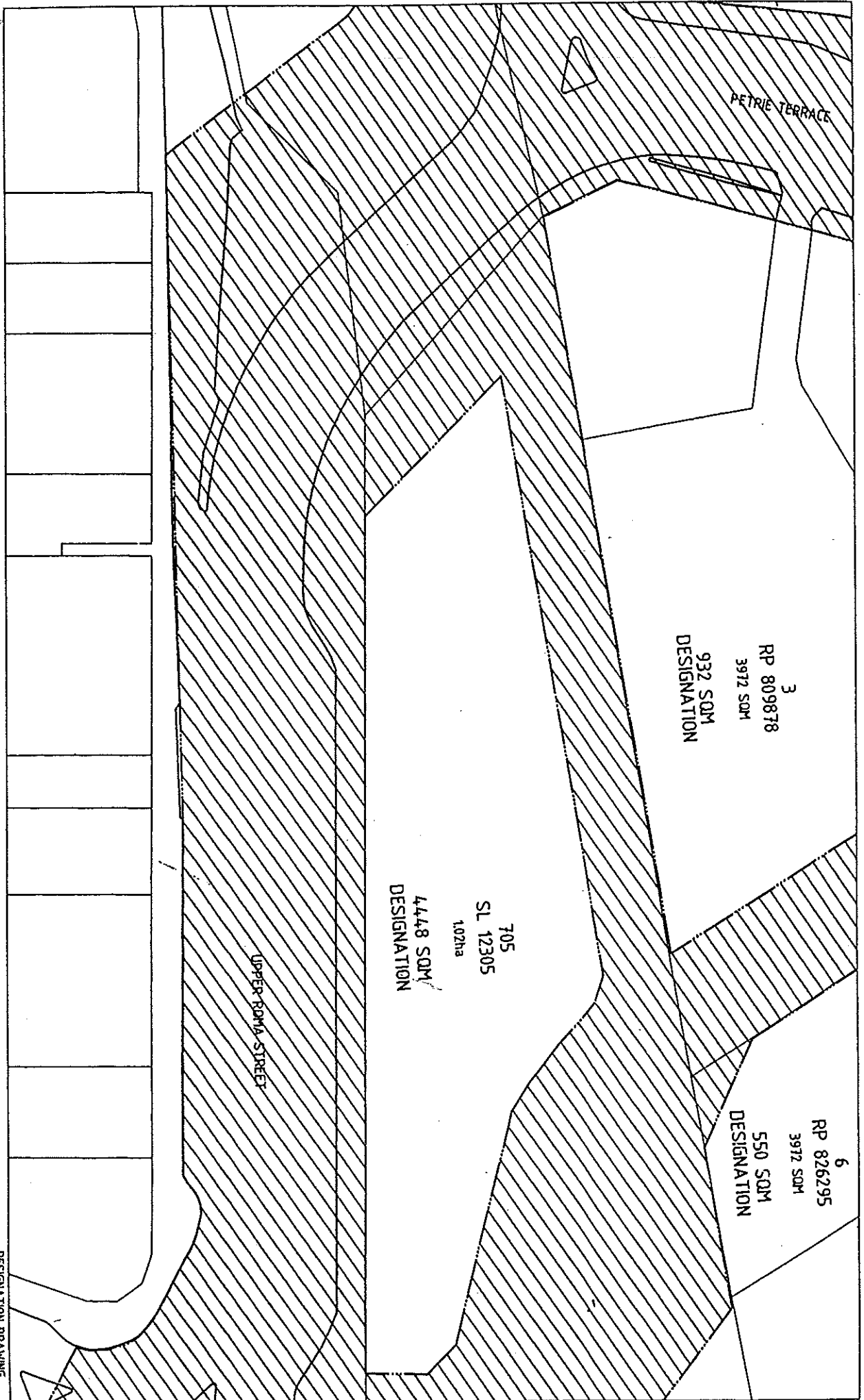


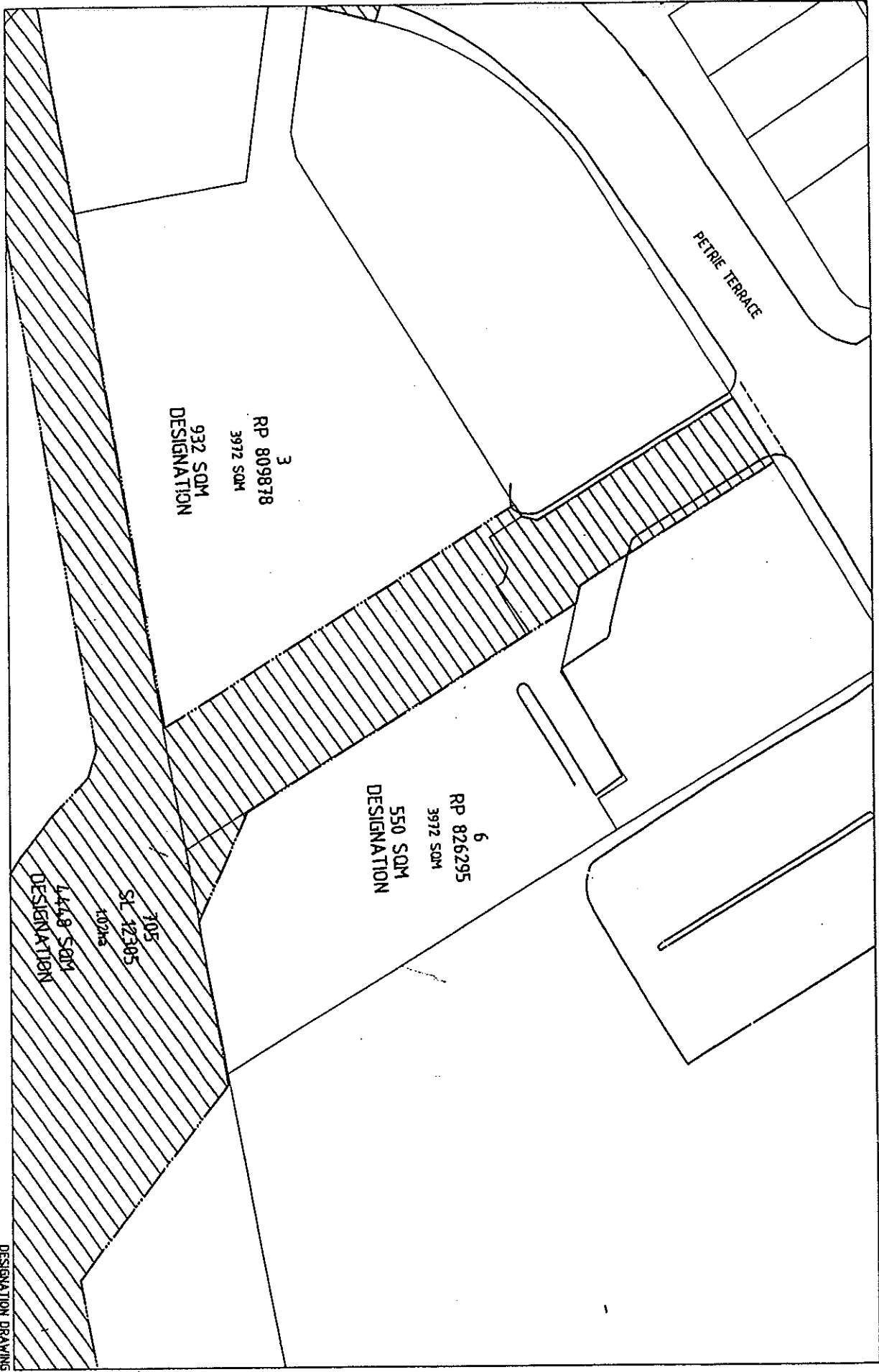
SITE PLAN
SCALE AS SHOWN



DESIGNATED AREA

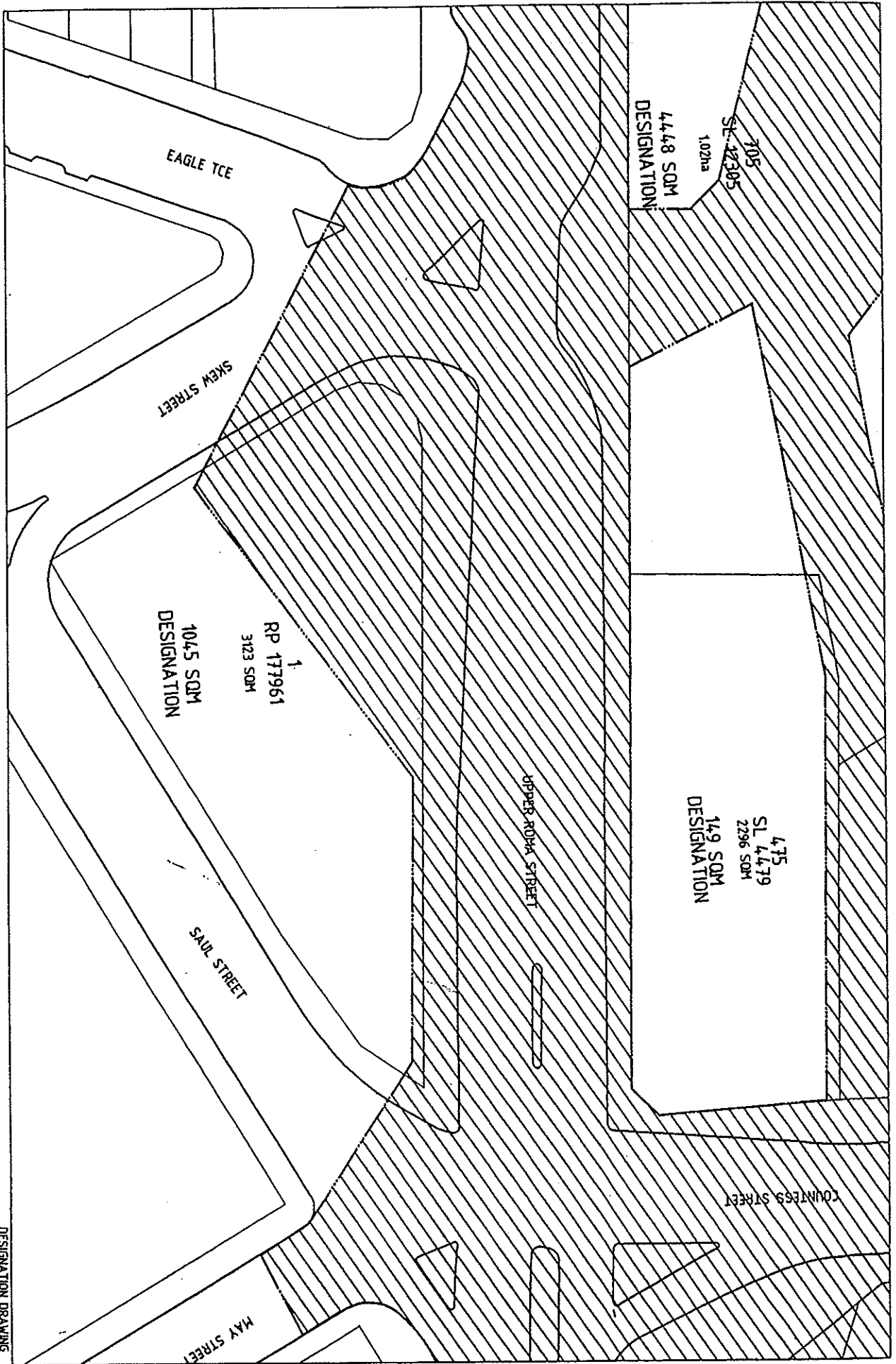
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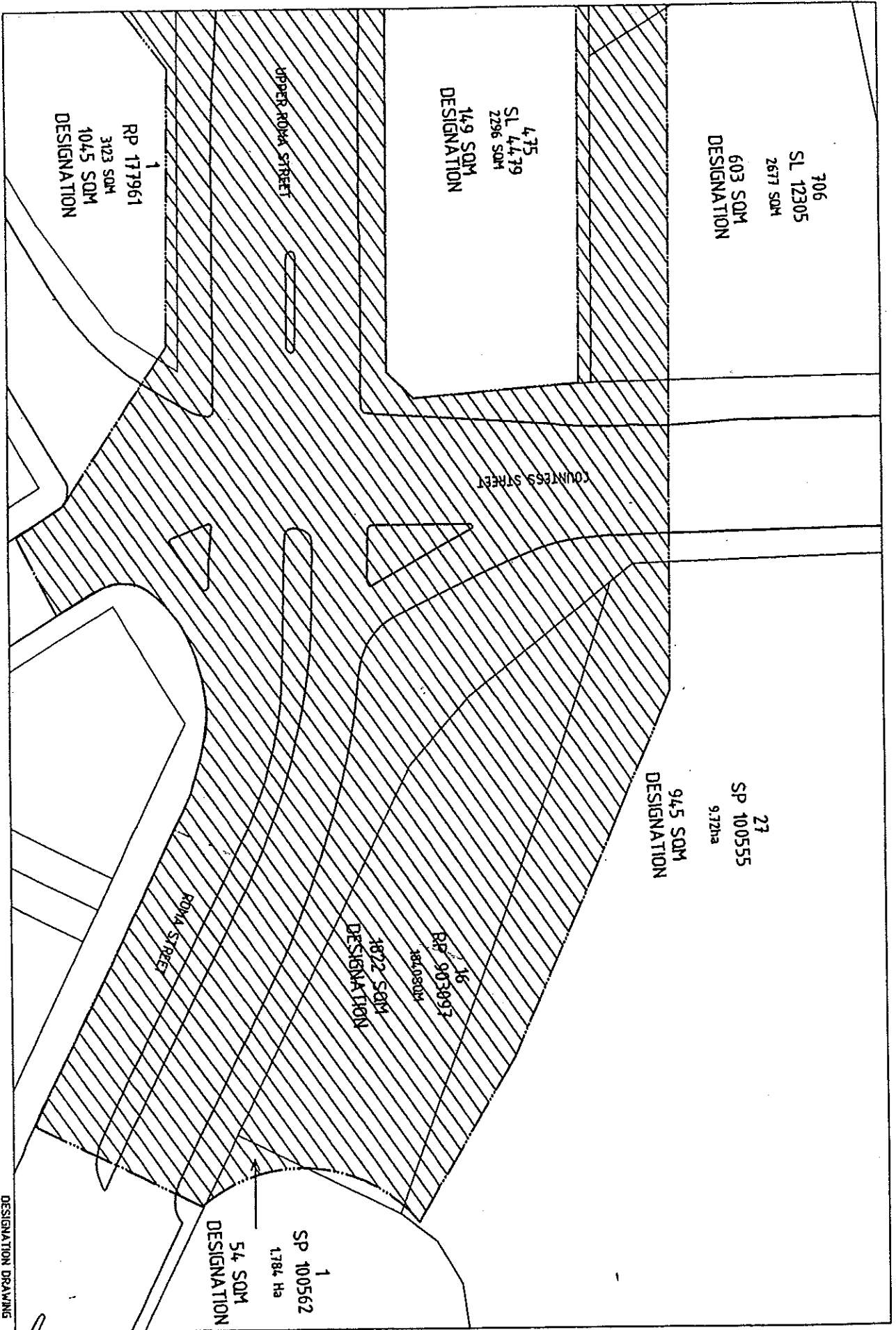


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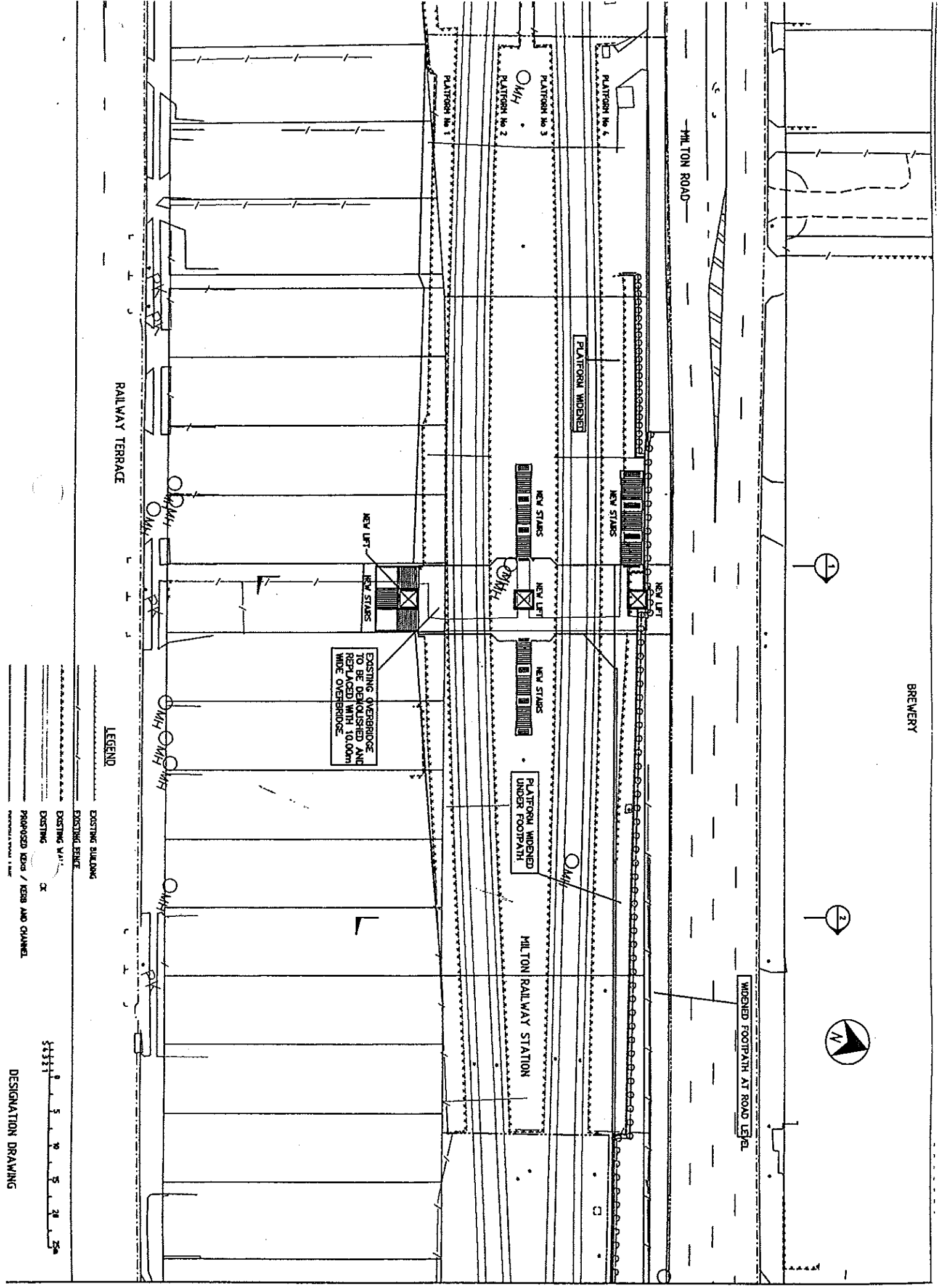
364



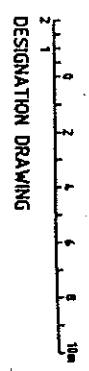
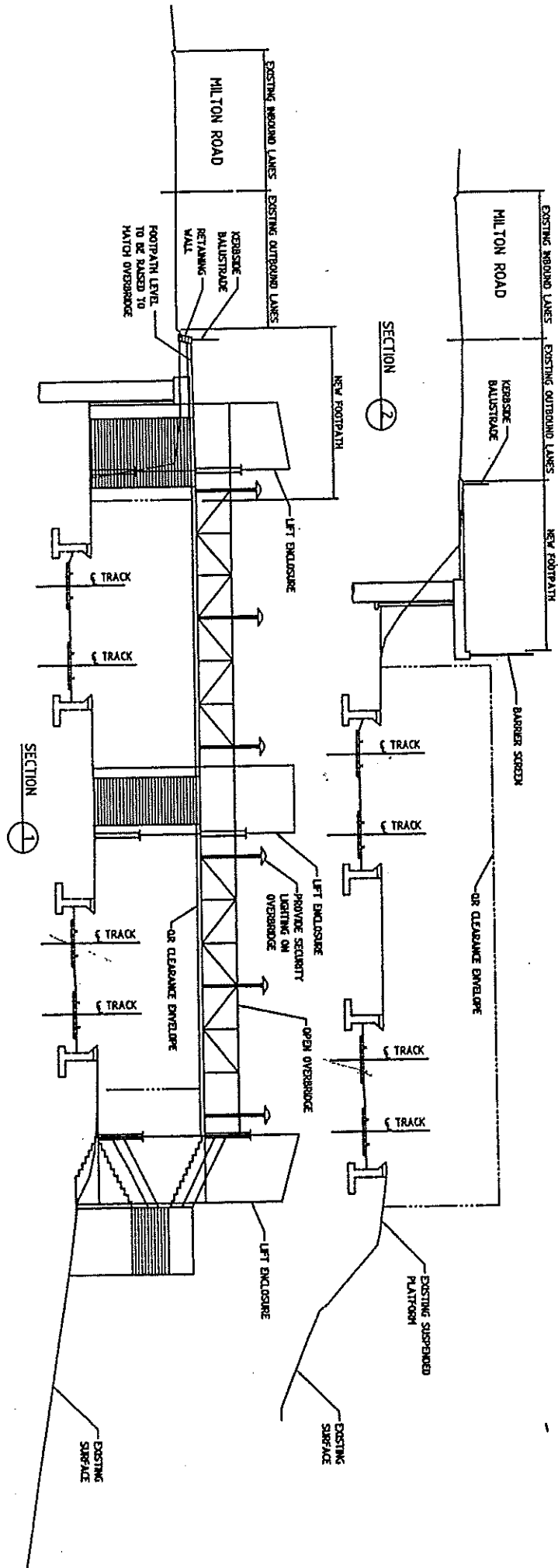
 DESIGNATED AREA
DESIGNATION DRAWING



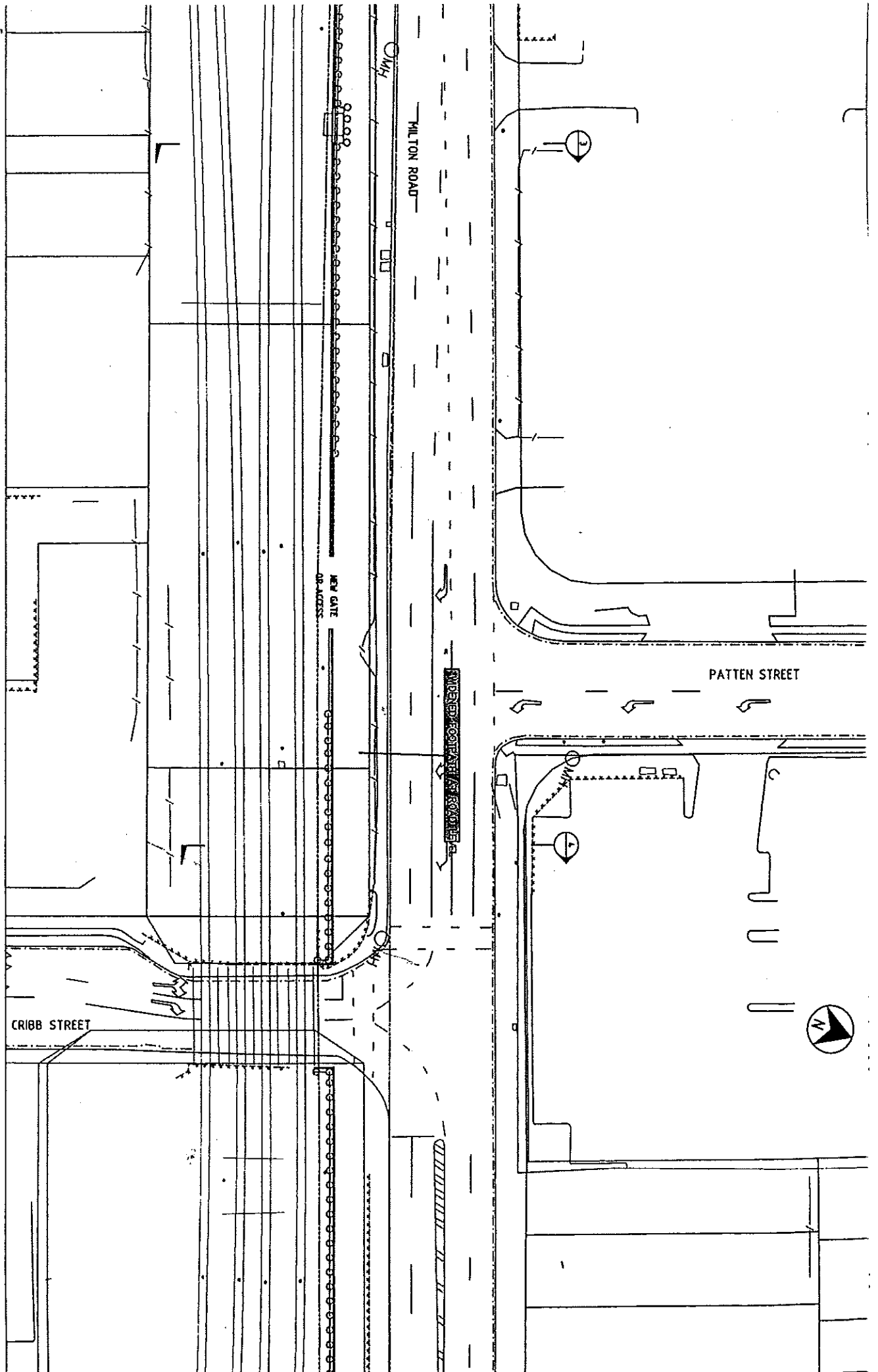
DESIGNATION DRAWING



ATTACHMENT 18



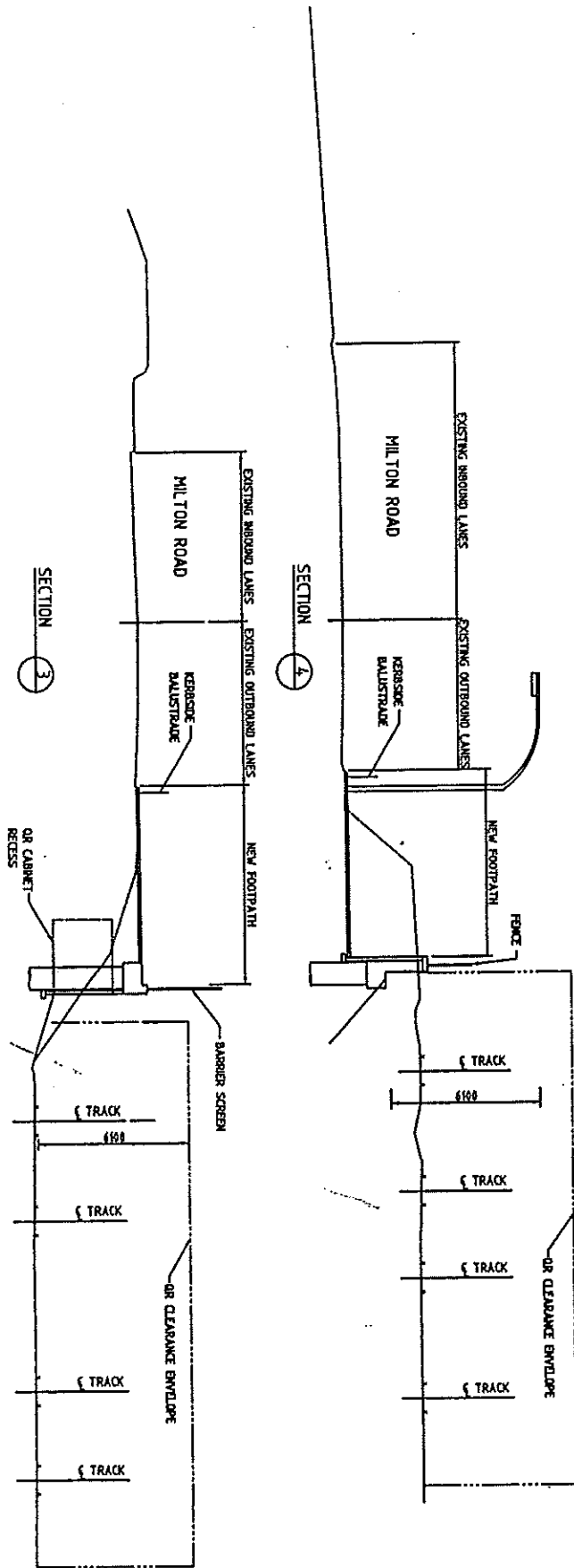
DESIGNATION DRAWING



LEGEND

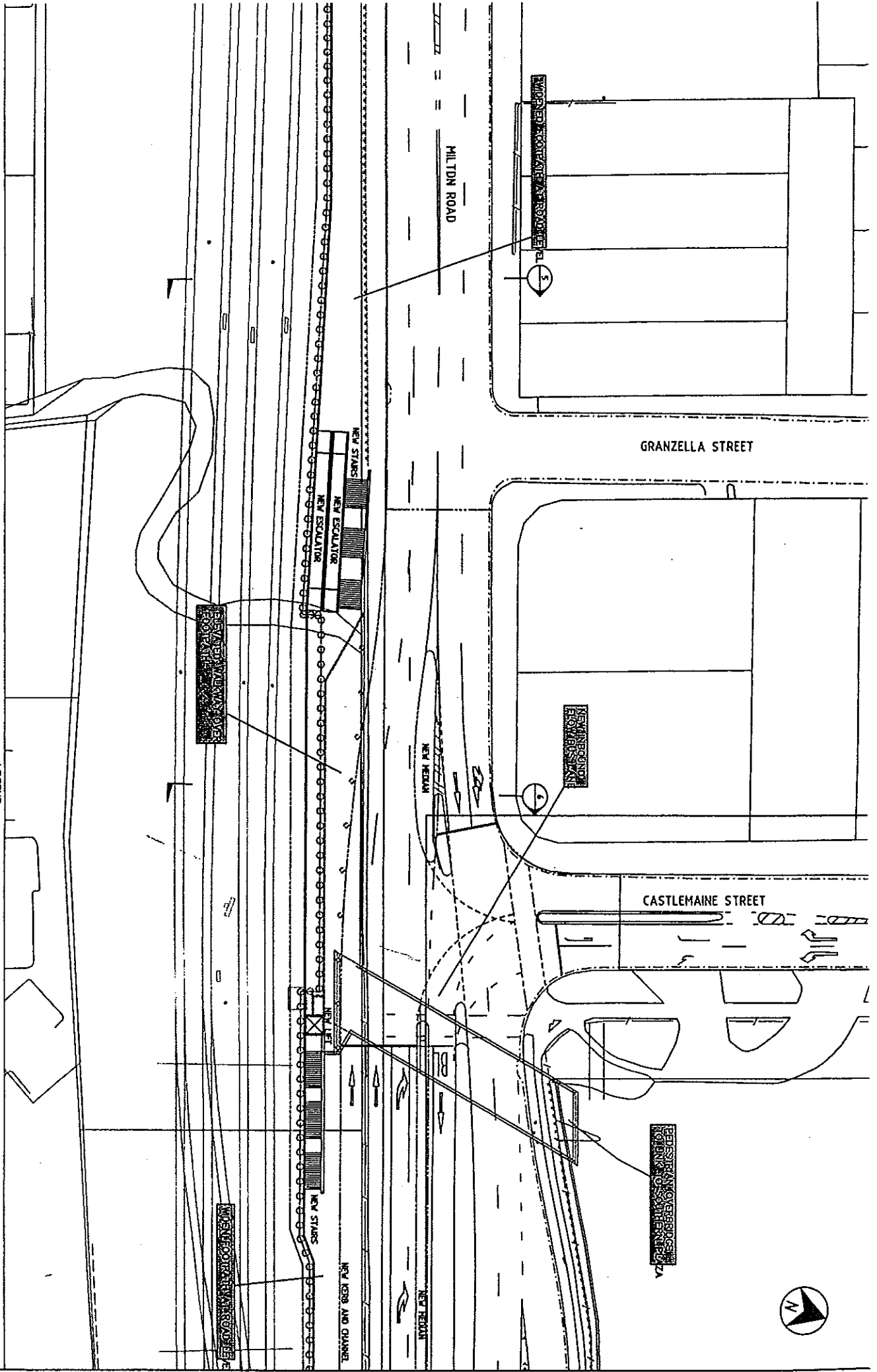
- EXISTING BUILDING
- EXISTING FENCE
- EXISTING WALL
- EXISTING
- PROPOSED / KEYS AND CHANNEL
- DESIGNATION LINE

0 5 10 15 20 25
m
DESIGNATION DRAWING

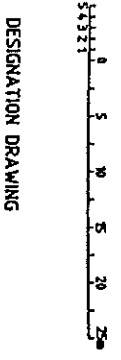


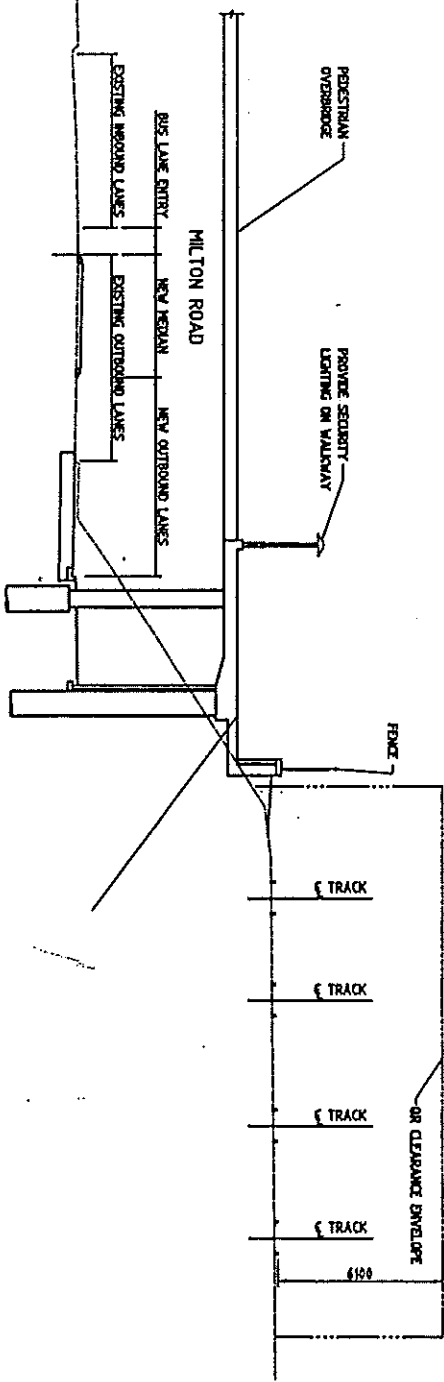
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DESIGNATION DRAWING

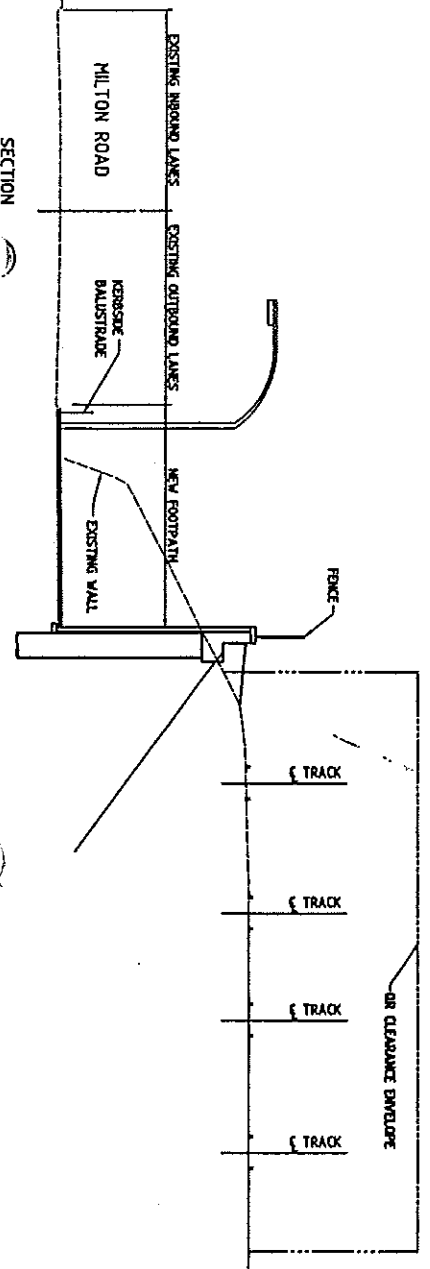


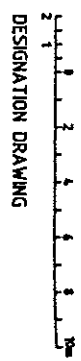
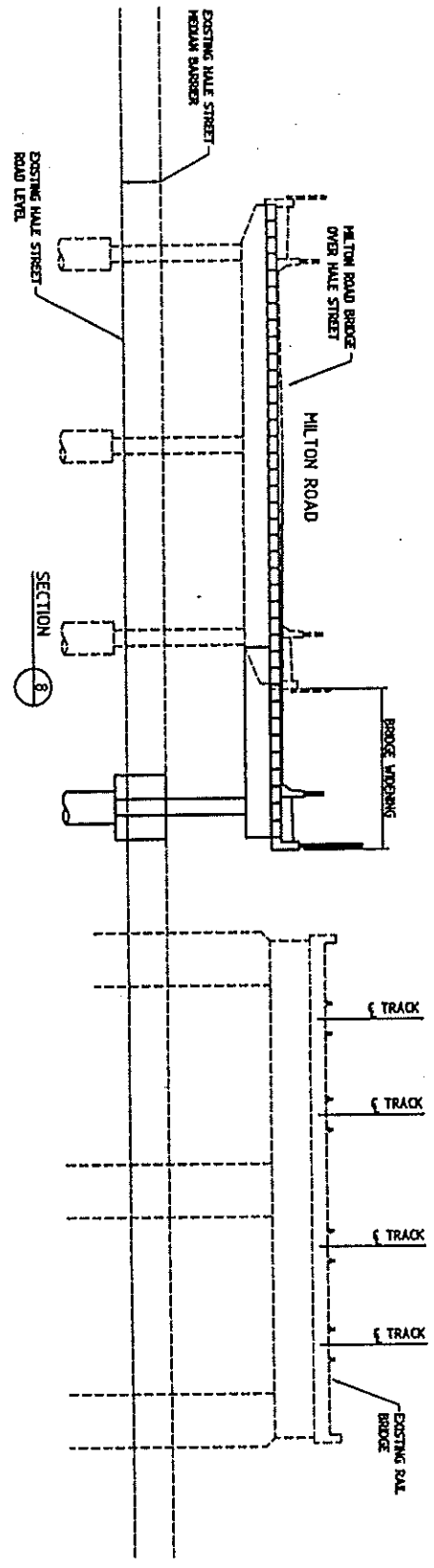
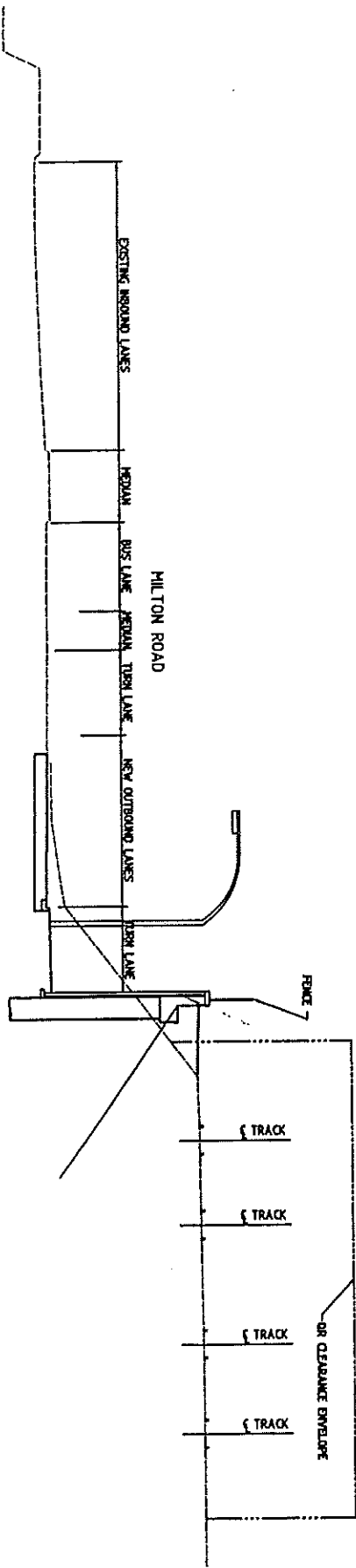
- LEGEND**
- EXISTING BUILDING
 - EXISTING FENCE
 - EXISTING WALL
 - EXISTING RAIL
 - PROPOSED RAIL
 - PROPOSED FENCE AND CHANNEL
 - DESIGNATION LINE

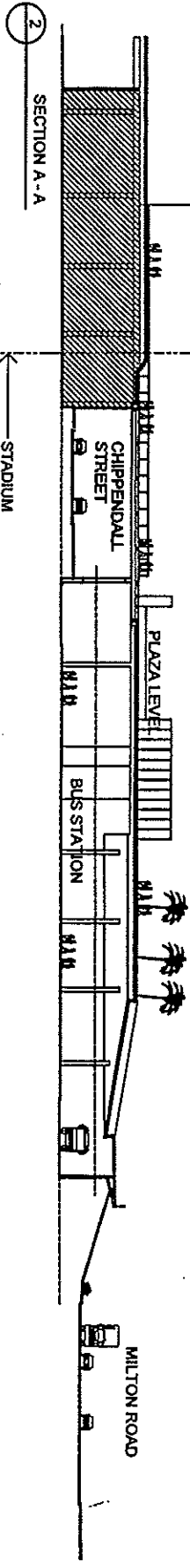
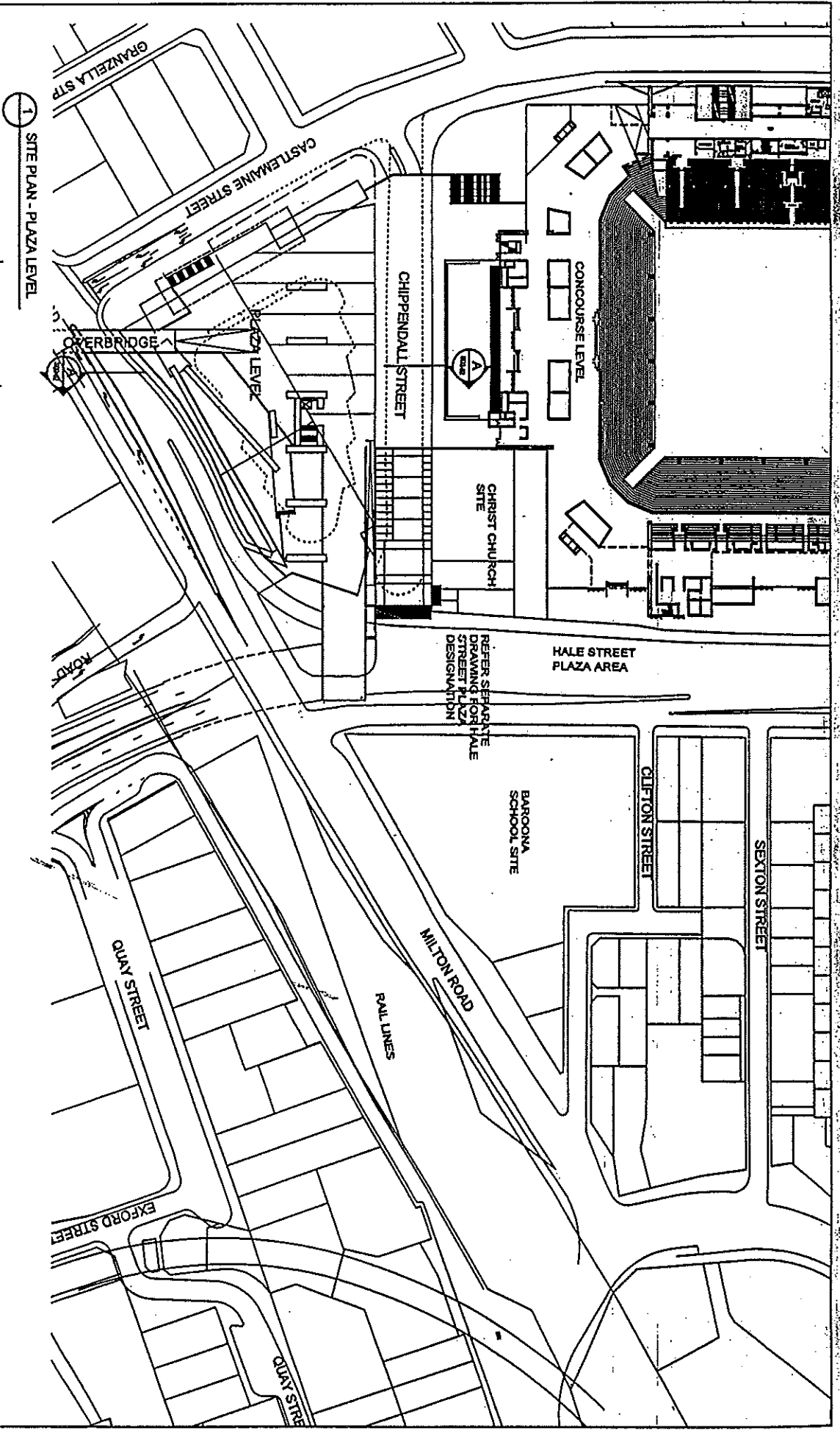




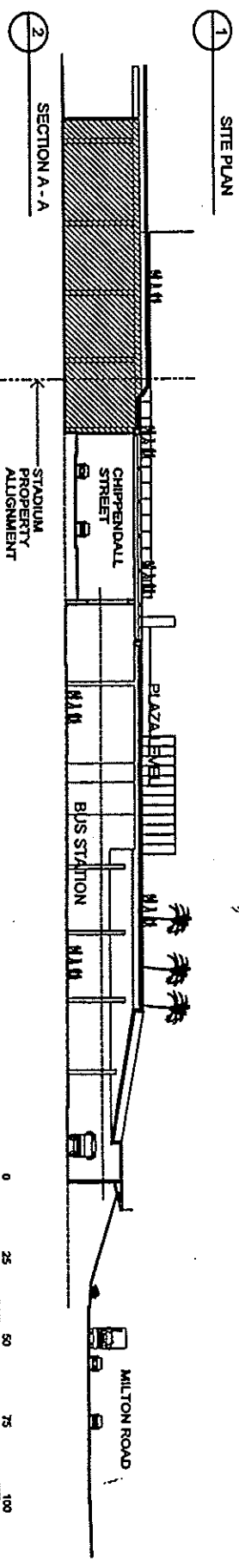
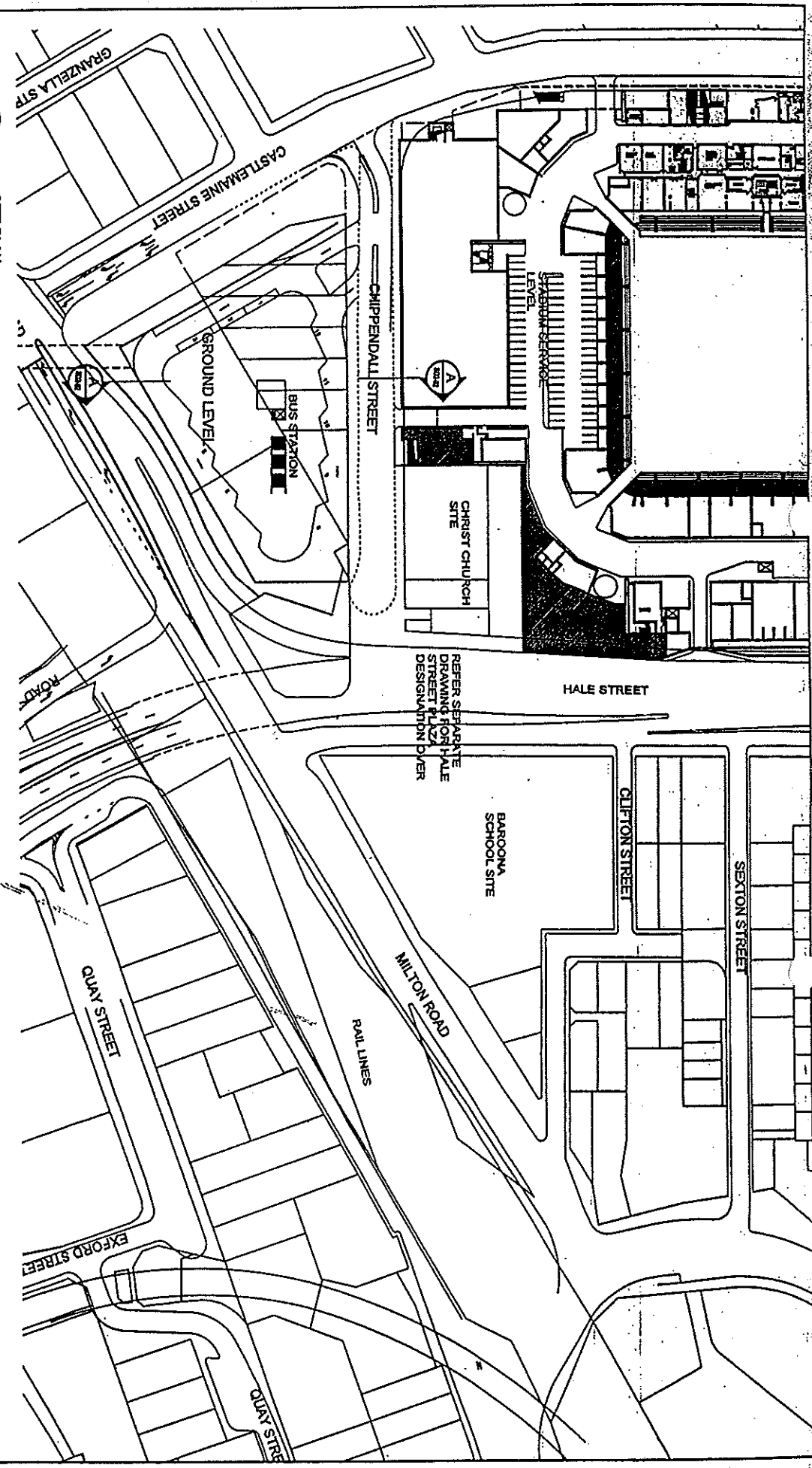
SECTION







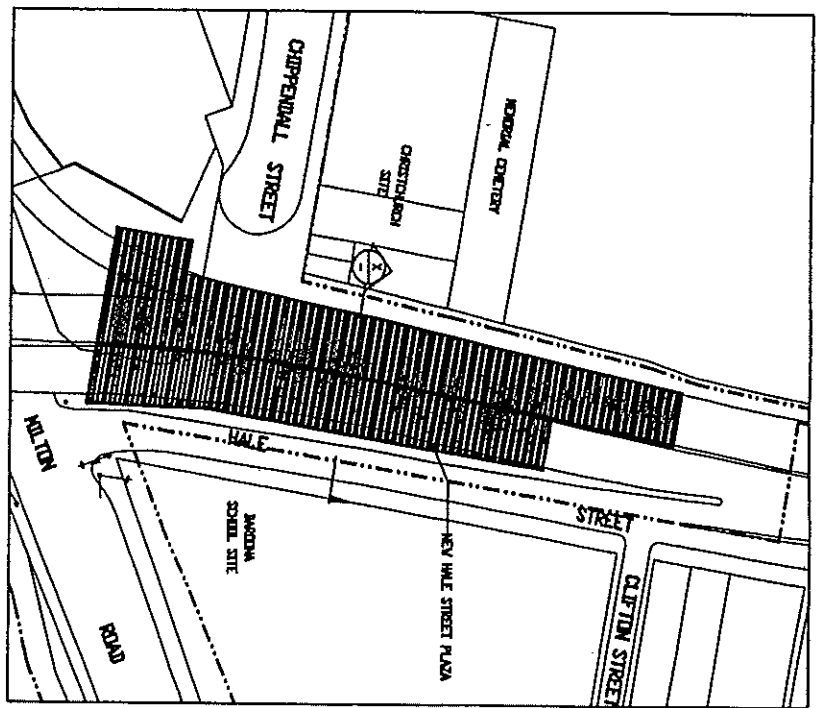
DESIGNATION DRAWING



REFER SEPARATE
DRAWING FOR HALE
STREET PLAZA
DESIGNATION OVER

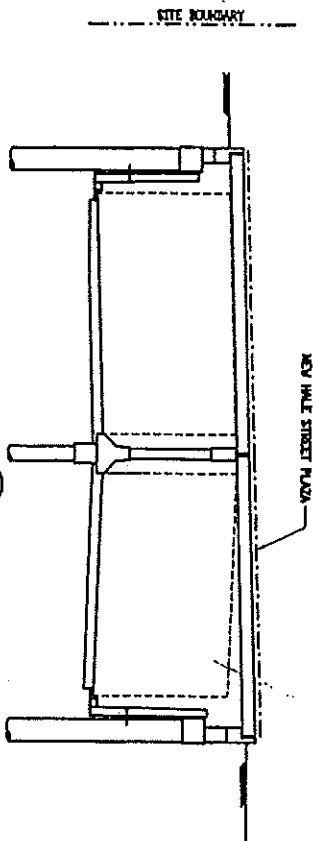


DESIGNATION DRAWING



HALE STREET PLAZA LAYOUT PLAN

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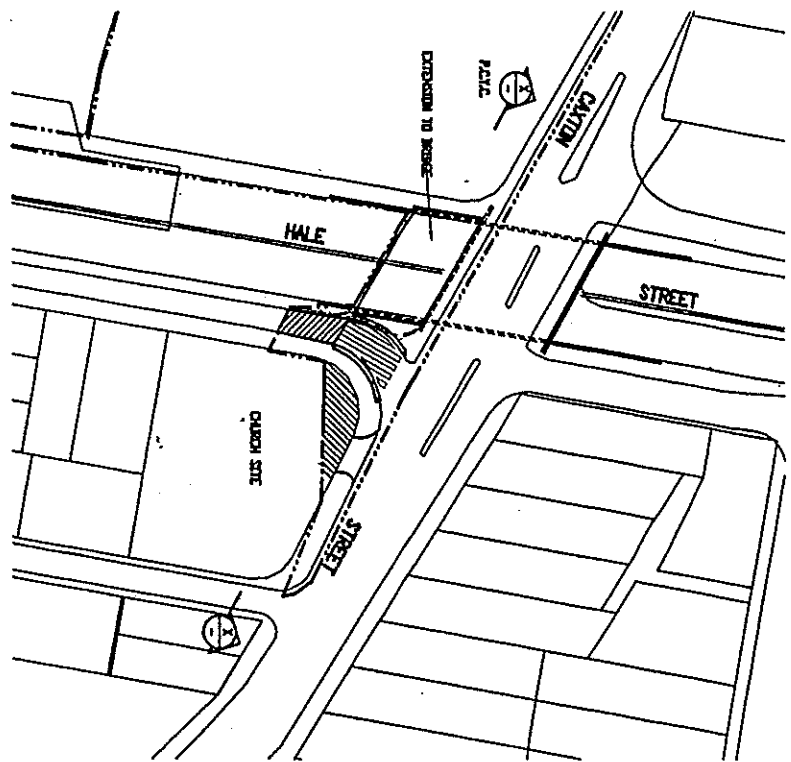


SECTION THROUGH HALE STREET PLAZA

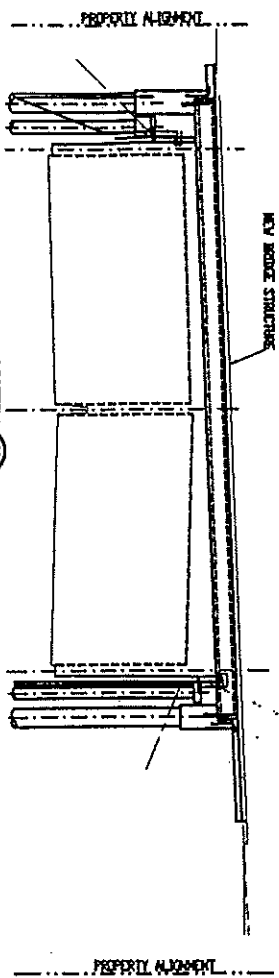
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SECTION X
SCALE 1/8" = 1'-0"

DESIGNATION DRAWING



CAXTON STREET BRIDGE LAYOUT PLAN

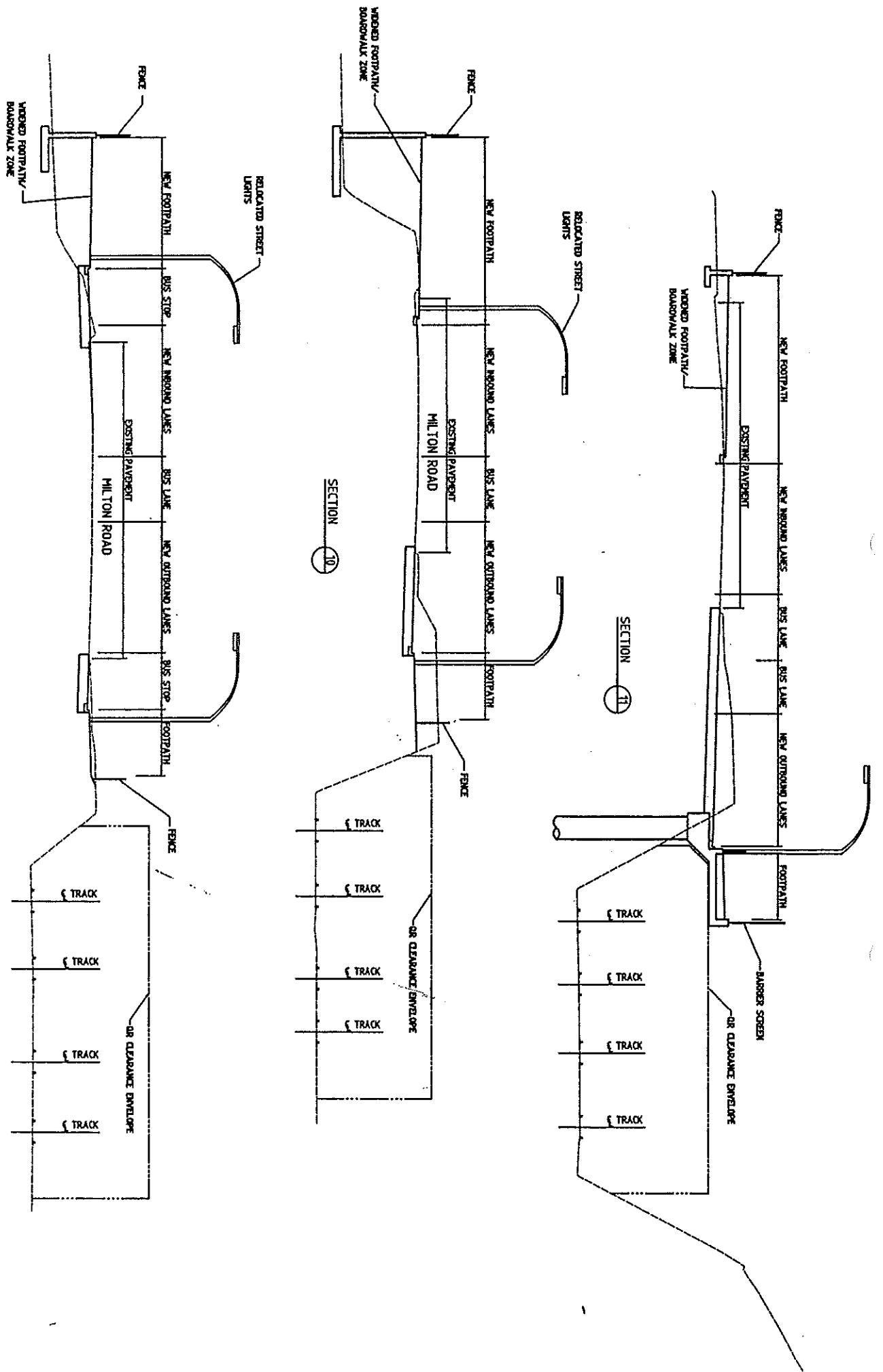


SECTION THROUGH HALE STREET

SECTION X
SCALE 3/8" = 1'-0"



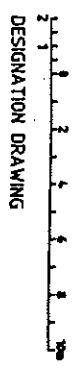
DESIGNATION DRAWING

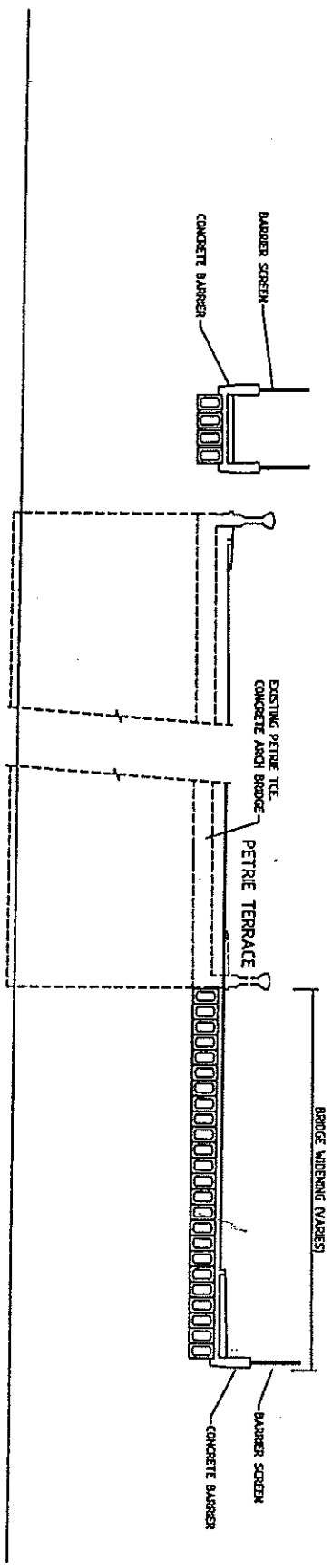


SECTION 9

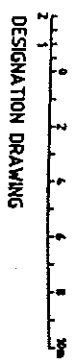
SECTION 10

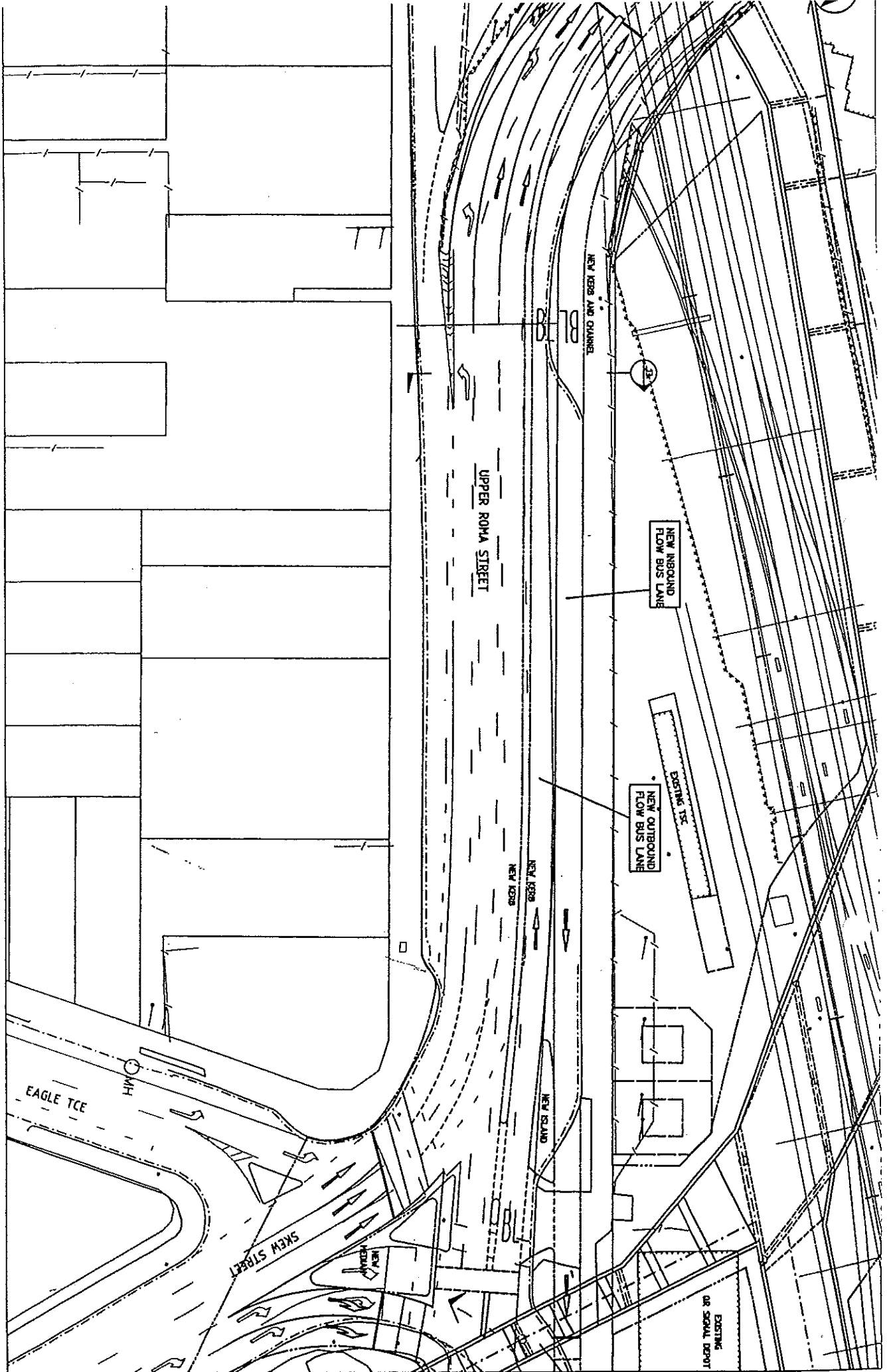
SECTION 11





SECTION 12



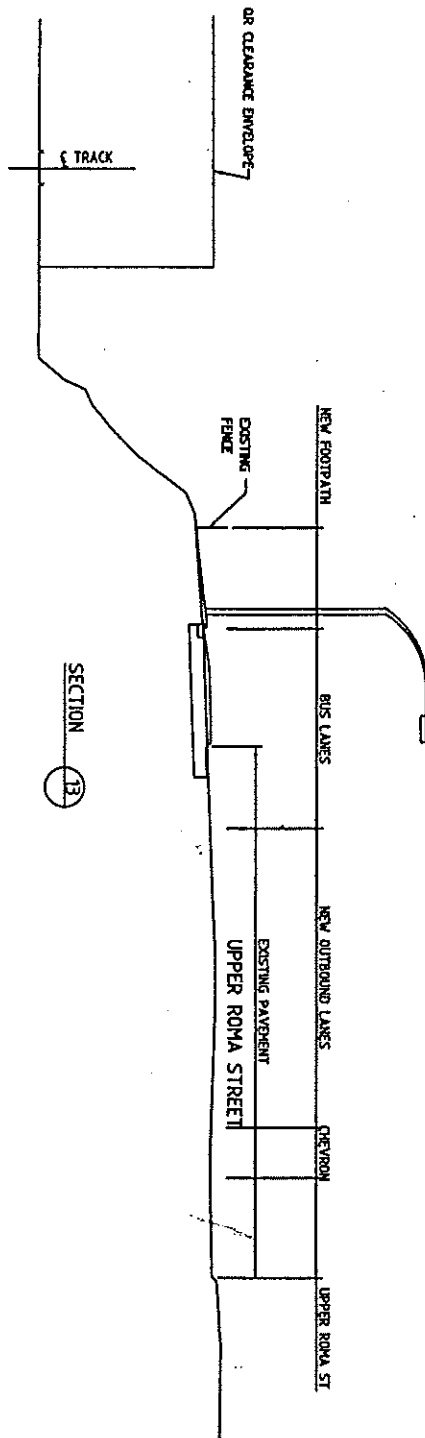


LEGEND

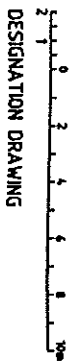
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- EXISTING FENCE
- EXISTING WALL
- EXISTING RAIL TRACK
- PROPOSED KERB / KERB AND CHANNEL
- DESIGNATION LINE

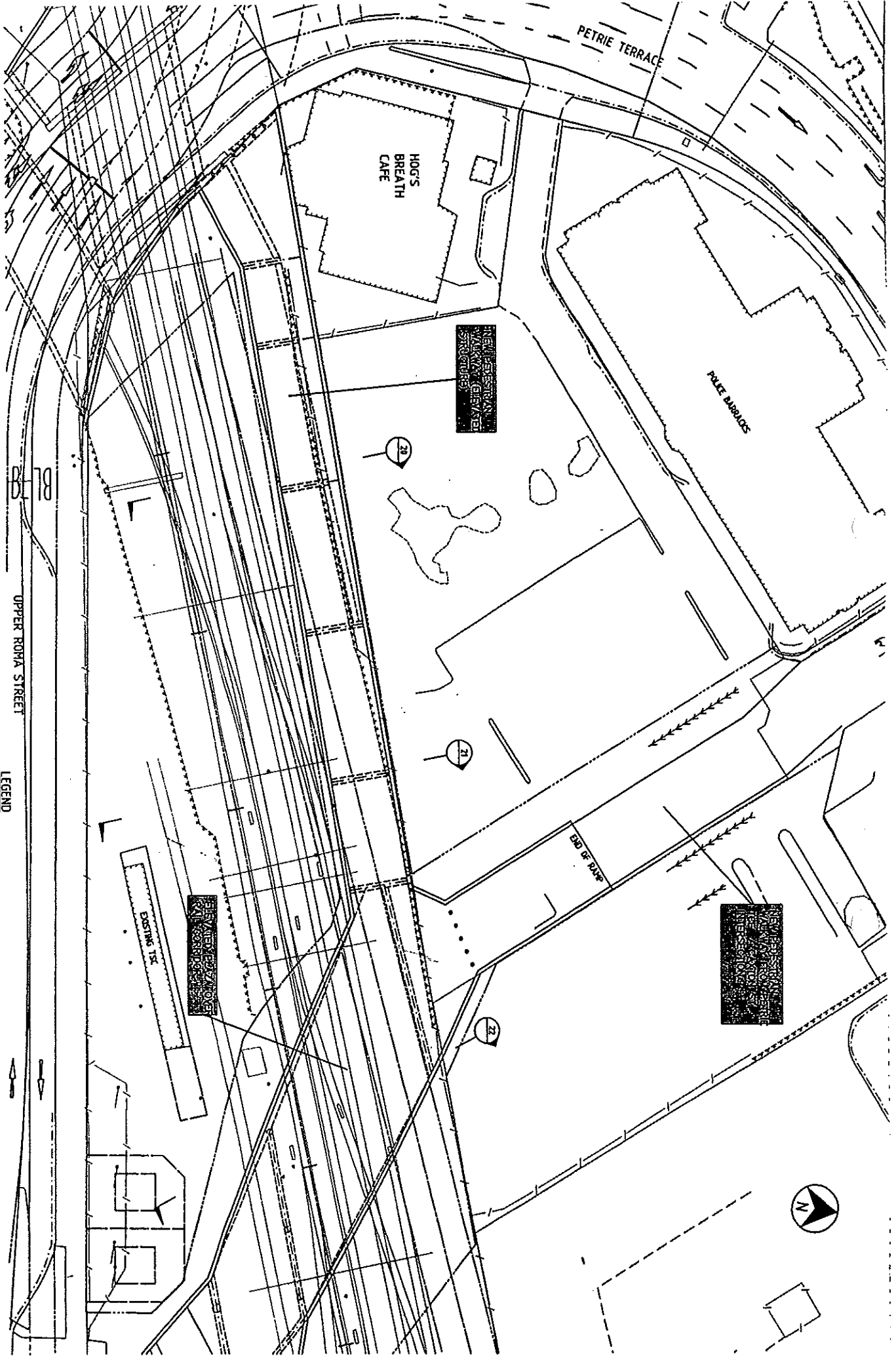


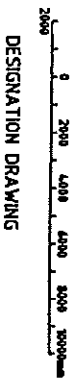
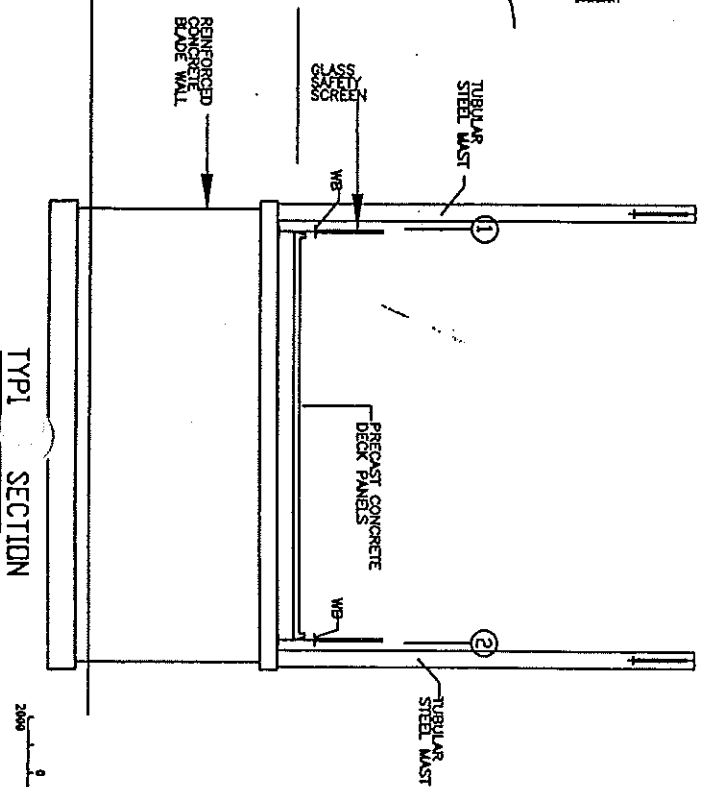
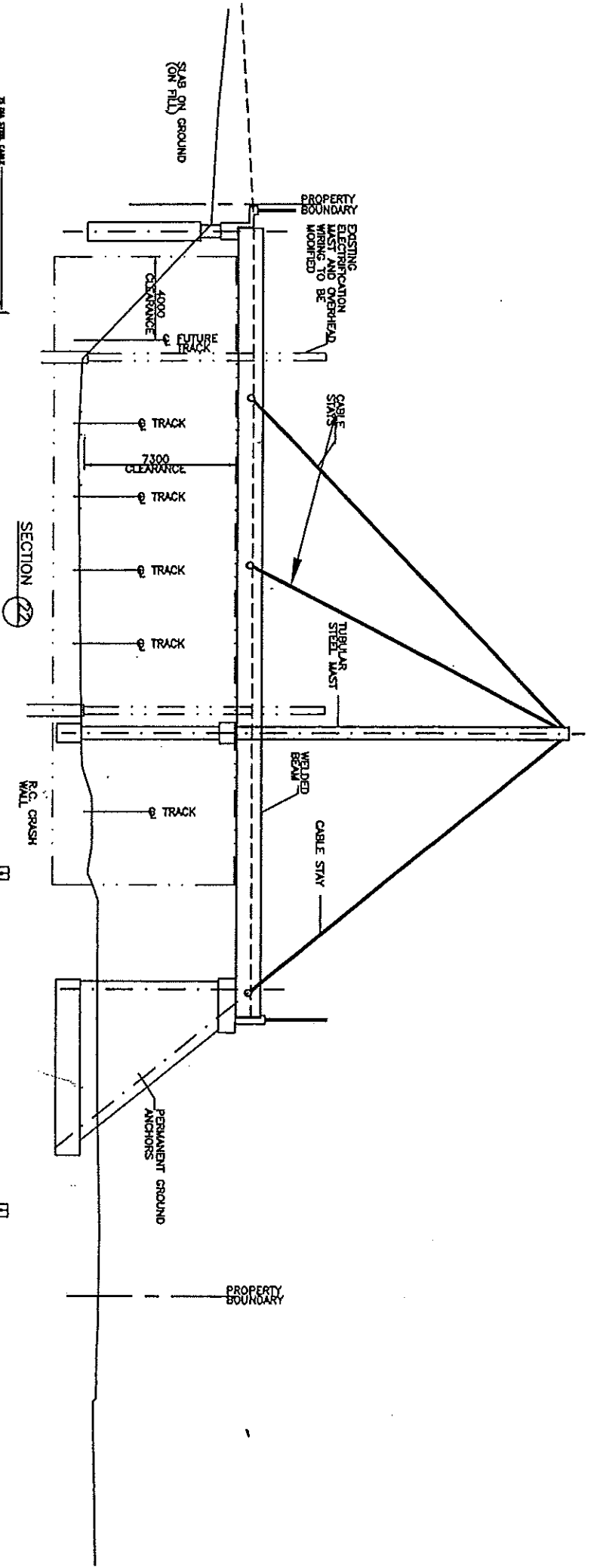
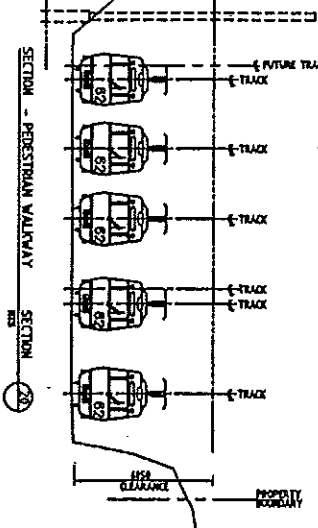
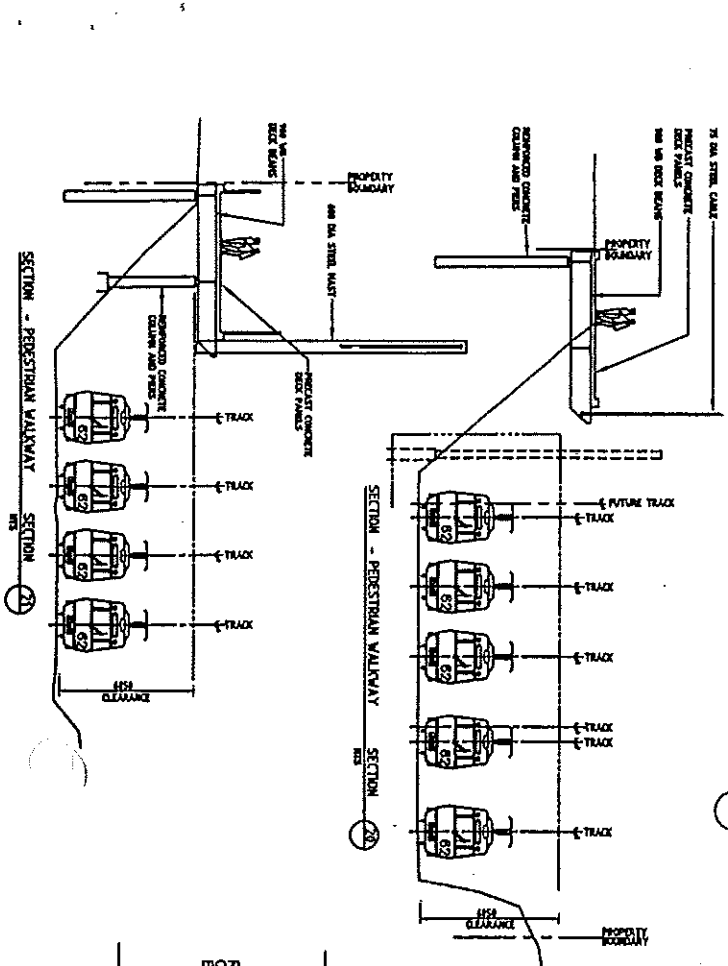
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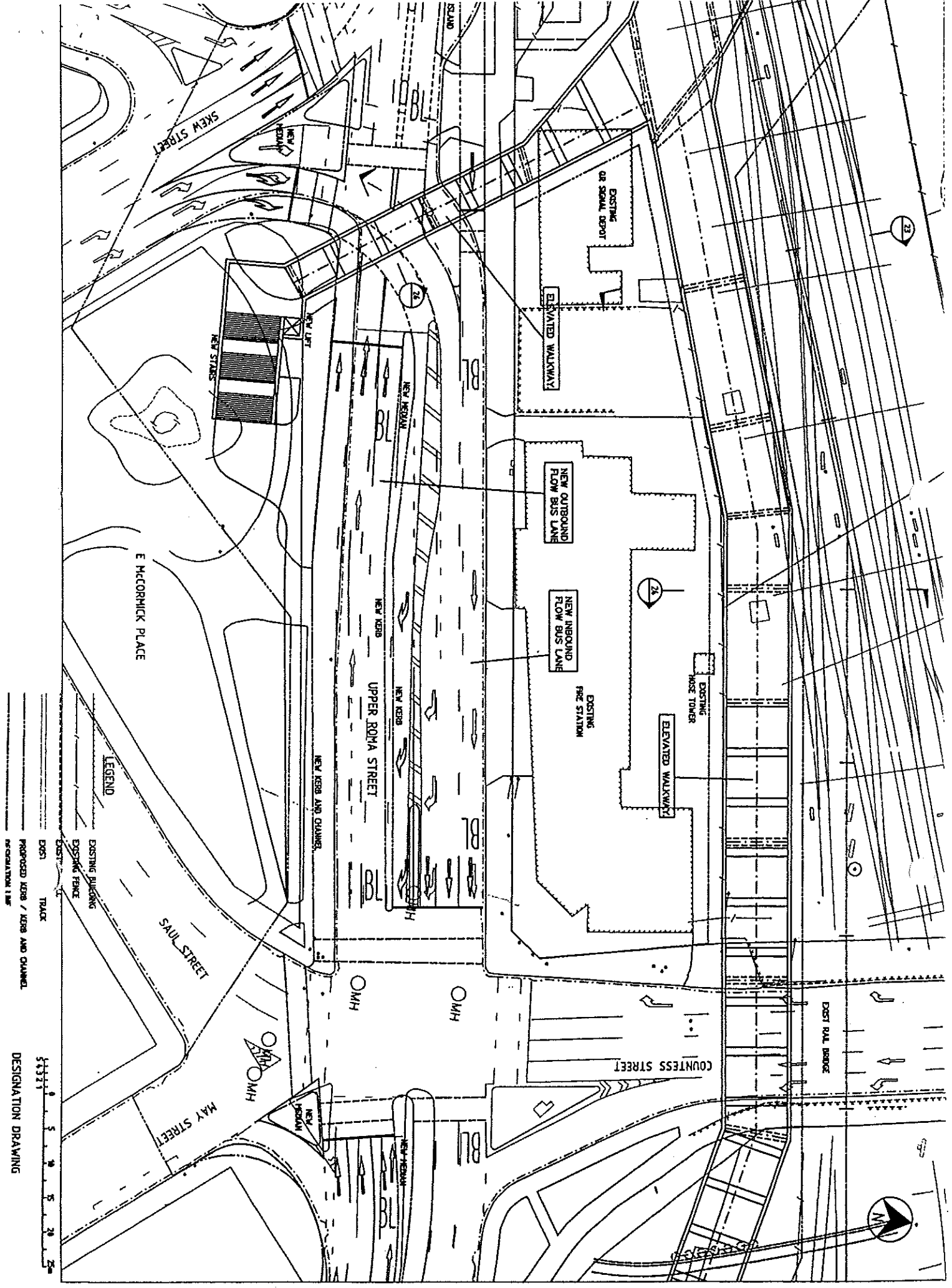


SECTION 13

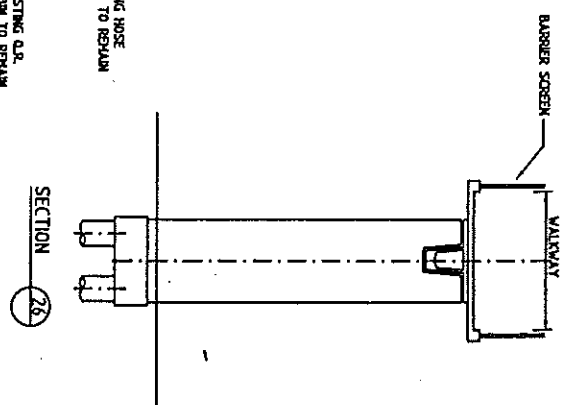
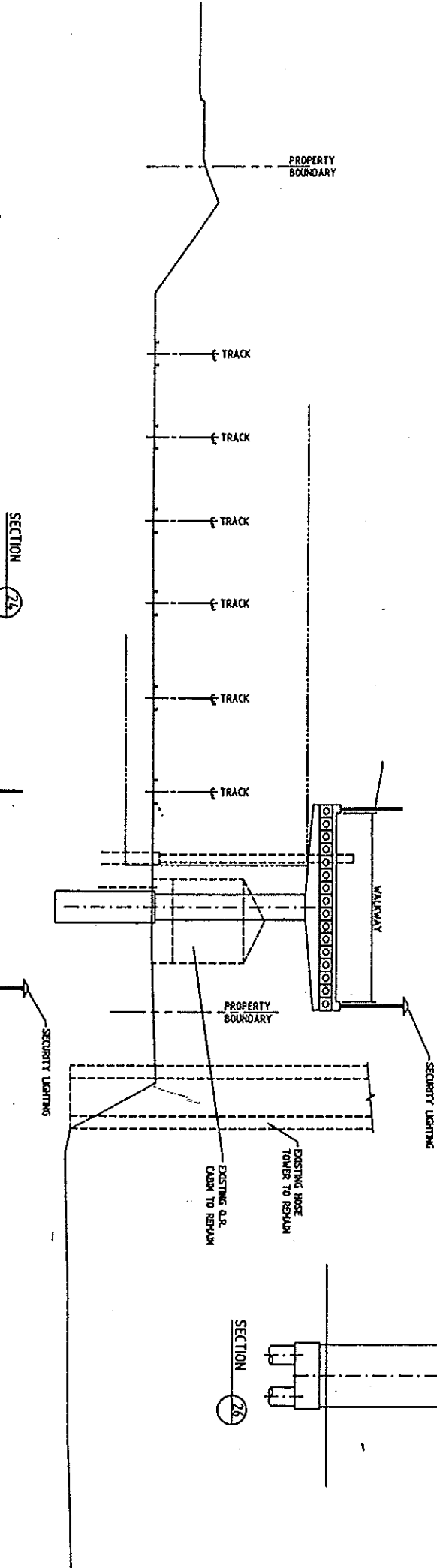
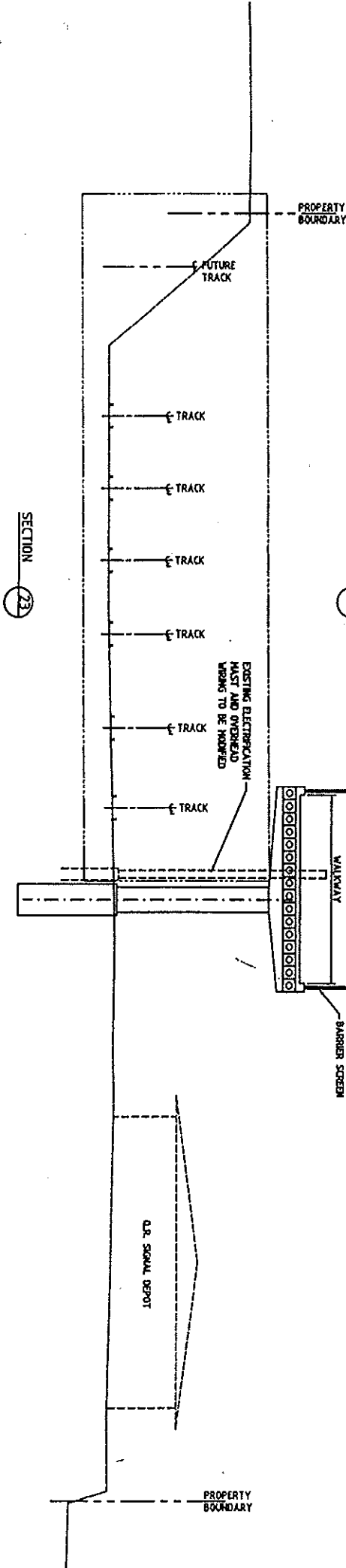


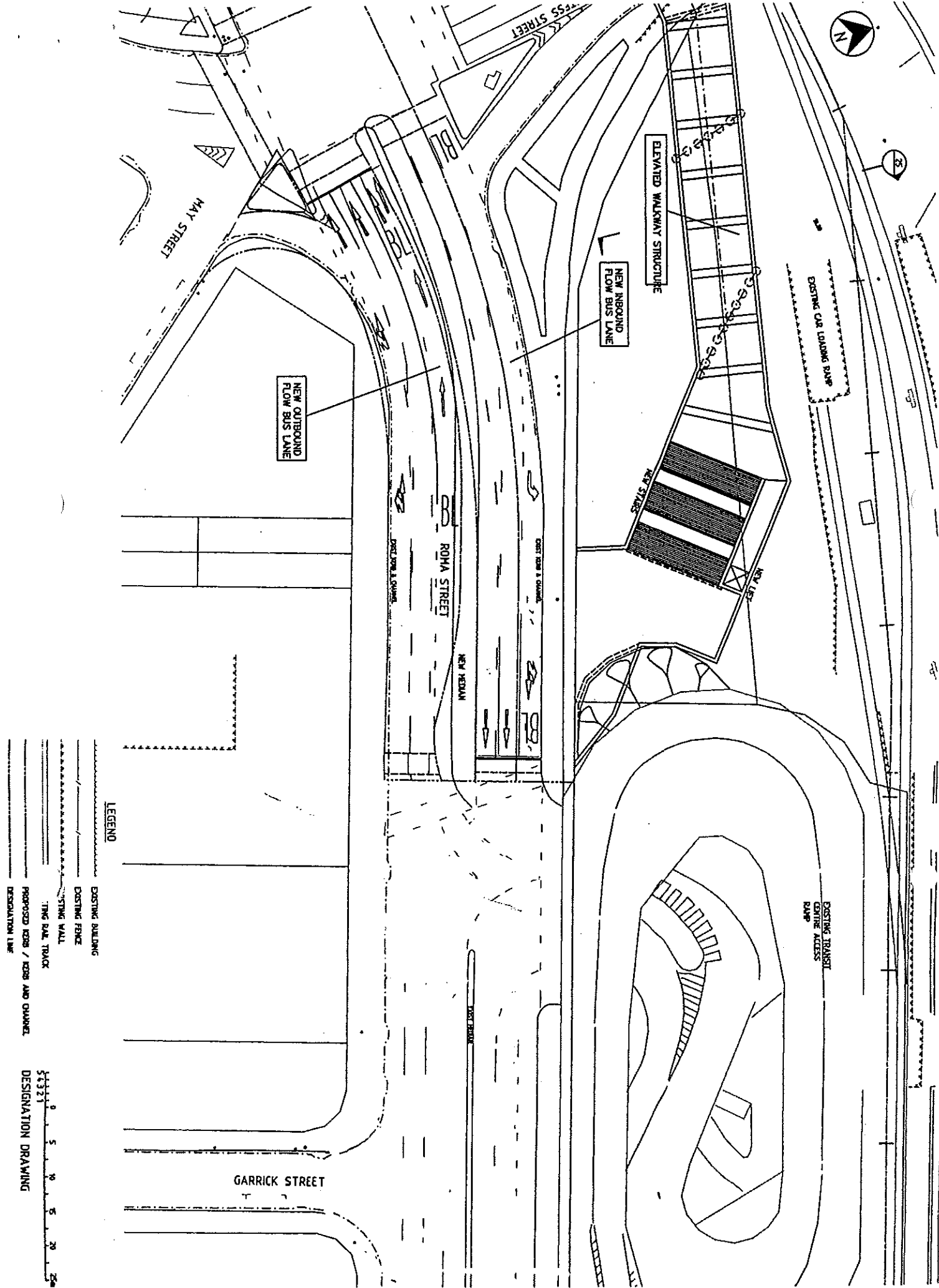


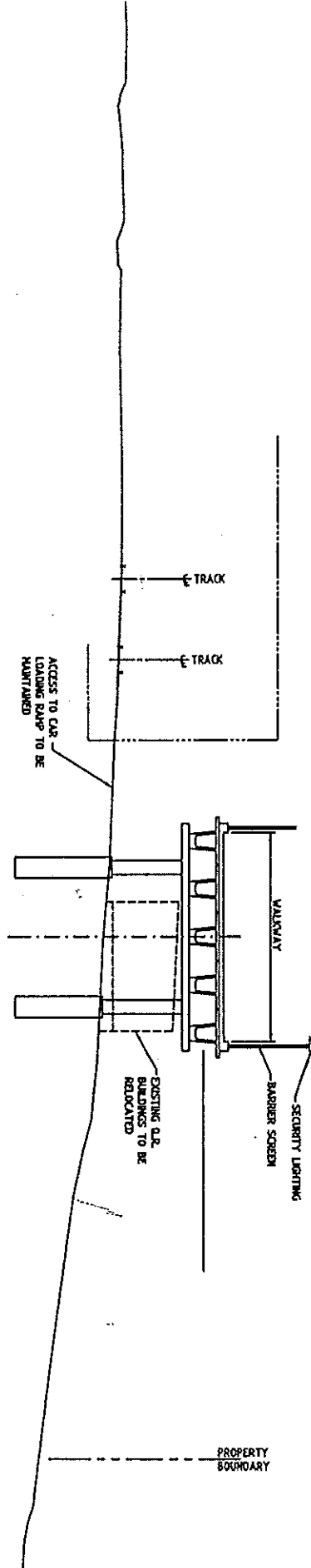




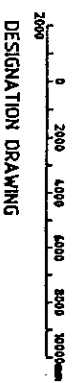
DESIGNATION DRAWING







SECTION 75



DESIGNATION DRAWING

**STATEMENT OF REASONS FOR THE DECISION TO MAKE AN AMENDED
MINISTERIAL DESIGNATION OF LAND FOR COMMUNITY
INFRASTRUCTURE
UNDER THE *INTEGRATED PLANNING ACT 1997***

Requirement for statement of reasons

Pursuant to section 2(2)(d) of Schedule 7 of the *Integrated Planning Act 1997* (IPA), I am required to state the reasons for the decision by me to make, under the IPA, an Ministerial designation of land for community infrastructure, in relation to the Lang Park Stadium Redevelopment.

Evidence or other material on which findings on material questions of fact are based

In forming my decision to make an amended Ministerial designation of land for community infrastructure in relation to the Lang Park Stadium Redevelopment, I had regard to the following material:

❖ Documents entitled:

- Draft Environmental Impact Statement for the Lang Park Stadium Proposal Review – Volumes 1 to 7;
- Environmental Impact Statement for the Lang Park Stadium Proposal Review – Volume 8 (Addendum Report to the Draft Environmental Impact Statement for the Lang Park Stadium Proposal Review – Volumes 1 to 7);
- Report to the Queensland Government by the Coordinator-General on the Environmental Impact Statement for the Lang Park Stadium Redevelopment;
- Lang Park Redevelopment Project Director's Report – Project Delivery System and Commercial Issues – Volumes 1, 2 and Supplementary Information;
- Cabinet Submission dated 21 July 2000;
- Cabinet Decision No. 1937 dated 24 July 2000;
- A letter dated 7 September 2000 from the Director-General of the Department of Communication and Information, Local Government, Planning and Sport;
- Ministerial Designation dated 11 September 2000;
- Coordinator-General's report in relation to the construction of certain works by the Coordinator-General dated 14 September 2000.
- Submissions received in response to the authorised works proposal;

- A copy of the Development Application Lang Park Trust September 2000;
- Legal Advice
- ❖ Legislation:
 - *Integrated Planning Act 1997*;
 - *State Development and Public Works Organisation Act 1971*;
 - *Acts Interpretation Act 1954*;

Findings on material questions of fact

From the material I had regard to, I make the following findings of fact:

- The Coordinator-General has been requested by the Director-General of the Department of Communication and Information, Local Government, Planning and Sport to do all things necessary in implementing the Cabinet Decision to redevelop the Lang Park Stadium;
- The existing Lang Park Stadium has a capacity of approximately 42,000 patrons;
- The existing Lang Park Stadium is an inadequate facility for staging major sporting events involving a large crowd;
- The Lang Park Stadium Redevelopment will allow a world-class rectangular pitch stadium with 52,500 seats to be developed on the existing Lang Park site;
- The Lang Park Stadium Redevelopment will provide vastly superior patron seating and viewing conditions, facilities, comfort, safety and levels of accessibility, when compared with the existing Lang Park Stadium;
- The Lang Park Stadium Redevelopment will allow Brisbane to host and attract major national and international sporting events;
- Hosting major national and international sporting events can produce significant flow on economic benefits for the State;
- The following forms of infrastructure form part of the Lang Park Stadium Redevelopment:
 - (a) bus interchange station and bus lanes;
 - (b) railway lines, stations and facilities;
 - (c) southern plaza;
 - (d) pedestrian walkways;
 - (e) associated access; and
 - (f) other infrastructure ancillary to the redevelopment;
- These forms of infrastructure fall within the following types of community infrastructure (numbered in accordance with Schedule 5 of the IPA):

- (d) community and cultural facilities;
 - (l) parks and recreational facilities;
 - (m) railway lines, stations and associated facilities;
 - (o) transport infrastructure mentioned in section 5.1.1 of the IPA;
 - (r) storage and works depots and the like including administrative facilities associated with the provision or maintenance of the community infrastructure mentioned in paragraphs (d), (l) and (o) above;
- The Lang Park Trust, the Coordinator-General and/or the State intends to supply the above community infrastructure, as part of the Lang Park Stadium Redevelopment, by 2003;
 - Supply by 2003, of the community infrastructure mentioned above, as part of the Lang Park Stadium Redevelopment, will satisfy the community's expectations for the efficient and timely supply of the infrastructure;
 - The environmental effects of the above community infrastructure have been assessed, as part of the assessment of the EIS for the Lang Part Stadium Redevelopment, under Part 4 of the *State Development and Public Works Organisation Act 1971*;
 - There has also been public consultation about the above community infrastructure, as part of the process for the assessment of the EIS for the Lang Part Stadium Redevelopment under Part 4 of the *State Development and Public Works Organisation Act 1971*;
 - As a result of the EIS process and assessment under Part 4 of the *State Development and Public Works Organisation Act 1971*, modifications have been made to the proposed Lang Park Stadium Redevelopment to improve the overall performance of the proposal and mitigate its key impacts.
 - On 14 September 2000 the Coordinator-General recommended, that particular works should be undertaken by the Coordinator-General. Submissions were sought from effected parties prior to a submission to Governor in Council for approval. A number of submissions were received. In response to the submissions made, and as a result of ongoing consultation with major stakeholders, including the Brisbane City Council, certain aspects of the particular works to be undertaken were redesigned to address perceived safety issues raised, to lessen impacts on the community and to provide an enhanced public access and transport outcome.

Reasons for the Ministerial designation

For the following reasons, I am of the opinion that an amended Ministerial designation of land for community infrastructure in relation to the Lang Park Stadium Redevelopment should be made:

- Ministerial designation will clarify the planning requirements for the proposed Lang Park Stadium Redevelopment. There are currently two planning documents that could be relevant to future development applications for development permits for the Lang Park Stadium Redevelopment. These are the Town Plan for the City of Brisbane 1987

(the planning scheme currently in place for the City of Brisbane and a transitional planning scheme under the IPA), and the Brisbane City Plan which is a planning scheme developed under the IPA. The EIS for the Lang Park Stadium Redevelopment states at page 4-2 that, in relation to the Brisbane City Plan, "There are fundamental differences from the Town Plan 1987 in the planning context surrounding the statutory planning approval for the proposed development depending on which planning scheme is in force at the time of making a development application".

- The community infrastructure designation for the Lang Park Stadium Redevelopment will also assist the Lang Park Trust, the Coordinator-General and/or the State in achieving completion of the Lang Park Stadium Redevelopment by 2003;
- Ministerial designation for the Lang Park Stadium Redevelopment will alleviate concerns held by the community surrounding the proposed development, as the Ministerial designation will be noted on the planning scheme for the City of Brisbane. This will enable the community, other State agencies, local governments and developers to have access to the information contained in the designation and be fully aware of the State Government's intentions for the site;
- Ministerial designation will facilitate the use for community purposes of the following infrastructure:
 - (a) bus interchange station and bus lanes;
 - (b) railway lines, stations and facilities;
 - (c) southern plaza;
 - (d) pedestrian walkways;
 - (e) associated access; and
 - (f) other infrastructure ancillary to the redevelopment;
- The Lang Park Stadium Redevelopment will allow a world-class rectangular pitch stadium with 52,500 seats to be developed on the existing Lang Park site;
- The Lang Park Stadium Redevelopment will provide vastly superior patron seating and viewing conditions, facilities, comfort, safety and levels of accessibility when compared with the existing Lang Park Stadium;
- The Lang Park Stadium Redevelopment will allow Brisbane to host and attract major national and international sporting events;
- Hosting major national and international sporting events can produce significant flow on economic benefits for the State.



Jim Elder

**Deputy Premier, Minister for State Development
and Minister for Trade**

6 November 2000



**NOTICE OF AN AMENDED MINISTERIAL DESIGNATION OF LAND
FOR COMMUNITY INFRASTRUCTURE
MADE UNDER THE *INTEGRATED PLANNING ACT 1997***

I, Tom Barton, Minister for State Development, give notice that:

A Ministerial Designation has been made

Pursuant to section 2.6.8 and Schedule 7 of the *Integrated Planning Act 1997* –

- on 11 September 2000, a Ministerial designation of land for community infrastructure was made for community infrastructure that the Lang Park Trust, the Coordinator-General and/or the State intends to supply on the land; and
- on 6 November 2000, the Ministerial designation made on 11 September 2000 was amended to vary the areas of land, the subject of the Ministerial designation and to include additional areas of land.

Pursuant to section 2.6.7 and Schedule 6 of the *Integrated Planning Act 1997*, on 19 December 2001, I have amended the Ministerial designation of land for community infrastructure previously made on 11 September 2000 and amended on 6 November 2000 for the redevelopment of the Suncorp Metway Stadium. The amendment includes an additional type of community infrastructure on the land described below for the supply of a substation by Energex.

Description of the Land to which the Amended Designation applies

The Ministerial designation applies to the land bounded by Milton Road, Hale, Castlemaine and Chippendall Streets. The land is properly described as Lots 41, 42 and 900 on RP904552, Lots 1, 2 and 3 on RP493, Lots 1, 2 and 4 on B3552, Lot 3 on B3207 and Lot 1 on RP237053 and includes Chippendall Street and parts of Castlemaine and Hale Streets and Milton Road.

Type of Community Infrastructure for which the land has been designated

The following forms of infrastructure form part of the Suncorp Metway Stadium redevelopment and a substation to be supplied by Energex:

- (a) bus interchange station and bus lanes;
- (b) southern plaza;
- (c) electricity substation and ancillary works;
- (d) associated access; and
- (e) other infrastructure ancillary to the redevelopment.

The amended Ministerial designation is for the works required for the Suncorp Metway Stadium redevelopment and a substation to be supplied by Energex and involves the

following kinds of community infrastructure as listed in Schedule 5 of the *Integrated Planning Act 1997*:

- (d) community and cultural facilities;
- (k) operating works under the *Electricity Act 1994*;
- (l) parks and recreational facilities;
- (o) transport infrastructure mentioned in section 5.1.1 of the IPA; and
- (r) storage and works depots and the like including administrative facilities associated with the provision or maintenance of the community infrastructure mentioned in paragraphs (d), (k), (l) and (o) above.


Tom Barton
Minister for State Development

Dated: 19th December 2001

**NOTICE OF AN AMENDED MINISTERIAL DESIGNATION OF LAND
FOR COMMUNITY INFRASTRUCTURE
MADE UNDER THE *INTEGRATED PLANNING ACT 1997***

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- (b) southern plaza;
- (c) electricity substation and ancillary works;
- (d) associated access; and
- (e) other infrastructure ancillary to the redevelopment.

The amended Ministerial designation is for the works required for the Suncorp Metway Stadium redevelopment and for a substation to be supplied by Energex and involves the

following kinds of community infrastructure as listed in Schedule 5 of the *Integrated Planning Act 1997*:

- (d) community and cultural facilities;
- (k) operating works under the *Electricity Act 1994*;
- (l) parks and recreational facilities;
- (o) transport infrastructure mentioned in section 5.1.1 of the IPA; and
- (r) storage and works depots and the like including administrative facilities associated with the provision or maintenance of the community infrastructure mentioned in paragraphs (d), (k), (l) and (o) above.

Reasons for the amended designation

The reasons I make the amended Ministerial designation are set out in the Reasons for Decision of Amended Ministerial Designation of Land for Community Infrastructure under the *Integrated Planning Act 1997* in Attachment 1.

Matters included as part of the designation under section 2.6.4 of the *Integrated Planning Act 1997*

The designation drawings identified as Attachments 26 and 27 in the amended Ministerial designation dated 6 November 2000 are to be deleted.

The community infrastructure shall be supplied generally in accordance with the drawings identified as Attachments 26 and 27 (dated 2001) in Attachment 2.

Signature 
Tom Barton
Minister for State Development

Date: 19th Dec., 2001

ATTACHMENT 1

REASONS FOR DECISION OF AMENDED MINISTERIAL DESIGNATION OF LAND FOR COMMUNITY INFRASTRUCTURE MADE UNDER THE *INTEGRATED PLANNING ACT 1997*

Requirement for reasons

Pursuant to section 4(2)(d) of Schedule 6 of the *Integrated Planning Act 1997* ("the IPA"), I am required to state reasons for the decision by me to make, under the IPA, an amended Ministerial designation of land for community infrastructure for a substation to be supplied by Energex on land designated for the Suncorp Metway Stadium redevelopment

Evidence or other material on which findings on material questions of fact are based

In forming my decision to make an amended Ministerial designation of land for community infrastructure in relation to the supply of a substation by Energex on land designated for the Suncorp Metway Stadium redevelopment, I had regard to the following material:

❖ Documents entitled –

- Notice of Ministerial Designation dated 11 September 2000.
- Notice of Amended Ministerial Designation dated 6 November 2000.
- Advice dated 18 September 2001 from the Project Manager, Suncorp Metway Stadium, Department of Public Works advising the reasons why the substation is required, other sites investigated and the reasons for locating it on the corner of Castlemaine and Chippendall Streets.
- Designation Drawing Nos 26 and 27 (December 2001 versions) showing the proposed substation and amended Southern Plaza.
- Public Advertisement of Notice of a Proposed Ministerial Designation of Land for Community Infrastructure advertised in the Courier Mail dated 3 November 2001.
- Brisbane City Plan 2000.
- Letter dated 31 October 2001 to Chief Executive Officer, Brisbane City Council giving notice of proposed amended Ministerial designation.
- Letter dated 31 October 2001 to the Manager, Energex Limited giving notice of proposed amended Ministerial designation.
- Letter dated 31 October 2001 to the Coordinator-General giving notice of proposed amended Ministerial designation.

- Letter dated 31 October 2001 to the Director-General, Department of Natural Resources and Mines, giving notice of proposed amended Ministerial designation.
- Legal Advice.

❖ Legislation –

- *Integrated Planning Act 1997.*
- *Acts Interpretation Act 1954.*
- *Electricity Act 1994.*

Findings on material questions of fact

From the material I had regard to, I make the following findings of fact:

- On 11 September 2000 and 6 November 2000, a Ministerial designation of land for community infrastructure and an amended Ministerial designation of land for community infrastructure respectively have been made in relation to the redevelopment of the Suncorp Metway Stadium.
- In relation to the land, the subject of this amended Ministerial designation, the following forms of infrastructure form part of the Suncorp Metway Stadium redevelopment:
 - (a) bus interchange station and bus lanes;
 - (b) southern plaza;
 - (c) associated access;
 - (d) other infrastructure ancillary to the redevelopment.
- In relation to the land, the subject of this amended Ministerial designation, the following form of infrastructure is for the supply of the substation by Energex:
 - (a) Electricity substation and ancillary works.
- These forms of infrastructure fall within the following types of community infrastructure, numbered in accordance with Schedule 5 of the IPA:
 - (d) community and cultural facilities;
 - (k) operating works under the *Electricity Act 1994*;
 - (l) parks and recreational facilities;
 - (o) transport infrastructure mentioned in section 5.1.1 of the IPA; and
 - (r) storage and works depots and the like including administrative facilities associated with the provision or maintenance of the community infrastructure mentioned in paragraphs (d), (k), (l) and (o) above.

- The Energex substation is to be constructed as a stand-alone building and to occupy part of the southern plaza community infrastructure area.
- The Notice of the Proposed Amended Ministerial Designation of Land was advertised in the Courier Mail dated 3 November 2001.
- There have been no submissions received in response to the public notification of the proposed Amended Ministerial Designation.

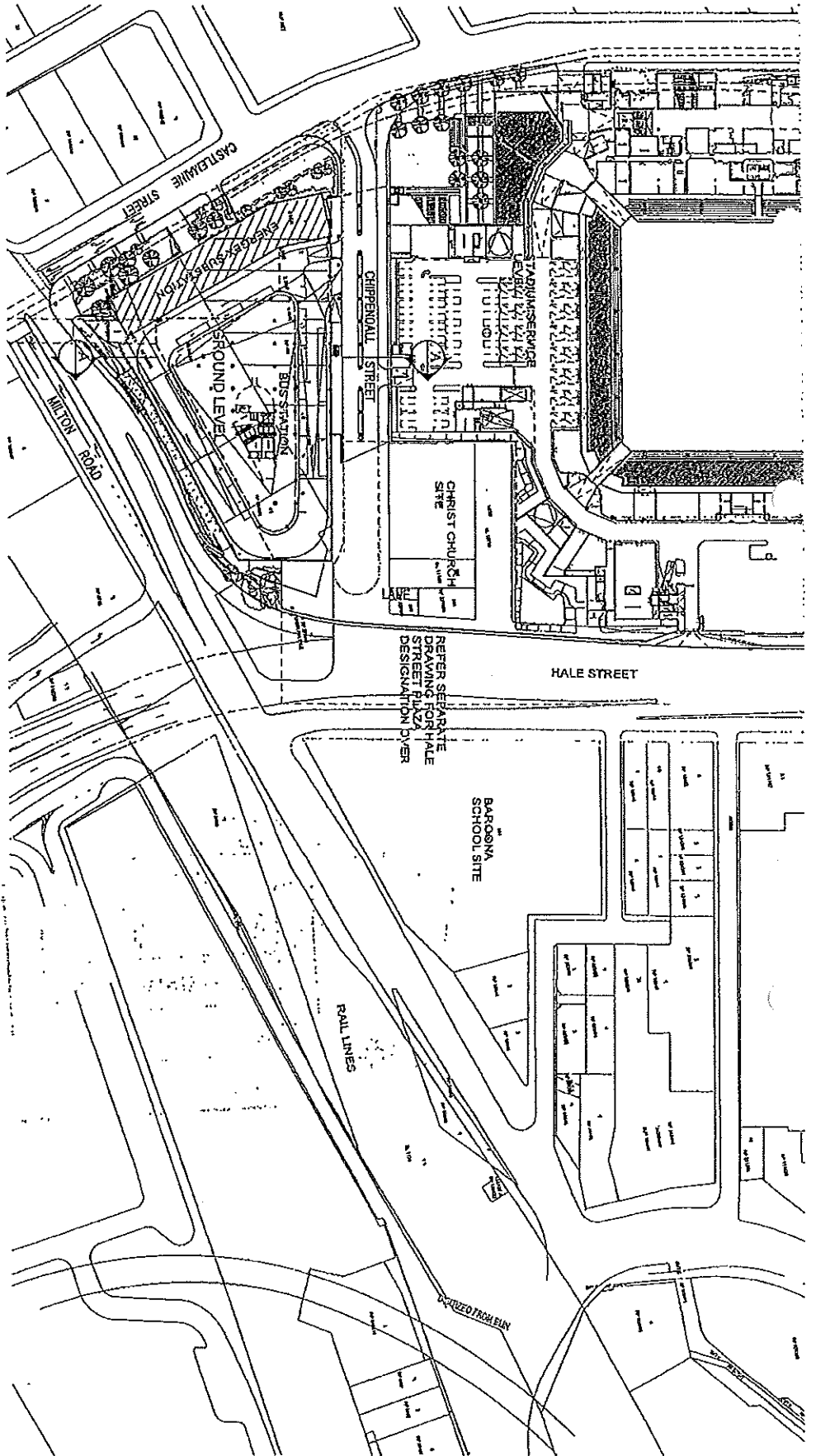
Reasons for the Amended Ministerial Designation

For the following reasons, I am of the opinion that an amended Ministerial designation of land for community infrastructure for the Suncorp Metway Stadium redevelopment and for a substation to be supplied by Energex should be made:

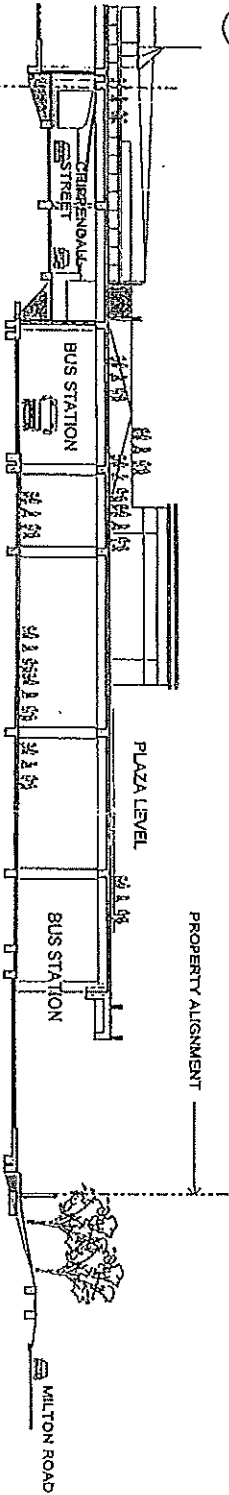
- The designation of land for the substation to be supplied by Energex will facilitate the use for community purposes of the community infrastructure being operating works under the *Electricity Act 1994*.
- The proposed Energex Substation is a Zone Substation that will handle up to 28 sets of cables carrying 110kV. The substation will be a major supplier to the CBD, the adjacent QR corridor and the surrounding industrial and residential areas.
- The new stadium will be fed by two of these cables. Energex was planning to build this substation on an adjacent site in Chippendall Street within the next three years in line with electricity demand. However, the construction of the new stadium has forced Energex to bring this timeframe forward. In preparation for construction of their substation in Chippendall Street, Energex has constructed a cable tunnel under the former Konica carpark and has already run 110 kV cables from various locations to this vicinity. Energex advice is that every 100 metres that the substation is moved from its originally proposed location would cost an additional \$1.5 million.
- The currently proposed site is on the corner of Castlemaine and Chippendall Streets and utilises the existing service tunnel as well as being immediately adjacent to existing in-ground cables. Despite the additional cost, an option was examined in the proposed North Plaza of the redeveloped stadium on Castlemaine Street and this was rejected due to noise and industrial impacts in that the site was immediately adjacent to residential areas. Other sites in the industrial properties along Castlemaine Street were considered but their financial viability could not compare with the proposed site that was already under the control of the Government. Energex has explored other options in the local area but these options are more expensive than the currently proposed site.
- I consider that it is appropriate for the land to be designated for community infrastructure to allow the construction of the substation to be supplied by Energex.

Signature: 
 Tom Barton
 Minister for State Development

Date: 19th Dec. 2001



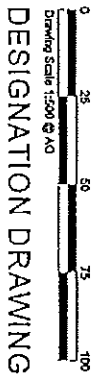
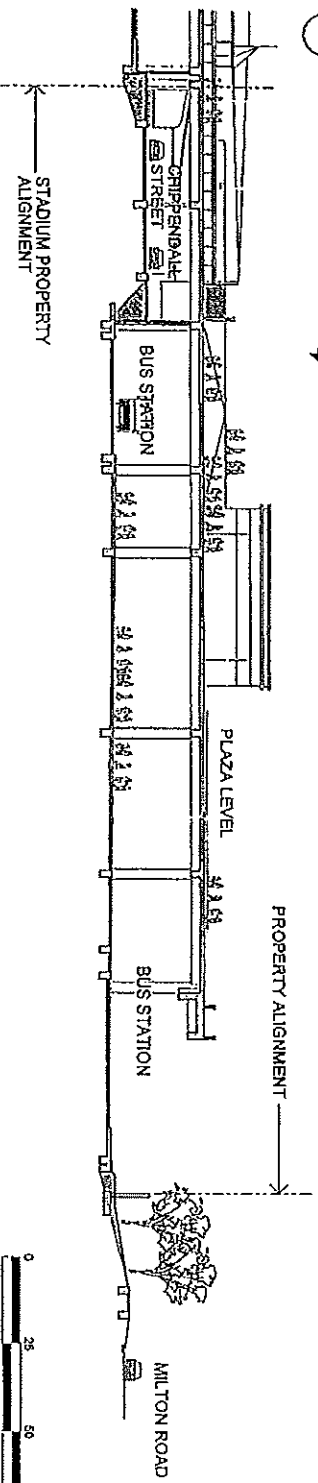
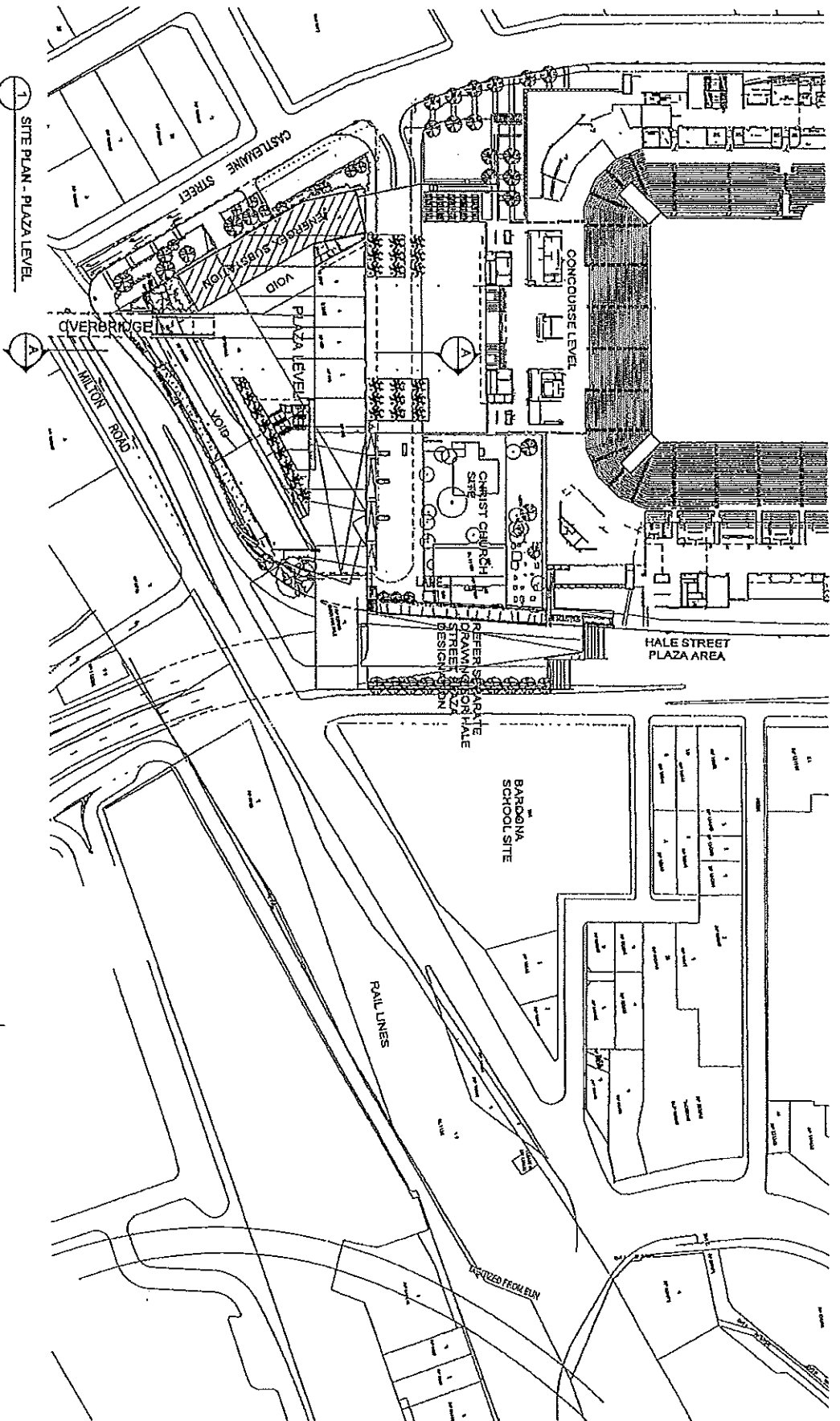
1 SITE PLAN - GROUND LEVEL



2 SECTION A-A
 1:150 @ A0



DESIGNATION DRAWING





COPY

MN14379

File Ref: D3595
Contact officer: [REDACTED]
Contact telephone: [REDACTED]

24 November 2000

The Manager
Energex Limited
GPO Box 1461
BRISBANE QLD 4001

Dear Sir

In light of previous correspondence, you would be aware that there is a proposal to redevelop the Lang Park Stadium site.

Redevelopment of this site includes the construction of a bus interchange station, southern plaza and pedestrian walkways.

Your company's property and interests are affected by the proposal. Therefore it is necessary to commence a compulsory acquisition process. In that regard, I enclose by way of service Notices of Intention to Resume.

To assist you with any negotiations, you may have reasonable access to relevant documents relating to the acquisition of your property and other relative interests.


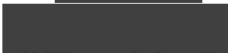
For your information, I advise that the compulsory acquisition process is as follows:

1. Service of the Notice of Intention to Resume which is being effected herewith.
2. (a) Following the latest date for objections and provided no objections are lodged, Governor in Council approval will be sought for the publication of a gazette notice taking the subject land for the purpose of works that the Coordinator-General is authorised by the Governor in Council by Order in Council dated 23 November 2000 to undertake. As indicated in the Notice of Intention to Resume, your company may object to the proposed resumption and state in its objection that it desires to be heard in support of the grounds of its objections. The objection hearing is a forum at which your company is given the right to elaborate upon and explain the basis of its objection.

2. (b) If an objection is lodged, it will be given due consideration by the Coordinator-General. The decision for upholding or dismissing the objection rests with the Coordinator-General. Should the objection be upheld the resumption would be discontinued. Should the objection be dismissed, Governor in Council approval would be sought for the publication of a gazette notice taking the land for the desired purpose.
3. Upon publication of the gazette notice, the land would become vested in the Coordinator-General and your company's estate and interest therein would be converted into a right to claim compensation. If agreement has not been reached as to the amount of compensation to be paid, your company will be invited to lodge a claim for compensation. Negotiations can continue until agreement is reached or the matter can be referred to the Land Court by either party for determination as to the compensation payable.

Should you have any queries on the matter, please feel free to contact this office.

Yours sincerely


24/11

Office of the Coordinator-General

NOTICE OF INTENTION TO RESUME

STATE DEVELOPMENT AND PUBLIC WORKS ORGANISATION ACT 1971

File No: D3595

Telephone: [REDACTED]

Department of State Development
Executive Building
100 George Street
BRISBANE QLD 4001

24 November 2000

To:

The Manager
Energex Limited
GPO Box 1461
BRISBANE QLD 4001

NOTICE is hereby given that pursuant to section 78(1)(a) of the *State Development and Public Works Organisation Act 1971*, the Coordinator-General intends to take the land described in the attached schedule, in fee simple, for works that the Coordinator-General is authorised on 23 November 2000 by the Governor in Council pursuant to section 66 of the *State Development and Public Works Organisation Act 1971* to undertake.

You may submit in writing an objection to the taking of the land, stating the grounds of your objection and stating the facts and circumstances relied on by you in support of those grounds. Such written objection must be served upon the Coordinator-General, Level 12 Executive Building, 100 George Street Brisbane on or before 11 January 2001. Any matter pertaining to the amount of compensation or payment of compensation is not a ground for objection.

If you state in your written objection that you desire to be heard in support of the grounds of your objection you may appear and be heard at the office of the Coordinator-General on 16 January 2001 at 10.00am. You may appear personally or by counsel, solicitor or agent.

The Coordinator-General is willing to negotiate to acquire by agreement, or failing agreement to treat as to determination of the compensation to be paid and all consequential matters.

[REDACTED]

24/11.

[REDACTED]
Signed as delegate for the Coordinator-General

SCHEDULE

County of: Stanley

Parish of: North Brisbane

Title Reference: 50170425

Owner: Energex Limited

Area to be Taken: 2020m²

Description of Land to be Taken: Lot 41 on RP904552

D 9 0 0 2

24/11/50

Lang Park Stadium Redevelopment

Construction of Certain Works by the Coordinator-General

Under the provisions of the

State Development and Public Works Organisation Act 1971

Report to

The Honourable Jim Elder, MLA
Deputy Premier, Minister for State Development and Minister for Trade

Prepared on behalf of

Mr Ross Rolfe
Coordinator-General

Purpose of this Report

On 11 September 2000 and 14 September 2000, you were briefed on options for the redevelopment of Lang Park Stadium, including a preferred option that certain components be undertaken as works under the *State Development and Public Works Organisation Act 1971*.

The purpose of this report is for you to consider whether the construction of certain components of the proposed redevelopment of the Lang Park Stadium should be undertaken as works in accordance with the provisions of Part 6, Division 3 of the *State Development and Public Works Organisation Act 1971*.

Sections 1 – 4 provide background to the project and cover a number of matters considered in the planning to date.

Section 5 notes that the Coordinator-General in his assessment of the Environmental Impact Statement prepared for the Lang Park Stadium redevelopment noted that no major environmental effects are expected from the redevelopment of the Lang Park Stadium and outlines the recommendations to be implemented to minimise such impacts as do occur. A summary of the Coordinator-General's Assessment Report Recommendations is attached (Attachment 1).

Section 6 sets forth the reasons considered appropriate for certain components of the project to be constructed as works under the *State Development and Public Works Organisation Act 1971*.

1.0 History

Lang Park is a cultural icon of long standing as the "home of rugby league" in Queensland. Since the commencement of the lease to the Queensland Rugby League in the mid 1950s, Lang Park has undergone a series of transformations with the objective of providing a high quality ground dedicated to the game of rugby league.

Lang Park is known nationally and internationally as a venue for rectangular pitch football games, such as rugby league, rugby union and soccer. The existing stadium at Lang Park has a capacity of approximately 42,000 patrons. In recent years, capacity crowds have only attended Lang Park for major events such as the State of Origin, interstate rugby league matches and recent rugby union internationals.

The existing Lang Park Stadium is inadequate for staging major sporting events involving a large crowd. Even with a small crowd of less than 10,000 (eg Rugby 7s), the impacts on the local residential area are still significant. If the existing Lang Park Stadium were to increase its events schedule with the inclusion of additional major events, the impacts on the immediate residential areas would be severe.

Lang Park was chosen by the Queensland Government on 31 August 1999 as its preferred site for the development of a rectangular pitch stadium. The provision of an international standard stadium has been a recognised priority of successive Queensland Governments and the Brisbane City Council in recent years.

2.0 Lang Park in the wider planning context

Lang Park is to be a part of a broader strategy that will:

- complement the Queensland Government's City West vision;
- provide a focus for a sports and entertainment precinct to operate 7 days per week; and
- provide a venue which will enhance Queensland's major events strategy.

The Stadium proposal will also assist the State Government's Integrated Regional Transport Plan aimed at reducing the public's reliance on private transport.

3.0 Need and Benefits

In 1997, the Queensland Government determined that there was a need for a world class stadium for rectangular pitch sporting events in Brisbane to complement the redevelopment of "The Gabba" cricket ground. Upon completion of a site selection process in 1999, Lang Park was selected as the preferred site.

The benefits of the Lang Park Stadium proposal are expected to include infrastructure, economic and social benefits. These benefits are:

- Increased capacity from 40,000 patrons to 52,500 patrons in individual seating, with approximately 80% of seats under cover of the roof.
- The expected economic benefits of the construction phase include approximately 496 jobs associated with direct income of \$60 million. During the operations phase, full-time employment for 15 people will be provided, with direct income benefits of \$8-9 million. Special events at the proposed stadium, such as a Bledisloe Cup rugby union match, could result in economic benefits to Queensland in the order of \$25 million.
- The flow-on employment benefits of the proposed stadium include 340 jobs from production-induced employment arising from construction activities, leading to a total direct and product-induced employment benefit of 836 jobs. The flow-on employment benefits of the operations phase will include 20 jobs from production-induced activities, leading to an equivalent 60 jobs derived from direct and production-induced employment.
- The proposed stadium will provide vastly superior patron seating and viewing conditions, facilities, comfort, safety and levels of accessibility when compared with the existing stadium, and other venues in Brisbane.
- The increased capacity and vastly improved patron and hirer facilities and accessibility will position the proposed stadium as an attractive venue for a number of major events. These could include the Bledisloe Cup for rugby union internationals played between Australia and New Zealand and possibly soccer internationals, in addition to the rugby league internationals already held at the existing facility.
- The implementation of the public transport strategy and the provision of transport infrastructure will result in substantial improvements in the accessibility of the proposed Stadium. Benefits that would result from the proposed improvements to the transport infrastructure include:

- convenient and accessible pedestrian linkages to the City and to Milton Station. These linkages will provide benefits to the local residents, provided that public safety issues are addressed in the detailed designs;
- improvements to Milton Station, with benefits for everyday commuter use;
- a bus station at the southern end of the proposed stadium will represent a significant improvement to current provisions for bus travelers to Lang Park. Bus operations concentrated in this location have a minimal impact on road network efficiency;
- pedestrian accessibility and safety between the proposed stadium and transport nodes will be vastly improved on the current situation;
- upgraded pedestrian routes for local community use and accessibility generally to the CBD and Southbank;
- the provision of elevated pedestrian bridge crossings of Milton Road near the proposed stadium, Countess Street and Upper Roma Street will provide for safer pedestrian links for everyday use across very busy arterial roads; and
- the provision of a contra-flow bus lane on Upper Roma Terrace, and associated bus-priority and pedestrian improvements at the intersection of Upper Roma Street/Milton Road/Petrie Terrace yield travel benefits for public transport vehicles for both stadium and general use.

The Lang Park Stadium proposal will bring a range of benefits in varying degrees of significance to both the metropolitan and local communities. The significant benefits include:

- a greatly improved facility in every sense, which will assist in attracting a greater range of world-class sporting events;
- an integrated public transport system and pedestrian walkway system linking the proposed stadium and the locality with the City and Southbank for possible use outside event times;
- a pedestrian plaza and landscaped park land on Caxton Street for use outside event times;
- integrated community sporting and community facilities with enhanced car parking and set-down areas; and
- better management of crowd movement, behaviour and car parking during events.

4.0 Consultation

Project Declaration

The project has been declared a "significant project" under S29B of the *State Development and Public Works Organisation Act 1971* by the Coordinator-General. As part of the process, extensive public consultation was undertaken. The EIS and associated public consultation will satisfy part of the statutory requirements for development approvals required under the *Integrated Planning Act 1997 (IPA)*.

The Lang Park Trust has now sought the relevant development approvals from the Brisbane City Council (BCC) in accordance with the requirements of the IPA.

The Environmental Impact Statement (EIS) documentation comprised:

- Lang Park Stadium Proposal Review, Draft Environmental Impact Statement, Volume 1 (Executive Summary), prepared by Sinclair Knight Merz (May 2000).
- Lang Park Stadium Proposal Review, Draft Environmental Impact Statement, Volume 2 (Introduction, Description of Project, Alternatives to Proposal) prepared by Sinclair Knight Merz (May 2000).
- Lang Park Stadium Proposal Review, Draft Environmental Impact Statement, Volume 3 (Planning Context, Existing Environment), prepared by Sinclair Knight Merz (May 2000).
- Lang Park Stadium Proposal Review, Draft Environmental Impact Statement, Volume 4 (Environmental Impacts, Transport Impacts), prepared by Sinclair Knight Merz (May 2000).
- Lang Park Stadium Proposal Review, Draft Environmental Impact Statement, Volume 5 (Consultation, Mitigation & Management Plans, Approvals & Licencing), prepared by Sinclair Knight Merz (May 2000).
- Lang Park Stadium Proposal Review, Draft Environmental Impact Statement, Volume 6 (Conclusions, Appendices – A Terms of Reference & B Study Team), prepared by Sinclair Knight Merz (May 2000).
- Lang Park Stadium Proposal Review, Draft Environmental Impact Statement, Volume 7 (Technical Appendices), prepared by Sinclair Knight Merz (May 2000).
- Lang Park Stadium Proposal Review, Environmental Impact Statement, Volume 8 (Addendum Report) prepared by Sinclair Knight Merz (July 2000).

Draft Terms of Reference (TOR) for the EIS were made available to the community for comment from 30 November 1999 until 15 February 2000. During this preliminary stage, consultants were engaged to:

- (a) assist the community to understand the nature of the proposal and assessment processes so that they could respond to the draft TOR for the EIS;
- (b) identify all stakeholders and their respective concerns and suggestions and feed this information into the preliminary studies being conducted; and
- (c) identify appropriate ways to consult with the community in the subsequent stages of the process.

A total of 100 submissions on the draft TOR were received from individuals, community groups, local businesses, Government agencies and the BCC. All submissions were considered in finalising the TOR which was approved by the Coordinator-General on 7 March 2000.

Preparation of EIS

The preliminary draft of the EIS was submitted to the Department of State Development on 9 May 2000. The preliminary draft EIS was assessed by the Coordinator-General and was found to adequately address the TOR. The draft EIS was subsequently released for public comment.

Public notification of EIS

The draft EIS was advertised in the *Courier Mail* on 15 May 2000 and the local *Westside News* on 17 May 2000 for public comment. Summary documentation on the proposal and a copy of the advertisement was placed on the Internet sites of the Department of State Development and the Department of Communication and Information, Local Government, Planning and Sport. All documentation was made available at no cost to the public. The public comment period closed on 26 June 2000.

Making submissions on EIS

During the submission period, 54 submissions were received. All public submissions made on the draft EIS have been appropriately addressed in Volume 8 (EIS Addendum).

The EIS was conducted concurrently with a number of related investigations to assist the Queensland Government in making its final decision on the acceptance of this project including:

- transport strategy;
- commercial analysis and feasibility; and
- master planning and concept design analysis.

5.0 Summary of Issues raised during consultation

Attachment 1 details under generic headings the range and number of concerns raised in relation to the perceived impacts of the redevelopment of the Stadium.

The Coordinator-General in his assessment of the EIS prepared for the Lang Park Stadium redevelopment noted that no major environmental effects are expected from the redevelopment of the Lang Park Stadium and outlined recommendations to minimise such impacts as do occur. A summary of the Coordinator-General's Assessment Report Recommendations is attached (Attachment 2).

On 14 September 2000 it was recommended to you that particular works should be undertaken by the Coordinator-General. Submissions were sought from effected parties prior to your decision to submit the same to the Governor in Council. A number of submissions were received. In response to the submissions made and as a result of ongoing consultation with major stakeholders, including the Brisbane City Council, certain aspects of the particular works to be undertaken were redesigned to address perceived safety issues raised, to lessen impacts on the community, and to provide an enhanced public access and transport outcome.

6.0 Undertaking Construction by the Coordinator-General

The works proposed to be constructed by the Coordinator-General are generally in accordance with the amended community infrastructure designation made on 6 November 2000 and are as follows:

Bus Interchange Station and Bus lanes

A bus station at the southern end of the proposed stadium will provide a significant improvement to current provisions for bus travellers to Lang Park. Bus operations concentrated in this location will provide for improved bus services in the City generally.

A priority bus lane in Milton road will improve the efficiency of Milton Road during event times.

Southern Plaza

The Southern Plaza is a principal point of entry/exit to the Stadium and will provide a gathering point for patrons. It also provides for improved pedestrian flows to the Stadium. In addition, the Southern Plaza is intended to provide for a range of associated uses such as ticketing and public amenities as well as providing a roof for the bus interchange station. The Plaza also improves the urban design of the integrated redevelopment.

Railway lines, stations and facilities

Works to be undertaken to Milton Railway station will improve access to, and increase the capacity of, the platforms.

Certain other works are required to accommodate the pedestrian access walkways over the rail corridor. For example, electrical signal equipment will require relocation.

Pedestrian Walkways

Convenient and accessible pedestrian linkages to the CBD and to Milton Station are to be provided as an integrated element of the redevelopment of the Lang Park Stadium. These linkages will provide benefits to local residents as well as to Stadium users.

Associated Access

Works are proposed to be undertaken to provide an appropriate level of access to, and/or, enhanced pedestrian and transport linkages to the Stadium.

Other infrastructure ancillary to the redevelopment

The Northern end of the Stadium is a principal exit/entry point for Stadium users. Sufficient area needs to be available to cater for the large volume of pedestrian traffic entering the Stadium through this point and to provide for public transport infrastructure such as taxi setdown at various points adjacent to the Stadium.

Undertaking the works under the *State Development and Public Works Organisation Act 1971* provides greater flexibility to manage the land dealings related to the construction of the various works and allows for the transfer of those facilities to another entity upon completion.

There are ample precedents for the Coordinator-General undertaking works under the provisions of the *State Development and Public Works Organisation Act 1971* in situations where the works do not fall clearly within another Department's responsibilities. Examples include: -

- Riverside Expressway
- Wivenhoe Dam
- Captain Cook Bridge
- Fairfield Road Overpass
- Southbank Pedestrian Bridge linking with City Precinct

In the light of these issues, it is appropriate that the works indicated in the community infrastructure designation as part of the redevelopment of the Lang Park Stadium, be undertaken under Part 6, Division 3 of the *State Development and Public Works Organisation Act 1971*.



Robyn Potter
Office of the Coordinator-General

6 November 2000

LANG PARK STADIUM REDEVELOPMENT

ASSESSMENT REPORT

by

THE COORDINATOR-GENERAL

August 2000

Compiled by the Department of State Development

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1. INTRODUCTION

Lang Park was declared a "significant project" on 16 December 1999. The purpose of this Assessment Report is to inform the Assessment Manager, the Brisbane City Council (BCC), of the findings of the Coordinator-General on the Environmental Impact Statement (EIS) prepared for the proposed redevelopment of the Lang Park Stadium.

This report examines the proposed development, outlines the EIS process followed, discusses the more significant issues addressed in the EIS, summarises the strategies and actions arising out of its findings, considers the necessary development approvals and licences identified and advises the Concurrence Agency conditions applicable to the development as determined by the Coordinator-General. A favourable Coordinator-General's Report will permit the project to proceed through to the *Integrated Planning Act 1997 (IPA)* process.

Lang Park was chosen by the Queensland Government on 31 August 1999 as its preferred site for the development of a rectangular pitch stadium. The provision of an international standard stadium has been a recognised priority of successive Queensland Governments and the BCC in recent years.

The redevelopment of the existing Lang Park Stadium is contingent on a number of factors including the successful completion of major planning studies, an Environmental Impact Statement (EIS) under the provisions of section 29 of the *State Development and Public Works Organisation Act 1971 (SDPWOA)* and development approval under the *IPA* and other relevant legislation. Final approval by the Queensland Government will be conditional on hiring agreements with major tenants.

Within the Queensland Government, the Department of Communication and Information, Local Government, Planning and Sport (DCILGPS) is the project manager of the impact assessment and other studies and the proponent for the project. The Lang Park Trust will be the applicant for the purpose of the approvals required. The Department of State Development coordinated the preparation of the EIS for the project on behalf of the Coordinator-General.

As the project has been declared a "significant project" under S29B of the *SDPWOA* by the Coordinator-General, the EIS and associated public consultation will satisfy part of the statutory requirements for development approvals required under the *IPA*.

Further public consultation will not apply to any future development application requiring impact assessment for this project. Any properly made submission received on the draft EIS will be considered a properly made submission for any future development application that requires impact assessment under the *IPA*.

If the project is to proceed, the Lang Park Trust will seek the relevant development approvals from the BCC in accordance with the requirements of the *IPA*.

This report is based on the following documentation lodged by the DCILGPS:

- Lang Park Stadium Proposal Review, Draft Environmental Impact Statement, Volume 1 (Executive Summary), prepared by Sinclair Knight Merz (May 2000).
- Lang Park Stadium Proposal Review, Draft Environmental Impact Statement, Volume 2 (Introduction, Description of Project, Alternatives to Proposal) prepared by Sinclair Knight Merz (May 2000).
- Lang Park Stadium Proposal Review, Draft Environmental Impact Statement, Volume 3 (Planning Context, Existing Environment), prepared by Sinclair Knight Merz (May 2000).
- Lang Park Stadium Proposal Review, Draft Environmental Impact Statement, Volume 4 (Environmental Impacts, Transport Impacts), prepared by Sinclair Knight Merz (May 2000).
- Lang Park Stadium Proposal Review, Draft Environmental Impact Statement, Volume 5 (Consultation, Mitigation & Management Plans, Approvals & Licencing), prepared by Sinclair Knight Merz (May 2000).
- Lang Park Stadium Proposal Review, Draft Environmental Impact Statement, Volume 6 (Conclusions, Appendices – A Terms of Reference & B Study Team), prepared by Sinclair Knight Merz (May 2000).
- Lang Park Stadium Proposal Review, Draft Environmental Impact Statement, Volume 7 (Technical Appendices), prepared by Sinclair Knight Merz (May 2000).
- Lang Park Stadium Proposal Review, Environmental Impact Statement, Volume 8 (Addendum Report) prepared by Sinclair Knight Merz (July 2000).

2. BACKGROUND

2.1 Existing facility

Lang Park is a cultural icon of long standing as the “home of rugby league” in Queensland. Since the commencement of the lease to the Queensland Rugby League in the mid 1950s, Lang Park has undergone a series of transformations with the objective of providing a high quality ground dedicated to the game of rugby league.

Lang Park is known nationally and internationally as a venue for rectangular pitch football games, such as rugby league, rugby union and soccer. The existing stadium at Lang Park has a capacity of approximately 42,000 patrons and in recent years, capacity crowds have only attended Lang Park for major events such as the State of Origin interstate rugby league matches and recent rugby union internationals.

The existing Lang Park Stadium is inadequate for staging major sporting events involving a large crowd. Even with a small crowd of less than 10,000 (eg Rugby 7s), the impacts on the local residential area are still significant. If the existing Lang Park Stadium was to increase its events schedule with the inclusion of additional major events, the impacts on the immediate residential areas would be severe.

2.2 Project need

In 1997, the Queensland Government determined that there was a need for a world class stadium for rectangular pitch sporting events in Brisbane to complement the redevelopment of “The Gabba” cricket ground. Upon completion of a site selection process in 1999, Lang Park was selected as the preferred site.

The EIS was conducted concurrently with a number of related investigations to assist the Queensland Government in making its final decision on the acceptance of this project including:

- transport strategy;
- commercial analysis and feasibility; and
- master planning and concept design analysis.

Lang Park is to be a part of a broader strategy that will:

- complement the Queensland Government's City West vision;
- provide a focus for a sports and entertainment precinct to operate 7 days per week; and
- provide a venue which will enhance Queensland's major events strategy.

The Stadium proposal will also assist the State Government's Integrated Regional Transport Plan aimed at reducing the public's reliance on private transport.

3. PROJECT DESCRIPTION

3.1 Site Location

The existing Suncorp-Metway Stadium (Lang Park) is on a site bounded by Hale Street, Caxton Street, Castlemaine Street and Chippendall Street. The site is in close proximity to the Brisbane CBD.

3.2 The design/development concept

The development concept considered in the EIS proposes that the stadium will be developed into a world class rectangular pitch with high quality public spectator facilities and seating for 52,500 patrons, excluding media, management and disabled patrons and their carers. It is to provide a fully enclosed seating bowl in three main tiers, supported by six internal levels within the building.

The proposal involves retaining the existing western grandstand and replacing the northern, eastern and southern facilities with a new continuous grandstand around the field to connect with the western stand. The stadium is to have at least 80% roof coverage with design provision for a future closing roof.

Two pedestrian plazas (northern and southern ends) are planned with concourses linked to dedicated pedestrian walkways to the CBD and Roma Street Station via Milton Road, Petrie Terrace and the rail corridor to the north of Roma Street, and via Caxton Street, Petrie Terrace and the rail corridor. These facilities are to provide all hours pedestrian movement through the precinct.

3.3 Public transport strategy

Maximising public transport and pedestrian access and circulation is a strategic priority. Consideration has been given to a range of new public transport infrastructure developments together with improved pedestrian facilities, based on the objectives outlined in the State Government's Integrated Regional Transport Plan.

The EIS and the consultation processes undertaken discussed the possible extension of light rail to service the stadium and also provided for a scenario of light rail not proceeding. This approach proved to be advantageous as the Queensland Government has recently announced a decision to defer the development of the Brisbane Light Rail Project.

Heavy rail is to be promoted as the major mode of travel to/from the stadium, potentially catering for 44% of patrons. Other modes of transport are to include special shuttle bus services, taxis and charter coaches. Service promotion initiatives are to include integrated event and public transport ticketing, pre-event publicity, parking restrictions around Lang Park and pre-event public education regarding public transport options and services. On-site car parking in the stadium is to be restricted in keeping with the public transport strategy.

The Queensland Government has accepted a number of project modifications (which had already been addressed in the EIS) to improve the overall performance of the proposal and greatly assist in mitigating the key impacts. These modifications include:

- a larger southern pedestrian plaza extending over Chippendall Street and the land between Chippendall Street and Milton Road;
- a larger integrated transport station to be situated under the southern pedestrian plaza, on land bounded by Chippendall, Hale and Castlemaine Streets and Milton Road; and
- direct flow pedestrian access from the enlarged southern pedestrian plaza to a walkway to Milton Station.

A further modification (also discussed in the EIS) involves the creation of a pedestrian plaza and public space on land situated between Petrie Terrace and the railway corridor to the south-east of the former Police Barracks, including the Hogs Breath Café. This modification is being examined along with other issues concerning the pedestrian walkways and are discussed later in this report.

3.4 Stadium usage

The anticipated events schedule for the proposed stadium is as follows:

Events	Frequency	Crowd Size
National Rugby League fixtures	13 per annum	25,000 – 35,000
State of Origin Rugby League	1 – 2 per annum	45,000 – 52,500
Rugby League international match	1 per annum	45,000 – 52,500
Rugby Union Super 12 fixtures	6 per annum	25,000 – 35,000
Rugby Union international match	1 – 2 per annum	35,000 – 45,000
Major cultural event	1 per 2 – 3 years	15,000 – 25,000
Other major cultural events	3 per annum	10,000 – 15,000

The stadium is to have the capacity to hold large-scale entertainment and public events. The stadium's corporate facilities may host small conferences and hospitality functions outside of the major event times.

Potential exists for the Stadium to be developed as an integrated community sport and recreation facility accommodating existing facilities (i.e. Ozsports and PCYC) and the beach volleyball courts adjacent to Sports House.

3.5 Project timing

If the proposal is to proceed, development approvals (refer to Attachment 4) are proposed to be sought from BCC as soon as practicable in 2000 with construction proposed to start in early 2001 and proceed over a 24 month period.

4. THE EIS PROCESS

The EIS was prepared in accordance with the *SDPWOA*. The project was declared a significant project under S29B and appropriate gazette notices were made. Accordingly, the Department of State Development was responsible for the coordination of the impact assessment process.

Draft Terms of Reference (TOR) for the EIS were made available to the community for comment from 30 November 1999 until 15 February 2000. During this preliminary stage, consultants were engaged to:

- (a) assist the community to understand the nature of the proposal and assessment processes so that they could respond to the draft TOR for the EIS;
- (b) identify all stakeholders and their respective concerns and suggestions and feed this information into the preliminary studies being conducted; and
- (c) identify appropriate ways to consult with the community in the subsequent stages of the process.

A total of 100 submissions on the draft TOR were received from individuals, community groups, local businesses, Government agencies and the BCC. All submissions were considered in finalising the TOR which was approved by the Coordinator-General on 7 March 2000.

4.1 Preparation of EIS

The preliminary draft of the EIS was submitted to the Department of State Development on 9 May 2000. The preliminary draft EIS was assessed by the Coordinator-General and was found to adequately address the TOR. The draft EIS was subsequently released for public comment.

4.2 Public notification of EIS

The draft EIS was advertised in the *Courier Mail* on 15 May 2000 and the local *Westside News* on 17 May 2000 for public comment. Summary documentation on the proposal and a copy of the advertisement was placed on the Internet sites of the Department of State Development and the Department of Communication and Information, Local Government, Planning and Sport. All documentation was made available at no cost to the public. The public comment period closed on 26 June 2000. The proponent has complied with the process outlined in the *SDPWOA*.

4.3 Making submissions on EIS

During the submission period, 54 submissions were received. Of those, 46 were considered properly made submissions and 8 did not conform to the requirements outlined in the advertisement (see Attachment 3). All public submissions made on the draft EIS have been appropriately addressed in Volume 8 (EIS Addendum). It should be noted that only properly made submissions retain 3rd party appeal rights under the *IPA* should an application for impact assessment be lodged with BCC.

5. PROJECT IMPACTS

The project impacts described in the EIS documentation and the comments received thereon have raised many and varied issues. For the purposes of this report, these issues have been collated under generic headings reflective of their principal focus.

ONLY IN SITUATIONS WHERE IMPACTS ARE REGARDED AS BEING INSUFFICIENTLY MITIGATED OR WHERE FURTHER DETAILED DESIGN WORK IS REQUIRED, RECOMMENDATIONS HAVE BEEN MADE (REFER ATTACHMENT 1) OR CONCURRENCE AGENCY DEVELOPMENT CONDITIONS ESTABLISHED (REFER ATTACHMENT 2) BY THE COORDINATOR-GENERAL AS PART OF THE EVALUATION PROCESS.

This report uses certain terminologies in making recommendations and determining development conditions. The following information has been provided to assist in understanding these terminologies and their importance in progressing this development proposal.

Construction and Operation Environment Management Plans

Construction and Operation Environment Management Plans will need to be developed by the proponent to facilitate compliance of the project with the conditions of the development approval under the *IPA* and other environmental management approvals under relevant legislation, in particular the *Environmental Protection Act 1994*. This requirement is reflected in the Development Conditions attached to this report.

These plans will need to be approved by the relevant Agencies (principally the Environmental Protection Agency) prior to the commencement of both construction and operation activities. Recommendations have been made in the following sections of this report on the inclusion of impact mitigation strategies within the Construction and Operation Environment Management Plans.

Development Condition No3. refers to the need for the proponent to prepare a Site Management Plan (SMP). A SMP is a document recognised in the *Environmental Protection Act 1994* to deal specifically with the matters of managing contaminated land. The SMP in this instance could form part of the Construction Environment Management Plan mentioned above.

Liaison and Advisory Groups

It is concluded that there is an ongoing need to continue with community consultation through the establishment of both a Community Liaison Group and a Stadium Management Advisory Committee.

It is strongly suggested that the Community Liaison Group should:

- be representative of all views, interests and concerns in the local area;
- have a committee of about 5 members who are elected and are representative of those views etc;
- be formally incorporated in order for it to receive funds;
- be involved in any monitoring programs on operational matters; and
- receive support from Stadium Management for the maintenance of committee functions.

The functions of the Community Liaison Group would include meeting with stadium management on a regular basis in order to identify particular issues, discuss possible mitigation measures, monitor new initiatives, and to "debrief" after particular events.

The proposed Stadium Management Advisory Committee should be structured to provide effective stakeholder coverage in the ongoing development of the stadium. Its membership should include (but not be restricted to) representation from:

- City Police;
- BCC;
- Emergency Services;
- major user groups (eg QRL, QRU, ARU, ARL);
- a residents' association;
- a local business association;
- a member of the Community Liaison Group; as well as
- stadium management.

The function of the Stadium Management Advisory Committee would be to:

- assist in monitoring the effects of the construction phase on local residents;
- advise on the development of management plans as identified in the EIS;
- contribute to monitoring and evaluating the effectiveness of these management plans and recommend appropriate changes;
- advise on the coordination of local arrangements for Stadium events; and
- advance and promote other matters of mutual interest pertaining to stadium management including interpretation of hospitality management with local licensed venues.

Recommendation 1: That the proponent establish a Community Liaison Group and a Stadium Management Advisory Committee, prior to the commencement of demolition works.

5.1 Land Acquisitions

Land will need to be acquired to accommodate the southern plaza and pedestrian walkways following the Queensland Government's decision that the enhanced mitigation proposal is to proceed. Such acquisitions will also include "air rights" for pedestrian links over Hale Street, Chippendall Street and Milton Road.

Recommendation 2: That the proponent undertake to determine the appropriate legislation to acquire the identified properties and air rights in consultation with the Department of Natural Resources.

NOTE: Other issues affecting State land have been identified by the Department of Natural Resources. The Development Conditions attaching to this report address these issues.

5.2 Planning Issues

The Lang Park re-development is subject to the Brisbane Town Plan 1987. The site is zoned "Sport and Recreation", "Particular Development 92 – in accordance with the Lang Park Trust Act", "Service Trades", "Special Uses (Utility Installation)" and "Particular Development 52 – District Nurses Home". The proposed use of the stadium would be considered as "commercial outdoor sport and recreation", which is subject to an "impact assessable" development application.

Impact assessment confers appeal rights on third parties who have lodged "properly made submissions" to this EIS in respect of those components of the application requiring such assessment.

It is anticipated that the Brisbane City Plan 2000, a new IPA planning scheme, will come into effect in October 2000. The proposed planning scheme identifies the site as "Special Purpose Centres – Major Sporting Stadium" area. It is concluded the proposed use, as a major sports stadium, would be consistent under the Brisbane City Plan 2000 with the future planning intent for the site.

Under the Brisbane City Plan 2000, the proposed development would be subject to a "code assessable" development application. An application subject to code assessment does not confer appeal rights on third parties.

5.3 Noise and Vibration

The EIS concludes that noise levels at the source of earthmoving equipment used during construction would be above background levels. However, the consultants evaluation indicates that for nearby residents this construction noise will be below background levels. The noise impacts for nearby residents will be greatest during "out of hours" construction work.

It is concluded that the enclosed design of the stadium should assist in reducing noise impacts during events below those currently experienced by local residents and businesses. The walkways leading patrons to Milton Station, Roma Street or bus pick-up zones should also mitigate pedestrian noise as these walkways are to be located away from residential zones. Minimal noise impacts are expected from the public transport station located at the southern end of the stadium. Short-term noise impacts are anticipated from any access to the site by emergency helicopters.

NOTE: Noise, vibration and hours of operation issues have been identified by the Environmental Protection Agency. The Development Conditions attaching to this report address these issues.

5.3.1 Fireworks

The noise and smoke from fireworks will potentially impact on the residential areas surrounding Lang Park. The use, frequency and duration of fireworks is an operational issue that will need to be managed by the proponent in consultation with the Community Liaison Group.

The Community Liaison Group is also to be informed of the event schedule for fireworks and other forms of entertainment to ensure that this information is disseminated across the local community.

Recommendation 3: That the Operation Environment Management Plan manage the use of fireworks, provide for the impacts to be monitored and if there are adverse impacts that the Stadium Management Advisory Committee in consultation with the Community Liaison Group develop strategies to minimise these impacts.

5.4 Air Quality

The EIS concludes that the only likely operational air quality impact expected is fumes from long distance coaches stored in the non-residential areas immediately to the west of the stadium. This could be alleviated by requesting the drivers of these coaches to delay the starting of the motors for as long as possible.

Air and wind are to be monitored for certain activities and local residents advised of the findings.

Recommendation 4: That the Operation Environmental Management Plan incorporate a strategy for the delayed starting of long distance coach motors and that it also, together with the Construction Environment Management Plan, monitor air quality and establish appropriate mitigation strategies.

5.4.1 Dust Suppression

The EIS suggests that standard construction techniques of watering and truck baths are proposed to be used to minimise dust as a result of the construction work undertaken.

Recommendation 5: That the Construction Environment Management Plan address dust suppression strategies.

5.5 Flora and Fauna

The EIS concludes that as the area surrounding Lang Park is highly developed, there is a mix of native and exotic flora. Flora on Lang Park itself includes planted trees and shrubs commonly found in the area. There are two fig trees adjacent to the north-west corner of the stadium which are estimated to be in excess of 40 years old but are not covered by a vegetation protection order issued by the BCC.

The EIS identified that the Neal Macrossan Playground has a number of trees covered by a vegetation protection order issued by the BCC including small leafed fig, Queensland blue gum and hoop pine. The Barooka School on Milton Road contains some well established fig and frangipanni trees of cultural heritage value.

In the course of preparing the EIS, nineteen bird species were observed in and around the Lang Park area, none of which are listed in conservation agreements or conventions. According to Queensland Museum and Wildnet data, although not observed, flying foxes, gliders, bandicoots and possums are expected in the vicinity of the site. The above fauna species are typically found in urban Brisbane.

The EIS reports that the areas of greatest flora and fauna impact are expected to be in the grounds of Baroona Special School as one of the pedestrian walkways is to be constructed along the Milton Road side of that facility. All vegetation in Lang Park itself is to be removed with the exception of the fig trees identified in the north western corner which are to be relocated to the northern pedestrian plaza. As a result, the EIS suggests that some fauna species should be able to relocate but the ability of some less mobile species including reptiles, smaller mammals and amphibians to successfully locate new areas of habitat is likely to be limited.

To avoid damage to important vegetation in Milton Road, the EIS concludes that the detailed design avoid root zones. It is also proposed in the EIS to use nesting boxes for a variety of species and the establishment of locally occurring native species in landscaping to assist in minimising the impact on local animals once trees have been removed.

5.6 Heritage and related factors

The EIS reports that prior to urban development in the 1870's, this area was used by the Turrbal people. However, there is no record of it being used for ceremonies by indigenous people. From 1843 until 1900 the site was used as the major burial ground for Brisbane. Most of the headstones and remains have been relocated to the Toowong Cemetery, although several headstones remain as evidence of the earlier use of the site.

The EIS identifies that this area was also formerly used as a rubbish dump. As a consequence of previous uses, the land contamination may comprise warehouse rubbish, garbage, military waste and car bodies. No comprehensive site investigations have been undertaken to date.

NOTE: Contaminated land management issues have been identified by the Environmental Protection Agency. The Development Conditions attaching to this report address these issues.

The lease for the site was granted in 1954 to the Queensland Rugby League. In 1962 the Lang Park Trust Act commenced and has since been amended in 1994. The Trust continues to manage the site and stadium today.

Lang Park is not listed in the Queensland Heritage Register, however, its connection with rugby league and athletics over the years gives it considerable cultural heritage value.

The EIS discusses a number of sites in the immediate surrounding area which are included on the cultural heritage register and which will potentially be visually or materially affected by the proposed new stadium including:

- Christ Church and environs, abutting the site in Hale Street;
- Part of the Baroona Special School property required for the extension of a pedestrian walkway; and
- Former Police Barracks site on Petrie Terrace, part of which is required for the extension of a pedestrian walkway.

There is some concern regarding the potential for structural damage to the adjoining Christ Church (including the memorial reserve and rectory), Baroona Special School and the former Police Barracks. The EIS has recognised the need to undertake a structural audit of the Christ Church.

NOTE: Cultural Heritage and vibration issues have been identified by the Environmental Protection Agency including the development of a Conservation Management Plan for the Church. The Development Conditions attaching to this report address these issues.

The pedestrian flow around the church and via the Hale Street pedestrian plaza could reduce its cultural heritage value. However, the planned pedestrian plaza should restore a connection with Petrie Terrace. The EIS highlights the fact that the effects of overshadowing on the church and cemetery over the winter months is considerable and requires further investigation and discussion with the church administrators.

Recommendation 6: That the proponent establish an on-going consultative relationship with the Christ Church to undertake further investigation and detailed design to seek to minimise the impacts of overshadowing on the church, rectory and memorial reserve.

The noise levels expected during construction and event times could potentially have a detrimental effect on the flexibility of church services available. The proponent should liaise closely with the construction manager to minimise the negative impacts on the church and its congregation.

Recommendation 7: That the proponent provide the Christ Church with the anticipated construction schedule, which is as far as practicable, to be negotiated around church events.

Given the former use of the project site as a burial ground, potential exists to uncover human remains during the construction phase of the project.

NOTE: Cultural Heritage issues have been identified by the Environmental Protection Agency. The Development Conditions attaching to this report address these issues.

Concern has also been expressed that the proposed re-orientation of a classroom building at Baroona Special School and the planned construction of the pedestrian walkway could reduce the school's cultural heritage value unless care is taken to protect the architectural features of the building and the surrounding vegetation.

NOTE: The EPA requires the development of a Conservation Management Plan for the School. The Development Conditions attaching to this report address this issue.

The EIS also concludes that the pedestrian flow through the former Police Barracks site is unlikely to reduce its existing cultural heritage value given it is currently used as a car park site and night clubs immediately surround the site.

The recommended project modifications detailed in the EIS include the removal of the Hogs Breath Café. This building has some historical connections with the former Police Barracks site which is a listed place of cultural heritage significance. Detailed design studies may resolve the need to remove this building or may present a range of interpretive measures to ensure that the historical connection can be observed.

5.6.1 Brisbane Arts Theatre

The Brisbane Arts Theatre is the oldest surviving Arts Theatre in Brisbane and has been operating from its current location since 1936.

The EIS revealed that the proposed parking restrictions on event nights may compromise the viability of the Brisbane Arts Theatre. In particular, Saturday afternoon matinees usually attract a full house, representing a significant source of income for the Theatre. Given the demography of the Theatre's patronage, public transport is unlikely to be an attractive or viable option. The Theatre currently receives complaints from patrons about difficulties in finding parking on event nights at Lang Park.

During the consultation process it was revealed that car parking demand from the Brisbane Arts Theatre impacts upon local streets and that the behaviour of patrons from the theatre restaurant has impacted upon local residents.

As part of a broader mitigation strategy, it has been suggested that theatre patrons be issued with parking permits with theatre tickets to attend performances. Further consultation with the BCC will be required to determine the most appropriate and effective means of controlling car parking in the vicinity of local businesses such as the theatres and restaurants. There is a consultation process associated with the preparation of the local law necessary to implement the parking scheme. The Community Liaison Group and the wider community should be encouraged to participate in this process.

Recommendation 8: That the proponent negotiate an appropriate strategy for the parking of vehicles owned by theatre patrons in consultation with the Brisbane Arts Theatre and the BCC and that the Community Liaison Group monitor the effects of the proposed parking scheme on the theatre during the stadium construction and operation and report its findings to the Stadium Management Advisory Committee and the BCC.

Concerns regarding noise were also raised in the EIS. Disturbances of performances are already experienced on State of Origin evenings at Lang Park. The stage area would need to be soundproofed to prevent noise from events disrupting performances. This has been recognised in discussions between the proponent and the Brisbane Arts Theatre. The acoustic performance of the proposed stadium design is predicted to be a substantial improvement on the existing situation, such that noise nuisance at the theatre should not be as noticeable.

Board members of the Brisbane Arts Theatre felt that the future of the Theatre would be placed under considerable strain unless mitigation strategies were developed and implemented.

Recommendation 9: That the proponent continue to negotiate appropriate noise mitigation strategies with the Brisbane Arts Theatre.

5.6.2 La Boite Theatre

The EIS revealed that the La Boite Theatre is to be impacted by the proposed stadium during its construction and operation. The main concern by theatre management is competition for or restricted access to car parking, similar to the issues raised by the Brisbane Arts Theatre.

The proponent has suggested the possible issue of parking permits with theatre tickets for the duration of a theatre performance that coincides with an event at the stadium. This is similar to the arrangement discussed with the Brisbane Arts Theatre and covered in Section 5.6.1. Such an arrangement would appear to be acceptable to the management of La Boite Theatre. Further consultation with the BCC will be required to determine the most effective means of controlling car parking near the theatres.

It should be noted that car parking by theatre patrons has in the past and will possibly continue to impact upon the local streets of Petrie Terrace to the east of Hale Street.

The operational needs of the La Boite Theatre must be considered in the mitigation and management planning for the stadium redevelopment proposal. The potential impacts upon the La Boite Theatre will need to be resolved.

Recommendation 10: That the proponent negotiate an appropriate strategy for the parking of vehicles owned by theatre patrons in consultation with the La Boite Theatre and the BCC and that the Community Liaison Group monitor the effects of the proposed parking scheme on the theatre during the stadium construction and operation and report its findings to the Stadium Management Advisory Committee and the BCC.

5.7 Visual Amenity

The EIS has identified a number of visual impacts of the proposed stadium. It also predicts that the impacts on the local landscape values and access to vistas from certain localities adjacent to the site are to be significant.

For example, the residential area to the east of Hale Street will lose its views to regional landscape features (eg Mt Coot-tha, southern ranges) and some of the residences lower on the slopes of Red Hill are to have their views through the existing open stadium affected. The proposed stadium could also block some views of the CBD for residential properties to the west (eg Heussler Terrace area).

The EIS suggests that some measures to improve the visual amenity include the location of structural elements under the roof, which itself is reduced to a thin flat plane, the use of screens and a range of materials along the eastern and western facades to reduce the apparent height of the building, and the introduction of design elements relating to the building texture of the surrounding areas.

The visual aspects of the walkways have also been expressed in the EIS as a concern. Appropriate forms of landscaping along the pedestrian routes should be considered to provide visual relief and shade. Landscape concepts should be prepared which concentrate on introducing softer edges to the site and some of the other elements within the stadium proposal.

Other measures in the EIS suggest that the rear portion of the roof could be lowered and split from the main roof structure to reduce the height at the building perimeter, thus reducing the shadow cast by the elevations. The effects of the shadow cast over the Christ Church could be further reduced by cutting the roof back in the south-east corner and by utilising an elevation treatment comprising a glass curtain wall behind the church.

The heritage value of the church is to be affected by the proposed stadium, however the acquisition of land to the south of the church which is currently occupied by light industry and the development of the southern plaza should make the church more prominent from a number of view points.

Recommendation 11: (a) That the proponent in finalising the master plan and concept design, together with the landscape design, seek to minimise the positive visual impacts of the proposed stadium on the local environs for inclusion with the development application to the B.C.C.

(b) That the proponent, in consultation with church administrators, prepare a detailed design concerning the use of such alternative materials which would minimise the effects of the stadium on the church and which would also assist to maintain its cultural heritage values.

5.8 Lighting

The existing stadium is a shallow open bowl with lighting from four towers at each corner of the ground with additional lighting on the Ron McAuliffe Stand to the east of the ground. Consequently, this open design results in local residents, particularly in Hale and Castlemaine Streets, experiencing light spills.

The stadium design provides for a roof covering 80% of the stadium and with careful positioning of major light sources under the roof overhang, limited impacts from lighting should be experienced.

The EIS suggests that during construction, there is to be some light spill from security and flood lighting in particular during out of hours construction work. Careful positioning of lighting equipment should assist to minimise those impacts. Construction is proposed to be limited to 6.30am to 6.30pm on week days and 7.00am to 3.00pm on Saturday in keeping with the requirements of the EPA. A monitoring program is to be set in place to assess the impacts of light spill during out of hours construction work.

Recommendation 12: That the Construction Environment Management Plan address the positioning of security and flood lighting during construction to minimise light spill impacts on surrounding residents.

5.9 Electricity Infrastructure

There is a need to recognise future planning and infrastructure requirements for electricity supply as the Energex site fronting Milton Road is to be acquired to cater for the extension of the southern plaza. This site is strategically located in relation to a number of substations including the substations servicing the CBD and has potential for the development of a further major substation thereon.

The future planning and infrastructure development requirements for meeting power supply demands in the region should be discussed with Energex during the detailed design stage of the stadium. This could relate principally to the design and siting issues involving the southern plaza.

Recommendation 13: That the proponent discuss with Energex, relocating the originally intended electricity supply infrastructure for the property currently owned by Energex fronting Milton Road (and to be acquired for the stadium) to an alternative location within the redevelopment.

5.10 Stadium Management

The Stadium Management proposal identified in the EIS includes a professional approach to facility management and specifically crowd management. The key features to this approach include:

- Code of Behaviour to be implemented and monitored at all times;
- Evictions and arrests policy to ensure repeat violations of this code is minimised;
- Surveillance by Closed Circuit Television (CCTV) before, during and after events; and
- Strategy to manage the sale and use of alcohol on the premises.

Recommendation 14: That the Operation Environment Management Plan address the matters of crowd behaviour and control through the development of a "Code of Behaviour".

5.11 Parking

The EIS provides for a parking scheme to be implemented over the local area with resident visitor permits and extended stay areas for businesses. Parking arrangements for local theatre patrons were discussed earlier in this report.

The recommended car parking scheme detailed in the EIS is derived from experiences taken from a number of other stadia in Australia and New Zealand, borrowing on those aspects of greatest similarity to the circumstances of Lang Park. There has been extensive consultation on the car parking scheme and the statutory processes which accompany the making of local laws should provide a further opportunity for consultation.

Effective implementation of the car parking scheme is to entail monitoring the effects at the fringes of the controlled area, and monitoring the effects on local business areas. Some submissions have put forward good suggestions for improving the scheme in relation to the local business areas. These suggestions are considered worthy of support and should be discussed with the BCC.

Overall, the EIS suggests that the car parking scheme is considered to be workable, and represents a realistic measure for achieving the multiple objectives.

Recommendation 15: That the proponent continue discussions with the BCC on the refinement of the parking strategy to include monitoring the impacts immediately outside controlled parking zones and surrounding local businesses.

5.12 Transport Strategy

There is no dedicated public transport infrastructure directly servicing Lang Park. The closest railway stations to the stadium are Milton (650m) and Roma Street (1km). There are a range of regular buses that service the local area and the western corridor. Busway stations are planned at Roma Street and Countess Street as part of the Inner Northern Busway project due for completion by 2003.

The public transport strategy proposed in the EIS is based on the Integrated Regional Transport Plan which attempts to reduce the reliance of private vehicles. Under the strategy outlined in the EIS, heavy rail would cater for 44% of patrons (66% Roma Street and 44% Milton Station), 36% on coaches and 20% using private vehicles.

The EIS recognises the need for a strong education and marketing program which should actively encourage patrons to use public transport and the introduction of associated disincentives to deter private vehicle usage and parking in and around the stadium's vicinity.

The strategy is proposed to include event-based parking restrictions in local areas, special train services to/from Milton and Roma Street, direct bus services from regional centres, shuttle buses, charter coaches and taxis. An integrated ticketing system is proposed to be implemented for public transport and event entry, and pre-event publicity on parking restrictions and transport options available.

As a result of the deferment of the Brisbane Light Rail project, the conclusions drawn in the EIS remain valid such that a workable transport system can be provided to the Lang Park Stadium without light rail. Detailed transport and pedestrian planning and operational design of a "no light rail" transport strategy should now be conducted by Queensland Transport.

Recommendation 16: That the proponent continue to negotiate with Queensland Transport regarding the transport strategy excluding the light rail. This strategy is to include consideration of a strong education and marketing program and an integrated ticketing system.

5.13 Transport Infrastructure

The EIS concludes that the Roma Street Station's existing transport infrastructure is considered adequate to manage event crowds. Milton Station is expected to carry an increased volume of patrons and will require enhanced platform capacity and improved pedestrian access.

New structures suggested in the EIS include:

- Bus and coach facilities, including an 11 bay bus station under the southern pedestrian plaza for shuttle services to the CBD;
- Pedestrian route improvements surrounding the stadium and linking to Roma Street and Milton railway stations;
- Bus priority measures on Milton Road and Upper Roma Street on the route between the stadium and the CBD;
- Suitable facilities at the planned Countess Street busway station;
- Taxi facility in Castlemaine Street to the north Heussler Terrace intersection;
- Passenger set down facility in the northern plaza; and

- On-site carpark (200 capacity), including parking for the disabled.

5.14 Traffic

Lang Park is located in close proximity to two major arterial roads; Hale Street and Milton Road carrying 45,000 and 50,000 vehicles per day respectively. This traffic volume is expected to increase once the BCC's Inner City Bypass is completed in 2002. Milton Road already experiences congestion during peak hour traffic at a number of intersections. The stadium is also accessible from commercial areas such as Caxton Street, Given Terrace and Castlemaine Street. Many small residential streets in the area could potentially be used to access the stadium which could cause further traffic disruption during events at Lang Park.

The EIS provides for special traffic arrangements to be made to assist in minimising the local impacts of traffic congestion caused by on-street car parking for residents during major events at Lang Park. Over fifty percent of event patrons currently use private vehicles to travel to Lang Park. The most significant form of public transport used is rail, predominantly from Milton Station. For major events, 30% of patrons come from outside the Brisbane area. Buses are also an important mode of transport to Lang Park including shuttle buses, local buses and charter buses for regional areas. The existing set down areas for buses are kerbside locations in and around the stadium. The EIS suggests that an overflow of coach parking from the preferred area immediately to the west of the stadium could occur in the non-residential area accessed via Cribb Street. Coach parking in this area should not involve street closures and the street would remain open to normal traffic.

Considerable conflict and pedestrian congestion occurs after games due to inadequate footpaths to carry the volume of pedestrians particularly along the eastern boundary of the site, along Milton Road toward the CBD and around the station, and along Upper Roma Street to the CBD. Pedestrian spill over often occurs on traffic lanes on Milton Road and Upper Roma Street. This causes further traffic congestion and significant safety issues.

The preparation of a Traffic Management Operational Plan, Parking Management and Enforcement Operational Plan and Public Transport Operation Management Plan can alleviate these impacts.

Recommendation 17: That the proponent develop a Traffic Management Operational Plan, Parking Management and Enforcement Operational Plan and Public Transport Operation Management Plan in consultation with the BCC.

5.14.1 Construction Traffic

Possible construction traffic routes have been identified in the EIS, however a detailed plan indicating the haulage and vehicle movements and preferred routes have not been determined but are to be identified in the detailed design of the project.

Delivery routes and road conditions are to be designated and road conditions monitored with regard to noise impacts along Milton Road, Castlemaine Street, Hale Street and Coronation Drive. Local residents are to be advised of all late night deliveries.

Recommendation 18: That the proponent develop a Construction Traffic Management Plan in consultation with the B.C.C. The plan should limit delivery times during peak hour traffic flows to the area, determine means to reduce noise impacts of late night deliveries and determine appropriate shuttle bus transfer parking locations for construction personnel.

5.14.2 Local Traffic

As Caxton Street is intended to provide pedestrian access post major event, the re-routing of the local bus service using Caxton Street is possible. The proposal as outlined in the EIS does not require any further road closures around the stadium that would impact on local buses. There could be potential for delays to bus services in the area of approximately one hour before and after events. However, it is noted in the EIS that the contra-flow bus priority lane on Upper Roma Street proposed to be constructed in conjunction with the stadium proposal should improve bus operations into the CBD.

The EIS concludes that a private vehicle set-down area within the northern plaza should assist to alleviate traffic congestion on Caxton Street and minimise the use of residential streets for this purpose.

Concerns were raised during public consultation on the vulnerability of local streets in the vicinity of Isaac Street for use by set-down and pick-up traffic particularly traffic approaching from the west. However, the EIS concludes that the barricading of these streets would represent a very restrictive measure which may impinge adversely on accessibility for residents.

The use of "No Standing" restrictions on vulnerable street sections in this precinct, where residential kerbside parking is not likely to occur should be examined further. The identification of temporary set-down/pick-up zones on Cribb Street to cater for western traffic could also be incorporated in this detailed plan.

The EIS also identified the Castlemaine Street – Milton Road intersection as in need of further examination to improve traffic flow. The development of the southern plaza provides this opportunity.

Recommendation 19: That an Operation Traffic Management Plan identify further temporary set-down/pick-up zones on Cribb Street and include provision for further investigation and monitoring of the Castlemaine Street – Milton Road intersection for the purposes of developing an improved intersection to facilitate increased traffic flows.

5.15 Pedestrian Walkways

The concerns raised in public consultation in relation to the pedestrian walkways relate to the possible safety risks associated with their use outside event times.

The safety concerns are recognised and the EIS suggests that these need to be considered further in the detailed design phase including the adoption of the principles of Crime Prevention Through Environmental Design (CPTED) for the walkways and pedestrian plazas. Any section of the walkway system and the plazas which cannot attain an acceptable level of public safety outside event times, should be closed to public use during those times.

The EIS also concludes that the urban design of the walkways and plazas should also take into account the potential visual impacts. The plazas especially should be designed to be open, attractive and friendly places to which the community can come for wider forms of recreation as well as to events at the proposed stadium.

Recommendation 20: That the proponent undertake further investigations in consultation with the BCC and the Community Liaison Group to ensure that the walkways and the southern and northern plazas are designed and constructed in full recognition of CPTED principles.

Concerns expressed in the EIS relating to the visual impact of the pedestrian walkways, particularly along Roma Street are also noted. Further design work to improve the appearance of the walkways is needed (refer to Section 5.9 in regard to landscaping).

5.16 Emergency Services and Public Safety

Road closures could potentially restrict access to local streets in emergency situations during the construction period. The EIS suggests that the Construction Manager should liaise with the BCC to ensure the availability of emergency vehicle access to local streets and adjacent areas.

Recommendation 21: That the Operation Environment Management Plan ensure that provision is made for emergency vehicle access to the area surrounding Lang Park at all times.

A number of submissions drew attention to public safety issues such as a spill over of loud and possibly inebriated patrons in the residential areas looking for their cars or waiting for taxis on Castlemaine Street. The perceived risk to public safety on the pedestrian walkways (discussed in Section 5.17 above) was also a concern.

Some of the strategies to limit local residents' exposure to the potential anti-social behaviour of patrons include:

- quickly moving patrons away from the area using public transport from the southern plaza which isolates them from nearby residents;
- controlling alcohol consumption during the game; and
- maintaining 24 hour surveillance cameras on walkways with direct reporting to City Police.

Details of crowd control have been covered in Recommendation 14.

5.17 Waste Management

Potential exists during construction for soil erosion and sedimentation, however, standard techniques are to be implemented to control its extent. The EIS suggests that a site Waste Management Strategy be established.

The EIS also highlighted the fact that during preparatory earthworks and demolition, there is potential for contaminated leachates and residues from landfill to be released.

The levels of nutrient enrichment from run-off waters and their impacts on surface and ground water is expected to be similar to other sporting facilities of this type. The EIS notes that a reduction from the current levels of runoff from the existing stadium is anticipated due to the extended roof and removal of landfill. Monitoring of runoff and groundwater conditions is to be undertaken to detect such impacts.

Recommendation 22: That the Construction and Operation Environment Management Plans provide for the monitoring of the water quality of groundwater and drainage with regard to leachate.

The consultation phase highlighted the need for a Pest Management Strategy to be developed to prevent the breeding of mosquitos and other biting insects, general insect pests and vermin given the number of food outlets proposed in the stadium and its close location to surrounding residential areas.

NOTE: Pest management issues have been identified by the Department of Health. The Development Conditions attaching to this report address these issues.

5.18 Socio-Economic

5.18.1 Social Impacts

There has been considerable objection to the socio-economic impacts of the proposed development on local residents. These issues have been appropriately addressed in the EIS Volume 8 Addendum Report.

The community consultation program also indicated that a number of local community members were in support of the project and actively participated in the developmental stages of the proposal.

Parking restrictions are proposed to be in place to assist in the reduction of the number of patrons using private vehicles and hence the number of patrons roaming the local neighbourhood and traffic congestion leaving the stadium.

There is some concern that parking restrictions will not work to deter private vehicle use which may result in local residents having to plan their activities around event times to a greater extent than they currently do.

Rubbish bins are also proposed to be located along the pedestrian walkways and a clean-up program is proposed to address the potential for litter in the nearby residential areas and walkways to public transport facilities.

No new retail outlets are expected to develop as a result of the proposed stadium. Restaurants and cafes may expect to experience a change in activity patterns of patrons due to the parking restrictions that may coincide with busy Friday and Saturday night trading.

The EIS notes that the temporary closure of Castlemaine Street may result in businesses located in this area suffering a reduced number of customers. Staff employed in those businesses may not be able to park close to their workplace during events. This should be further examined as part of the event parking strategy to be developed in consultation with the BCC.

Shuttle buses to off-site car parks are planned to be available and on-site parking is to be provided for up to 180 event staff.

5.18.2 Economic Impacts

The EIS notes that during construction, the proposed stadium should create 496 direct jobs and up to 836 associated jobs. During operation the project should create 15 full-time jobs and up to 400 part-time and casual jobs for events. Economic studies undertaken as part of the EIS indicate that new direct income for Queensland of \$25million per major event could result from the proposed stadium redevelopment.

The EIS suggests that land and property rental values have been steadily increasing in the study area. The proposed stadium is not expected to have a significant influence on the long-term trend of increasing inner city residential property values, as architecturally the structure and immediate surrounds of the new stadium are to be better designed and visually more appealing than the existing facility.

There are three shopping precincts within a 300-metre radius. Cafes/restaurants, bars/hotels and specialty shops on Petrie Terrace and Given Terrace should benefit from event patrons while those businesses on Park Road and at Rosalie may receive some spill-over trade. However, there is a need to monitor parking restrictions on main roads and residential streets to ensure there are no adverse trading effects being experienced by these businesses on event days.

The EIS concludes that the Lang Park Stadium proposal could potentially enhance non-residential property values by encouraging higher value land uses that can exploit the inherent advantages of the area in terms of location, accessibility and existing profile as a specialty shopping/dining/entertainment precinct.

Properties involved in lower valued land uses (the workshops and warehouses in Chippendall Street) are to be resumed for the construction of the southern plaza. In the short term, this could mean a loss of business activity and jobs from the local area. However, these businesses are likely to be replaced by stadium-related activities.

5.19 Community Consultation Program

A preliminary community consultation program was undertaken in December 1999 and concluded in February 2000. One hundred submissions were received in relation to the TOR for the project. All comments were considered in finalising the TOR.

The EIS team undertook further extensive consultation. This involved workshops, consultation clinics, individual interviews with local residents, focus group discussion, newsletters, an information telephone line and a survey of local and Greater Brisbane residents. The work involved is considered to be in excess of that normally undertaken to meet statutory requirements.

Some community members expect that some of the current impacts (noise impacts and light spillage) may be improved by the proposed redevelopment and the proposal is to provide better quality facilities, more coherent pedestrian links, increased exposure for some businesses, and improved public transport options. The proposal may also provide a wider community benefit in terms of attracting better games and increasing the profile of sports.

It was also recognised in the EIS that events at a new Lang Park Stadium would be larger and more frequent than for the current stadium with the inevitable swell of people in and out of the suburb and that this could intensify current impacts such as traffic congestion, pedestrian flows, litter and pedestrian noise. Many residents are seriously concerned that the redevelopment is likely to have negative effects on their quality of life.

6. SUMMARY OF POSITIVE AND NEGATIVE IMPACTS

6.1 Positive Impacts of Proposed Redevelopment

The positive impacts of the Lang Park Stadium Proposal are expected to include infrastructure, economic and social benefits. These benefits are:

- increased capacity from 40,000 patrons to 52,500 patrons in individual seating, with approximately 80% of seats under cover of the roof.
- the expected economic benefits of the construction phase include approximately 496 jobs associated with direct income of \$60 million. Special events at the proposed stadium, such as a Bledisloe Cup rugby union match, could result in economic benefits to Queensland in the order of \$25 million.
- the proposed stadium is to provide vastly superior patron seating and viewing conditions, facilities, comfort, safety and levels of accessibility when compared with the existing stadium, and other venues in Brisbane.
- the increased capacity and vastly improved patron and hirer facilities and accessibility should position the proposed stadium as an attractive venue for a number of major events. These could include the Bledisloe Cup for rugby union internationals played between Australia and New Zealand and possibly soccer internationals, in addition to the rugby league internationals already held at the existing facility.
- the implementation of the public transport strategy and the provision of transport infrastructure is to result in substantial improvements in the accessibility of the proposed stadium. Benefits that would result from the proposed improvements to the transport infrastructure include:
 - convenient and accessible pedestrian linkages to the CBD and to Milton Station. These linkages should provide benefits to the local residents, provided that public safety issues are addressed in the detailed designs;
 - improvements to Milton Station, with benefits for everyday commuter use;
 - a bus station at the southern end of the proposed stadium is to represent a significant improvement to current provisions for bus travellers to Lang Park. Bus operations concentrated in this location have a minimal impact on road network efficiency;
 - Countess Street bus station facilities which should provide the local community with a quality busway station earlier than programmed;
 - improved pedestrian accessibility and safety between the proposed stadium and transport nodes;

- upgraded pedestrian routes for local community use and accessibility generally to the CBD and Southbank; and
 - the provision of a contra-flow bus lane on Upper Roma Street, and associated bus-priority and pedestrian improvements at the intersection of Upper Roma Street/Milton Road/Petrie Terrace to the proposed stadium yield travel benefits for public transport vehicles for both stadium and general use.
- noise levels from events in the proposed stadium are predicted to be substantially improved on the existing facility and are considered to be acceptable;
 - stadium lighting impacts are to be substantially improved on the existing facility and should be limited to a reflected glow from the pitch, with all lighting suspended within the arena and beneath the roof line, noting that security lighting and pedestrian lighting, if properly designed and installed, should not impact on adjoining properties;
 - there are not expected to be any adverse impacts on air quality arising from the proposed stadium, noting that fireworks displays are of short duration and, with appropriate management, can be largely contained within the stadium;
 - substantial improvement with car parking in the local street network with the effective implementation of the recommended parking control scheme;
 - substantial improvement in the standard of crowd behaviour inside and outside the proposed stadium with the effective implementation of the recommended code of behaviour and the managed sale of alcohol;
 - the provision of a pedestrian plaza over Hale Street is to have a beneficial impact on the Christ Church by making it more accessible, more visible, and by restoring its links back to the historic Petrie Terrace residential area;
 - providing the principal address of the proposed stadium to the southern end and shifting the focus from the Caxton Street interface with the residential areas of Paddington and Red Hill;
 - achieving improved control and management in pedestrian movements to and from the proposed stadium, such that surges and crowding should be able to be better managed and minimised;
 - providing improved functionality for the integrated transport station and Milton Station;
 - providing enhanced public spaces are to be available for community use outside event times;
 - achieving high standards in urban design, particularly adjacent to the Christ Church precinct, Barooka Special School, the former Police Barracks at Petrie Terrace, and along the pedestrian walkways linking the proposed stadium with the CBD, Roma Street and Milton Station; and
 - mitigating cultural heritage impacts by more effectively restoring the Christ Church precinct connections with the Petrie Terrace area and presenting the former Police Barracks site in an attractive public setting.

6.2 Negative Impacts of Proposed Redevelopment

The negative impacts of the Lang Park Stadium Proposal during construction are defined as follows:

- noise from plant and equipment if operated outside the standard work hours (6.30 am to 6.30 pm on weekdays and 7.00 am to 3.00pm on Saturdays), noting that background noise levels measured in the locality of the site are for the most part higher than the predicted noise levels from nominated plant and equipment;
- noise impacts could arise from heavy vehicles making special, over-night deliveries of major construction items;
- without adequate control and management, air quality impacts, particularly from dust, have the potential to extend across the immediate locality;
- traffic impacts from heavy vehicles accessing the site could affect Castlemaine Street and Milton Road, such that road surfaces may require regular maintenance and traffic management for early morning deliveries of major items will be required;
- without adequate control, construction workforce car parking could impact on the local street network;
- without effective site management and liaison, construction could impact severely on the activities of the Christ Church community with regards to access, noise, vibration, and dust;
- the cultural heritage values of Christ Church and the Barooka Special School could be affected by inappropriate construction techniques leading to structural damage, or irreparable damage to the setting of these places;
- without effective site management and liaison, the construction impacts set out above could severely affect the amenity and lifestyle of the residents of the immediate locality.

The negative impacts of the Lang Park Stadium Proposal during operation are defined as follows:

- potential widespread parking problems in local streets, including blocked or constrained access to streets and private properties and local businesses;
- widespread social impacts caused by inappropriate and offensive behaviour by patrons as they move through the local streets before and after the event;
- anti-social behaviour from patrons of Caxton Street and Given Terrace licensed premises well after the completion of an event when Police resources have left to attend other areas;
- excessive noise breakout from crowd noise, pre-match entertainment and the public address system;
- excessive intrusion from light spill, with particularly severe conditions for matches requiring lighting standards for television broadcasting;
- occasional use of helicopters for live broadcasting purposes;

- occasional noise impacts from crowds moving along the pedestrian walkways back to the CBD, where such impacts are likely to be most noticeable on the three residential buildings along Milton Road between Hale Street and Petrie Terrace;
- the over-shadowing of the Christ Church by the roof of the proposed stadium is to have an adverse impact on the utility, and the cultural heritage values, of the church;
- the visual impact of the proposed stadium upon the residential area immediately to the east of Hale Street is to be adverse and not readily mitigated, such that the proposed stadium could present a façade of overwhelming length, height and bulk; and
- the increased frequency of events at the proposed Lang Park Stadium is to impact adversely on some of the residents of the immediate locality because of:
 - the operation of the controlled parking scheme;
 - the crowds moving along the major thoroughfares during commuter times (for mid-week games);
 - the incidence of drunken behaviour well after events as patrons leave nearby bars and hotels, noting that such behaviour occurs at least twice weekly whether or not an event is staged at Lang Park; and
 - the change to the built environment and the loss of views presently available to some residents.

The traffic and transport impacts of the proposed stadium transport strategy are:

- the proposed controlled parking scheme is to impact on patrons and employees of businesses in the area who wish to park in the street for longer than 2 hours during an event and on businesses located in residential streets;
- regular rail services are to be more heavily utilised in conjunction with events and special train services should be required;
- provision of pre-event special direct bus services and shuttle services are to require use of some reserve buses from the Brisbane Transport fleet for events that coincide with commuter peaks;
- there is to be minimal overall impact on the regional road network however, there is to be localised congestion at the Milton Road/Cribb Street intersection before and after major events. Police control will be used to resolve traffic and pedestrian priorities at this and other key locations. Local traffic congestion is not forecast to occur on a widespread basis as experienced currently for major events;
- the management of traffic use of Caxton Street between Petrie Terrace and Hale Street both prior to and after events to provide pedestrian access improvements could possibly result in delays for local traffic for short periods;
- the proposed Caxton Street temporary traffic/pedestrian traffic management is to impose restrictions on accessibility to frontage properties. Accessibility for streets in the precinct south of Caxton Street such as between Petrie Terrace and the Hale Street service road including Chapel Street, Judge Street and Weetman Street would be maintained, although more difficult, during all events;

- the continued use of local streets west of Lang Park for coach parking may result in some adverse impacts on nearby residential local areas due to coach movements via Heussler Terrace post-event;
- the continued provision of a taxi rank on Castlemaine Street may result in some adverse impacts on nearby residences post-event due to the period of operation; and
- on-site car parking and access arrangements are to be improved compared to the current situation.

There are only a few impacts expected as a consequence of the development of the southern plaza. These impacts include:

- the economic and social losses caused by the resumption or acquisition of the existing businesses in Chippendall Street;
- the creation of a large public space which might not be used all of the year;
- the need for additional security to ensure that petty crime and vandalism does not arise in and around this space;
- the potential to attract undesirable elements in the absence of effective policing of the area;
- possible loss of views to Christ Church arising from the construction of bridges over Milton Road; and
- overly exposing the Christ Church to views and public interaction such that the privacy and spirituality of the place would be diminished.

7. CONCLUSION

The *State Development and Public Works Organisation Act 1971* states that the Coordinator-General must have regard to detailed information about the project, relevant planning schemes, the potential effect of the project, the level of investment necessary and the strategic significance of the project when considering the EIS process and outcomes. The Coordinator-General must also have regard to comment received in respect of draft Terms of Reference for an EIS and must accept properly made submissions in respect of an EIS.

Having regard to the extensive documentation and information provided to me, I consider the EIS prepared for the Lang Park Stadium Redevelopment to be a comprehensive, well researched and presented document that very effectively meets the requirements of the Queensland Government for impact assessment in accordance with the provisions of section 29 of the *State Development and Public Works Organisation Act 1971*.

I am convinced that the environmental impact assessment process undertaken in this instance will result in best practice environmental design leading to an acceptable outcome for the redevelopment of the stadium. However, it is essential that the recommendations of this report and the development conditions attached thereto be followed by the proponent in the development of the new stadium.

This report will be forwarded to the BCC, as stipulated in S29P of the *SDPWOA*, for consideration with the proponent's development application, pursuant to the *IPA*.

8. APPROVALS REQUIRED

Attachment 4 includes details of the approvals that will need to be obtained prior to the commencement of the particular activity to which they relate.

**Ross Rolfe
Coordinator-General**

ATTACHMENT 1: Summary of the Coordinator-General's EIS Assessment Report Recommendations

Recommendation 1: *That the proponent establish a Community Liaison Group and a Stadium Management Advisory Committee, prior to the commencement of demolition works.*

Recommendation 2: *That the proponent undertake to determine the appropriate legislation to acquire the identified properties and air rights in consultation with the Department of Natural Resources.*

NOTE: *Other issues affecting State land have been identified by the Department of Natural Resources. The Development Conditions attaching to this report address these issues.*

Recommendation 3: *That the Operation Environment Management Plan manage the use of fireworks, provide for the impacts to be monitored and if there are adverse impacts that the Stadium Management Advisory Committee in consultation with the Community Liaison Group develop strategies to minimise these impacts.*

Recommendation 4: *That the Operation Environmental Management Plan incorporate a strategy for the delayed starting of long distance coach motors and that it also, together with the Construction Environment Management Plan, monitor air quality and establish appropriate mitigation strategies.*

Recommendation 5: *That the Construction Environment Management Plan address dust suppression strategies.*

Recommendation 6: *That the proponent establish an on-going consultative relationship with the Christ Church to undertake further investigation and detailed design to seek to minimise the impacts of overshadowing on the church, rectory and memorial reserve.*

Recommendation 7: *That the proponent provide the Christ Church with the anticipated construction schedule, which is as far as practicable, to be negotiated around church events.*

Recommendation 8: *That the proponent negotiate an appropriate strategy for the parking of vehicles owned by theatre patrons in consultation with the Brisbane Arts Theatre and the BCC and that the Community Liaison Group monitor the effects of the proposed parking scheme on the theatre during the stadium construction and operation and report its findings to the Stadium Management Advisory Committee and the BCC.*

Recommendation 9: *That the proponent continue to negotiate appropriate noise mitigation strategies with the Brisbane Arts Theatre.*

Recommendation 10: That the proponent negotiate an appropriate strategy for the parking of vehicles owned by theatre patrons in consultation with the La Boite Theatre and the BCC and that the Community Liaison Group monitor the effects of the proposed parking scheme on the theatre during the stadium construction and operation and report its findings to the Stadium Management Advisory Committee and the BCC.

Recommendation 11: (a) That the proponent in finalising the master plan and concept design, together with the landscape design, seek to minimise the positive visual impacts of the proposed stadium on the local environs for inclusion with the development applications to the BCC.

(b) That the proponent, in consultation with church administrators, prepare a detailed design maximising the use of such alternative materials which would minimise the effects of the stadium on the church and which would also assist to maintain its cultural heritage links.

Recommendation 12: That the Construction Environment Management Plan address the positioning of security and flood lighting during construction to minimise light spill impacts on surrounding residents.

Recommendation 13: That the proponent discuss with Energex, relocating the originally intended electricity supply infrastructure for the property currently owned by Energex fronting Milton Road (and to be acquired for the stadium) to an alternative location within the redevelopment.

Recommendation 14: That the Operation Environment Management Plan address the matters of crowd behaviour and control through the development of a "Code of Behaviour".

Recommendation 15: That the proponent continue discussions with the BCC on the refinement of the parking strategy to include monitoring the impacts immediately outside controlled parking zones and surrounding local businesses.

Recommendation 16: That the proponent continue to negotiate with Queensland Transport regarding the transport strategy excluding the light rail. This strategy is to include consideration of a strong education and marketing program and an integrated ticketing system.

Recommendation 17: That the proponent develop a Traffic Management Operational Plan, Parking Management and Enforcement Operational Plan and Public Transport Operation Management Plan in consultation with the BCC.

Recommendation 18: That the proponent develop a Construction Traffic Management Plan in consultation with the BCC. The plan should limit delivery times during peak hour traffic flows in the area, determine means to reduce noise impacts of late night deliveries and determine appropriate shuttle bus transfer parking locations for construction personnel.

Recommendation 19: That an Operation Traffic Management Plan identify further temporary or demarcated pick-up zones on Cribb Street and include provision for further investigation and monitoring of the Castlemeane Street - Milton Road intersection for the purposes of developing an improved intersection to facilitate increased traffic flow.

Recommendation 20: That the proponent undertake further investigations in consultation with the BCC and the Community Liaison Group to ensure that the walkways and the southern and northern plazas are designed and constructed in full recognition of CPTED principles.

Recommendation 21: That the Operation Environment Management Plan ensure that provision is made for emergency vehicle access to the area surrounding Lang Park at all times.

Recommendation 22: That the Construction and Operation Environment Management Plans provide for the monitoring of the water quality of groundwater and drainage with regard to leachate.

**ATTACHMENT 2: The Coordinator-General (Concurrence Agency)
Development Approval Conditions.**

A. PRIOR TO DEVELOPMENT APPLICATION

1. *That the proponent commit to developing the project in accordance with the Queensland Government's preferred Mitigation Strategy (enhanced southern plaza proposal) and incorporate the further impact mitigation issues identified through the EIS process into the ongoing detailed design of the stadium and the supporting transport infrastructure.*
2. *That the proponent pay a levy and fee for building and construction work to the Department of Employment, Training and Industry Relations in compliance with the Building and Construction Industry (Portable Long Service Leave) prior to the lodgement of a development application under the IPA.*

B. PRIOR TO COMMENCING OR UNDERTAKING WORKS

3. *That the proponent prepare a Site Management Plan (SMP) and that this be approved by the Environmental Protection Agency (EPA) in accordance with Part 9B of the Environmental Protection Act (EP Act) 1994 prior to any demolition or construction works being conducted on the site,*
 - (a) *In order to have a SMP approved, the proponent is required to provide sufficient information in accordance with Part 9B of the EP Act and the draft Guidelines for the Assessment and Management of Contaminated Land in Queensland (DEH, 1998) to the EPA at least 60 days prior to the commencement of demolition; and*
 - (b) *The SMP is to specifically address the management of contaminated land issues during demolition, construction and post construction, including the works involving the removal of any contaminated soils.*
4. *That the proponent comply with the approved Site Management Plan before commencing or undertaking works in relation to the development, the subject of the application, and at all times thereof while the use continues and the land, the subject of the application is on the Environmental Management Register (EMR).*
5. *That the proponent undertake a cultural heritage survey in order to identify places and items of the Queensland Estate which may be impacted on before commencing works in relation to the redevelopment of the stadium site. A permit to undertake such a survey should be applied for pursuant to the provisions of the Cultural Record (Landscapes Queensland and Queensland Estate) Act 1987. A Cultural Heritage Management Plan is to be prepared to the satisfaction of the EPA and implemented as part of the Construction Environment Management Plan to avoid or minimise such impact.*

6. *That the proponent carry out an audit of the structural condition of all structures on the Christ Church site and the Baroona Special School site before commencing any works. Similarly, a post construction audit of these structures is to be undertaken and a report prepared detailing any impact that has occurred to the structures. A copy of the report is to be provided to the Cultural Heritage Branch of the EPA.*
7. *That the proponent prepare Conservation Management Plans for the Christ Church site (including the rectory and graveyard) and the Baroona Special School site before commencing or undertaking works which would impact on these sites.*
8. *That the proponent note that if blasting is to occur, the effects of airblast overpressure on the structural integrity of structures on the Christ Church and Baroona Special School sites are to be predicted. Mitigation measures to minimise effects should be detailed in the Construction Environment Management Plan.*
9. *That the proponent establish, prior to the commencement of works, vibration criteria for heritage listed buildings which protect the structures from vibration related impacts.*
10. *That the proponent conduct and analyse, a baseline vibration survey at Christ Church and the Baroona Special School and sources of background vibration should be identified before commencing works in relation to the development.*
11. *That the proponent consult with the Department of Natural Resources on any issues involving the construction of structures above or below State land, including the road network.*
12. *That any application made by the proponent to the Department of Natural Resources to close road areas in strata be submitted in consultation with the Department of Natural Resources and contain the name(s) in which a lease in strata would be held and payment of any annual rental.*
13. *That the contractors responsible for the development at Lang Park be advised that as a requirement of the Queensland Government's "Breaking the Unemployment Cycle",*
 - (a) *10% of the workforce on building and construction sites must be undertaken by apprentices, trainees or cadets engaged in structured training; and*
 - (b) *compliance with the Queensland Code of Practice for the Building and Construction Industry which establishes minimum standards for training, safety and industrial relations in the industry and encourages best practice and value adding activity*
14. *That the proponent develop and provide shade and protected queuing areas for entry and egress, footpaths, bridges and walkways.*

15. *That the proponent provide directional signs, notices and communication devices for emergency use by patrons.*
16. *That the proponent adopt the Queensland Government's Local Industry Policy and that full compliance be observed during the construction of the stadium. Further information is available from the Department of State Development.*

C DURING DEMOLITION AND CONSTRUCTION

17. *That the standard work hours for demolition and construction noise are to be limited to the hours between 6.30am and 6.30pm six days a week. No demolition or construction work to be carried out on Sundays and Public Holidays.*
18. *That the maximum adjusted sound pressure level ($L_{Amax,adj}$) measured 4m from the façade of a noise sensitive place, over any period not less than 15 minutes when construction and/or demolition is in progress, must not exceed the background noise level measured as LA_{90} , also over 15 minutes by more than 10 dBA.*
19. *That the proponent monitor ground vibration from construction activities such as blasting (if it occurs), piledriving, jackhammering and rock drilling at Christ Church and the Baroona Special School and compare this data with the criteria in Condition 9 and with the data from the baseline vibration survey established by Condition 10.*

D PRIOR TO COMMENCEMENT OF USE

20. *That the proponent ensure that the design and fit-out of all food catering outlets proposed are compliant with the Food Act 1981 and the Food Hygiene Regulation 1989.*
21. *That the proponent ensure all catering contractors are competent in food handling and that each develop and implement food safety programs compliant with the Food Act 1981.*
22. *That the proponent ensure the development of an integrated pest management strategy to prevent the breeding and harbourage of mosquitos and other biting insects, general insect pests and vermin to the satisfaction of the Department of Health.*
23. *That the proponent develop a strategy for restrictions on the supply and consumption of alcohol and tobacco and the provision of "Alcohol Free and Tobacco Free Zones" in the Stadium.*

ATTACHMENT 3: Responses to EIS

SUBMITTER BY GENERIC ISSUE

	Amenity	Community	Construction & Operation	Consultation Process	Cost	Cultural Heritage	Design	Economic	EIS & Assess Process	Environmental	Flora & Fauna	Mitigation Measures	Noise, Vibration & Light	Safety	Site Select & Project Justification	Town Planning	Transport, Traffic & Access
1. Ken Fraser		X															
2. Moffat & Norman																	X
3. James Meehan		X															X
4. Ellen O'Reilly													X	X	X		X
5. DNR		X															
6. Michael Yeates																	X
7. Terence Gill															X		
8. NP Assoc of Qld		X									X		X				X
9. CONFIDENTIAL																	X
10. DATSIPD		X															
11. Cent Hlth & Sports															X		
12. D Emerg Services			X														
13. QPS														X			X
14. G'borough & C'ello	X	X						X					X		X		X
15. Christ Church	X	X				X							X				X
16. Baroona ALP	X												X	X		X	X
17. P'Tce Res Assoc		X	X	X	X										X	X	X
18. CONFIDENTIAL			X														
19. CONFIDENTIAL		X		X					X								
20. Sally Grimes	X		X	X	X						X		X	X	X		X
21. B & L Johnson	X	X									X		X			X	X
22. Dept of Education			X											X			
23. R & D Burns		X			X										X		X
24. F Burns		X			X										X		X
25. QP-CYWA		X												X			X
26. D Turnbull		X			X				X			X			X		X
27. B Purdon		X			X										X		
28. People for Padd'ton	X	X	X			X			X			X	X		X		X
29. RAPI (Qld)		X			X	X	X		X			X		X	X		X
30. QUT	X						X							X	X		X
31. S Fihelly															X		X
32. Dept of Housing													X	X		X	X
33. EPA			X			X				X			X				X
34. A Reid		X		X	X	X						X	X	X	X		X
35. Dept of Health			X						X					X			
36. R Groves		X			X	X	X		X					X	X		X
37. AIUS	X	X					X							X			X
38. B'bane Arts Theatre													X		X		X
39. M Christensen		X										X					X
40. G Aitchison	X	X				X	X	X	X		X	X	X		X	X	X
41. E M Exley					X	X									X		
42. M Shepherdson		X															X
43. DMR (no issues)																	
44. La Boite		X											X				X
45. D Scott	X	X													X		X
46. A Sinnamon															X		X
47. Property CI Aust					X			X					X		X		X
48. Cr Hinchliffe	X																X
49. DETIR								X									
50. J Cannon	X			X	X	X			X					X	X	X	X
51. RAIA		X				X	X		X			X					X
52. P'ton Traders Assoc			X	X										X			X
53. Anthony Johns Grp						X	X	X	X	X	X	X			X		X
54. BCC		X	X			X	X	X	X	X	X	X	X		X		X
	12	27	10	6	12	11	7	5	10	2	4	8	16	15	25	5	40

ATTACHMENT 3: Responses to EIS**PLANNING****(a) Strategic Planning**

- Stronger links between City West vision, Town Plan 1987, draft City Plan and SEQ (RFGM) Regional Framework for Growth Management; and
- No coverage of stadium in relation to other major project including Roma Parklands and Inner Northern Busway.

(b) Planning Processes

- Should cover possibility of ministerial call in;
- Public notifications on code vs. impact assessment;
- Should be an opportunity for BCC to request more information other than in decision stage due to formative nature of proposal, allowing more room for public consultation; and
- The level of impacts identified for the proposal indicates site proposal is wrong.

(c) Local Planning Issues

- Comment on compliance with maximum building height and maximum plot ratios with reference to BCC Centres Code, also comment in relation to Centre Design Code Performance Criteria (sic) 6;
- Church, school and Hogs Breath proposals need another look re town plan;
- Include uses within the stadium for other interest groups;
- Revise assessment that urban character impacts will be offset by community amenity benefits;
- Should ensure that northern plaza is dedicated as park land;
- Funding for open space options throughout Paddington/Red Hill/Petrie Terrace; and
- Upgrade Ithaca Pool.

(d) Urban Design Issues

- Reconsider impact of scale of structure;
- Stronger architectural design to reduce visual impact;
- Consideration of visual impacts on the community of Petrie Terrace should be a primary consideration in design, in particular the design of the plaza over Hale Street;
- Relocate proposed Light Rail station to reduce visual impact;
- Design to ensure southern plaza is not a wasteland at non-event times;
- Pedestrian bridges must have quality design; and
- Improve pedestrian links along the Terraces.

LANDSCAPE & VISUAL IMPACT**(a) Landscape Issues**

- Walkways should not screen school from view;
- Need to assess impacts on views to the CBD and vista to Mt Coot-tha;
- Should include a Landscape Concept Plan to depict internal and external screening, landscaping, retaining works; and
- Include streetscape design of Chippendall Street as part of redevelopment.

(b) Visual Impacts

- Design fails to mitigate visual appearance and bulk - if visual impact can't mitigate, it is an indication of over-development of the site;
- Need to assess visual impact of walkways;
- Light rail station and structures will impose significant visual impacts;
- Proposal and mitigation measures should have gone further to recommend that the design treatments on all sides are more sensitive to the particular combinations of impacts produced on each side; eg. bulk and noise refraction along Hale Street frontage, big dead plaza to the south, blank face to the north;
- Screening to facades of building may accentuate building length rather than mitigate visual impacts;
- Building facades need vertical elements in screens;
- Need graphics of shadows;
- Impacts on green edge along Milton Road;
- Recognise local qualities in streetscape, and quality of Castlemaine streetscape inadequately described; and
- Should graphically indicate detail of pedestrian environment particularly to address plinth, walkways and plazas.

CULTURAL HERITAGE**(a) Church**

- Audit of structural condition of church and rectory;
- Measures to minimise damage to buildings and vegetation;
- Church requires an irrevocable guarantee to remedy any damage and clean up the site after construction;
- Consult with parish in design of construction schedule;
- Conservation of church, rectory, garden and fencing should be integrated with the redevelopment;
- Establish plaques or other means in the cemetery showing sites of all denominations and pioneers;
- Provide plaques on headstones and a sign to note that it is a Pioneer cemetery;
- Parking bays for parishioners within stadium;
- Insurance in perpetuity against all loss, damage and injury;
- Conditions on method and times of operation of lighting;
- Consultation with Parish re timing of events;
- Incorporation in stadium design of a community hall, conference room and officers for use by Parish;
- Consider use of church as an interdenominational chapel for Lang Park;
- Dispute resolution processes should be established up front; and
- Negative impacts of shadowing on church.

(b) Barooka Special School

- Strongly oppose disturbance to buildings or trees within school site;
- Detailed cultural heritage assessment should be carried out, which would be subject to *Queensland Heritage Act 1992* provisions for public notice by Queensland Heritage Council prior to development;
- 9 metre walkway would also infringe on building on eastern end of school site;
- Impacts of re-orienting school buildings and the loss or relocation of historic tram shelter on Milton Road; and

- Need to adequately describe the extent of works proposed to various buildings, trees and structures – need better graphic representation.

(c) Other Heritage Issues

- The brick drain in Castlemaine Street (Cultural Record Act 1987) has heritage significance;
- Need to assess church, Barooka school, Jacksons' Granary and masonry structures on Police Barracks site for potential for damage from construction;
- Hogs Breath demolition and school re-orientation would be contrary to the planning scheme (transitional);
- Failed to consider impacts to bridge over Petrie Terrace and Milton Road corner which may be affected;
- Provide a display of the history of the site and surrounding area within the design; and
- Historic character of the local area should be valued more highly than the cultural value of Lang Park.

ECONOMIC

- No justification for the reduction in seating capacity from 60,000 to 52,500;
- Need better examination of impacts of weekday events on surrounding businesses;
- More consideration of impacts on IT industry – a cost benefit analysis is required;
- More consideration of impacts on businesses from temporary road closures and parking restrictions, including from temporary closures during construction;
- Assess economic impacts of parking restrictions on Given Terrace and La Trobe Terraces;
- Scale back the suggested estimate of 1241 jobs (due to under-utilisation of labour in Queensland post-GST and post-Olympics);
- Full time employment (operational) should account for existing staff;
- PCYC, La Boite and OzSports job losses should be identified;
- Further consideration needed on mitigation of parking impacts on businesses;
- Qualify the loss from resumption and demolition of heritage buildings;
- Project costs a serious omission; and
- Discussion of alternatives doesn't investigate a high cost alternative.

SOCIAL

- Identify social impacts of out-of-hours construction work;
- Identify cumulative social impacts;
- No mitigation possible for losses to local amenity (9.4.4);
- Cumulative impacts should be recognised and mitigated (eg. through provision of real green space, child care facilities, better access to transport, provision of new community facilities);
- Consideration should be given to restriction of alcohol consumption, alcohol free zones, tobacco free zones (Tobacco Act should be listed in Table 10.1);
- Mitigation for residents in Clifton Street fronting Milton Road walkway, particularly resumptions;
- Fails to discuss impacts on use of Ozsports and PCYC, and impacts of relocation (volleyball noise and lights etc.);
- Consideration of further community benefits within the stadium, eg other community uses to allow the building to be used more than event times;
- Removal of "icon" terminology in references to Lang Park;
- Upgrade to 50 metres and heat the Ithaca pool;

- On-going community involvement and regular community information through newspaper is required to be carried through during construction, and implemented in an ongoing fashion;
- Monitoring of patrons evicted from the stadium essential for all games and ensured in perpetuity;
- Consideration of impacts on property values of adjacent residential community;
- More consideration of the needs and constraints on young families in accessing Lang Park; and
- Consider and plan for minimisation of disruption to existing facilities (sports+theatres) during construction, and loss of revenue.

ACOUSTIC

- Need more monitoring sites and more frequent monitoring to get a true picture;
- Should assess and define appropriate pedestrian noise criteria;
- Should recommend that amplified entertainment (other than sporting events) be banned or recommend specifications for the public address system and provide an assessment of their impacts undertaken;
- Should assess noise impacts from goods trains operating later as a result of commuter rail congestion;
- Proposal should include state of the art public address systems to minimise intrusion of noise;
- The use of helicopters should be banned, or limitations on helicopters should be more detailed;
- Noise from Good Year Blimp should be assessed;
- Inclusion of double glazing and insulation to the dwellings of noise-affected residents;
- Impact of noise from light rail construction will be completely unacceptable, if working in the early hours;
- Fireworks assessment required;
- Location map for acoustic monitoring sites and describe monitoring equipment;
- For construction phase, management plans will need strict controls on vibrations;
- Consideration of parabolic effect part. on Hale Street to be provided;
- Question re use of acoustic baselines;
- Difficult to attenuate noise from waste collection dock due to size of openings in building;
- Noise criteria for haulage and construction activities out-of-hours;
- Mitigation of construction noise on Church and La Boite; and
- page 5-84, Table 5.4.2 acoustic levels require clarification and possible correction.

OTHER ENVIRONMENTAL ISSUES

(a) **Flora & Fauna**

- The removal of trees from Lang Park and the Barooka Special School;
- Affected vegetation should be identified on a layout plan;
- Mature trees should be relocated on site;
- Inadequate description of impact to vegetation;
- Fauna assessment lacking habitat analysis; and
- Impact on fauna from loss of vegetation.

(b) **Contaminated Land Issues**

- Contaminated land – up to 100 000 m3 of landfill – requirement for information request not received.

(c) Lighting

- more discretion (smaller range) in describing light spill (9-100 lux);
- lighting impacts from pedestrian walkways; and
- lighting from proposed stadium will affect nearby residences more often.

(c) Miscellaneous Environmental Issues

- Shadow diagrams need to be included in EIS; and
- Need for integrated pest management strategy.

INFRASTRUCTURE

- Need to coordinate power needs with the possible decommissioning date for Hale Street sub-station;
- Need to recognise future planning and infrastructure needs for power supply;
- While the concept of water reuse and storage is supported in principle, details should be included in the EIS; and
- if local drainage augmentation has not been committed to by BCC there will be storm water inundation.

TRAFFIC & TRANSPORT**(a) Pedestrian Walkways**

- Pedestrian walkways require examination in relation to capacity and CPTED issues;
- Pedestrian connections to Roma St are considered unworkable and unacceptable due to the neglect of CPTED principles;
- The elevated walkway along Roma Street should be deleted – alternatives to be assessed include providing a connection via easement adjacent to the Transit Centre or closing traffic lanes during major events;
- Consider connecting the pedestrian bridge over Countess Street directly to rail platforms;
- Consider improving pedestrian access from southern plaza under the railway line to the Bicentennial Bikeway;
- Pedestrian path on north-western side of Milton Road should be deleted because the impacts on Barooka Special School will be unacceptable;
- Need to adequately discuss how the pedestrian walkway to Milton Station in the rail corridor is accommodated;
- Reference should be made to the long-term pedestrian connection from Victoria Barracks to Roma Street Parklands as proposed in the Parklands Master Plan;
- A pedestrian bridge between Petrie Terrace and Roma Street Parklands should be included;
- Pedestrian routes to Countess Street bus station are not clearly defined;
- Consider aligning the pedestrian bridge from the transition plaza to line with Skew Street to provide more direct link to William Jolly Bridge;
- Consider the impact of pedestrian furniture on walkway capacity calculations; and
- Pedestrian walkways are uncovered and will not provide adequate shelter.

(b) Transport Infrastructure

- Rail station upgrade should be of much better quality than recent upgrades;
- Impacts to Railway Terrace businesses from Milton Station upgrade not discussed;

- The strategic role of the contra-flow bus and light rail corridor in Upper Roma Street should be examined;
- Pedestrian movements at the bus station not adequately addressed;
- Inadequate space for public transport terminal;
- Ferry terminal at Park Road should be considered;
- Hale Street should remain open;
- Milton Road works that include widening of the road reserve on Milton Road are not described;
- The benefits of the Countess Street bus station are not considered; and
- Ensure improved transport options are permanent and not just for games.

(c) Traffic Impacts during Construction

- Allowable routes for construction vehicles & means of control to be identified;
- Haulage through residential and mixed use streets should be prohibited;
- Failed to assess impacts of construction traffic on local intersections;
- Specify the number of trucks accessing site out-of-hours;
- Deliveries by heavy vehicles are illegal out-of-hours;
- Measures should be proposed to prevent parking of construction vehicles in residential streets; and
- Details of the Contractor off-site parking arrangements should be provided now.

(d) Light Rail

(NOTE: light rail is not proceeding – this information is included only for completeness of detail)

- Evaluate viability of light rail;
- Reconsider or relocate light rail;
- Proposed light rail from Milton should have a separate impact assessment;
- Reconsider acceptance of QT policy on light rail;
- Further consideration of community benefits of light rail in planning and design; and
- Light rail benefits are questionable – there should be more emphasis on heavy rail access and associated connections to the stadium.

(e) Traffic Management and Impacts in the Local Environs

- Impact on local bus services not sufficiently addressed;
- Review set-down areas for passengers being dropped off – in particular, the passenger set-down area on the Caxton Street frontage should be omitted;
- Implement a ban on traffic except for residents before during and after events - provide barricades at Guthrie Street, Heussler Terrace, Hall Street, Nairne Street and Patrick Street;
- Review management of traffic approaching from north west and west, including Isaac Street's vulnerability to set-down and pick up traffic;
- Blaxland Street is inappropriate as a taxi feeder/limousine parking area due to its residential nature – consider alternatives;
- Taxi rank in Castlemaine Street should be reconsidered as it must bring people into residential areas;
- Heussler Terrace should not be used for a taxi rank;
- No definition provided of allowable routes for taxis;
- Capacity improvements should be considered at Caxton/Castlemaine and Milton/Castlemaine intersections;

- Identify the reasoning for banning the right turn out of Castlemaine Street post-event;
- Consider the right turn movement for returning shuttle buses from Milton Road to Castlemaine Street;
- Address the impacts of interference to traffic flow restricting from closures, increased traffic and parking and pedestrian flows;
- Road and pedestrian path upgrades on Given and Latrobe Terraces should be considered;
- Traffic activity in Castlemaine Street has not been addressed;
- Access and egress to off-street public parking stations in the Park Road retail precinct and Coronation Drive office park should be maintained – potential impacts of coach parking;
- Alternative on-site vehicle access should be provided from Hale Street;
- Mitigation could exacerbate impacts for businesses – eg, construction - closure of Castlemaine Street, pavement deterioration in Castlemaine Street; interruption to water service; also operational impacts;
- Details of implementation of traffic management plans are required;
- Adoption of traffic movement management plans which ensure local and industrial business issues are addressed, to be developed in consultation and to form part of construction and operation contracts; and
- Proposed mechanisms for dealing with public complaints should be included.

(f) Accessibility and Cyclists

- The provision of only 40 parking spaces for disabled patrons is disappointing;
- Cycling has been ignored in the design;
- Fails to consider legislation requiring equity of access;
- Walking connectivity and access for those with access disabilities and cyclists needs review;
- Links to Roma Street Parkland for pedestrians and cyclists should be included; and
- Links to the River should be included.

PARKING

- Council considers the introduction of the proposed parking restriction scheme to be very necessary, however, the cost of administering the scheme must be fully funded by the stadium operator;
- A special permit system for Rosalie Village and Paddington Traders should be considered;
- Parking restrictions in Petrie Terrace area would prevent regular audiences from attending the Brisbane Arts Theatre and La Boite Theatre;
- The impact of the parking scheme on employee parking needs should be assessed;
- The basis for selection of the parking cordon should be confirmed;
- Signs for parking must conform with the Manual of Uniform Traffic Control Devices to enable police enforcement;
- Legislative changes associated with the Transport Operations and Road Use Management Regulations (1995) may be required if Police are expected to support BCC Traffic Enforcement Officers in patrolling the parking area due to the quantum of the parking penalty;
- Integrate the proposed parking system with existing BCC residential parking scheme;

- Only impose restrictions on parking in streets where residents don't have off-street parking;
- There are some additional commercial areas that are suitable for 2 hour parking limits;
- Details on the monitoring of the parking scheme are required;
- Failed to consider illegal backyard parking; and
- On-site parking numbers – the plans and text feature inconsistencies.

POLICE AND EMERGENCY SERVICES

- Clear and unobstructed vantage point for Police and Emergency Services;
- Access to close and unobstructed parking;
- Command car parking operating from a structure vantage point with good communications;
- Effective monitoring capacity;
- CCTV and surveillance system essential;
- Recommend acceptance of mitigation measures for crowd control and traffic management;
- Review of the master plan to incorporate the above; and
- Recommend relocation of PCYC as per PCYC submission.

CONSTRUCTION

- No construction should be permitted on Saturdays, Sundays or after hours;
- No out-of-hours truck movements should be permitted;
- Noise impacts of construction will be unacceptable;
- There is an inconsistency in construction hours, construction workforce numbers and parking numbers in the draft EIS;
- Feasibility of moving dust monitoring equipment during construction;
- Important for objectives and criteria to be met by soil and erosion plan be proposed in the EIS;
- Need to develop drainage issues into mitigation strategies;
- Reiterate lighting standards in mitigation section; and
- No Construction or Environmental Management Plan (inc. cultural heritage management plan) included in the draft EIS.

DESIGN MITIGATION

General Design Issues

- Stadium design needs to change to ameliorate the social, environmental and economic & crime impacts of the structure, and better reflect the reality of its context & different environments on each side;
- Easy to achieve world-class stadium design but not easy to achieve world-class access to stadium – proposal fails on the latter designs;
- Some walkways do not provide convenient access for people with disabilities, and the location itself discourages people with disabilities from attending;
- Caxton Street frontage needs to present a living address and link with Given Terrace;
- Community art spaces should be considered, and use of artists in design treatments;
- Bulk, scale and lifelessness of building are aggressive;
- Northern plaza should reinforce “green buffer” between Caxton Street and Given Terrace;

- Church interface is over-whelming and needs redesign for vertical and horizontal separation;
- Building design should take into account the existing interruption to telecommunications reception – should be strengthened;
- Shade and protection from elements should be included; and
- Provide reasonable advertising/facilities within the ground to mitigate loss of advertising, increased operating costs and other costs.

GENERAL MITIGATION

- Government should guarantee that mitigation measures are reflected in final iterations, ...”;
- (6.2.2) More clarity on “other events” and their impacts and outlaw concerts;
- Ensure there are no unmitigated issues (through financial reparation or design changes);
- Ensure light rail is a pre-requisite to development;
- Mitigation measures not measurable;
- No mitigation suggested for La Boite or Brisbane Arts Theatre;
- Need details re availability of toilet facilities and water supply (6-110 & 9-42); and
- Proposal should include food safety plans eg. Food Act 1981 & Food Hygiene Regulation 1989.

REQUESTS FOR FURTHER CONSULTATION

- Future consultation is required regarding structures to be placed over public roads;
- Consultation is sought regarding indigenous interests for interpretative measures for open space;
- Further consultation is sought regarding the need for pedestrian and cycling connectivity through the site, and the possible connectivity of the future light rail link;
- Further consultation is sought regarding future traffic disruption and economic impacts, especially during construction;
- Further consultation is sought regarding the impacts of construction and possible relocation of existing uses;
- Further consultation is sought regarding the preparation of Operational Management Plans and detailed design issues (police facilities, accessibility and surveillance);
- Ongoing consultation is sought regarding impacts on Christ Church;
- Further consultation is sought regarding the possible use of the Broadwalk on Hale architects concept;
- Further consultation is sought by the community regarding construction and operational impacts; and
- Further consultation is sought by La Boite and Brisbane Arts Theatre regarding construction and operational impacts.

COMMERCIAL STRATEGY

- Commercial justification for the proposal required with EIS for public scrutiny;
- Elaboration of financial arrangements, including a market feasibility study required;
- Need detailed synopsis of financial viability, suitability and conformity with local authority plans;
- Reconsider viability of major cultural events given supply of venues in the CBD;

- Material in EIS doesn't make a strong case for the redevelopment to proceed; and
- Re-examine conclusion of EIS, mitigation measures and total cost of the project.

ATTACHMENT 4: Significant Approvals, Licences/Permits and Statutory Requirements

APPROVALS

<p><i>Environmental Protection Act 1994</i></p> <p>Environmental Protection Regulations 1998</p> <p>Planning, Design, Construction and Operation</p>	<p>Level 2 Environmentally Relevant Activity (ERA) Number 39 – Constructing Premises or Civil Engineering Structures (constructing or demolishing).</p> <p>“Notifiable activities” Schedule 3 of the EP Act likely to cause land contamination include landfill and included in Environmental Management Register (EMR). A Contaminated Land Register (CLR) is kept of actual contaminated land. “Change of landuse” is a trigger for investigation.</p>	<p>Approval for ERA devolved to Local Government.</p> <p>Contaminated site investigation in accordance with EP Act required and approved site management plan required. Approval for the removal of contaminated soil.</p>
<p><i>Queensland Heritage Act 1992</i></p> <p>Planning, Design and Construction</p>	<p>Provides for a register of cultural heritage places and regulates their development.</p> <p>“Development” includes substantial alteration to the appearance of a registered place.</p>	<p>Development by the Crown requires the approval of the Heritage Council only to the extent of altering a place listed on the Register.</p>
<p><i>Land Act 1994</i></p> <p>Planning, Design and Construction</p>	<p>Registration of land titles.</p> <p>Making State land available in fee simple/lease/permit/reserve.</p>	<p>Land titles and leases may restrict land use or have restrictive covenants or easements. Approvals to obtain unallocated State land in accordance with Chapter 4, Part 1 of the <i>Land Act 1994</i>.</p>
<p><i>Land Act 1994/Land Regulation 1995</i></p> <p>Planning, design, construction</p>	<p>Permanent and temporary closure of roads.</p>	<p>Approvals to be obtained from the Minister under Chapter 3, Part 2, Division 2 of the <i>Land Act 1994</i> for the permanent or temporary closure of roads.</p>
<p><i>Transport Infrastructure Act 1994</i></p>	<p>Entering Railway land to carry out works (including pedestrian structure), temporary use of land.</p>	<p>Approvals required to enter QR land in accordance with the <i>Transport Infrastructure Act 1994</i>.</p>
<p><i>Transport Operation (Road Management) Act 1995</i></p> <p>Construction and Operation</p>	<p>Regulation of transport of dangerous goods.</p>	<p>Approval processes and regulations as prescribed by Transport Operations (Road Use Management – Dangerous Goods) Regulation 1998.</p>

Approvals continued

<p><i>Integrated Planning Act 1997;</i> <i>Building Act 1975;</i> City of Brisbane Town Plan 1987.</p>	<p>BCC – Assessment Manager under the Integrated Development Assessment System (IDAS).</p>	<ol style="list-style-type: none"> 1. Development Permit – Building work (Demolition) under <i>the Building Act 1975</i> (subject to Code Assessment). 2. Development Permit – material change of use and preliminary building work under the Planning Scheme (subject to impact assessment). 3. Development Permit – building work under the <i>Building Act 1975</i> (subject to Code Assessment).
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LICENCES/PERMITS

<p><i>Cultural Records (Landscape Queensland and Queensland Estate) Act 1987</i></p>	<p>Cultural heritage assessment survey Collection of artefacts.</p>	<p>Permit from EPA (s 27) for survey.</p>
<p><i>Local Government Act 1993</i> BCC Local Laws Operation</p>	<p>Responsibility covered by Local Laws include a wide range of powers to control issues such as:</p> <ul style="list-style-type: none"> • street maintenance; • protection of vegetation; • control of advertisements; and <p>entertainment venues and events.</p>	<p>The Local Law Policy (Entertainment and Events) 1999 is particularly relevant to the control of major sporting venues. All entertainment venues and events require a Permit. The permit covers health, safety, environment and amenity issues for the surrounding community.</p> <p>It is noted however, that if the owner of the venue holds a Liquor License, then a permit is not required.</p>
<p><i>Explosives Act 1952</i> Operation</p>	<p>Carriage, Storage and Use of explosives.</p>	<p>Licence or permit required for storage and carriage of explosives.</p> <p>Temporary storage approved by chief inspector of explosives in accordance with conditions.</p> <p>People using explosives are licensed.</p>
<p><i>Transport Operations (Road Use Management) Act 1995</i></p>	<p>Queensland Department of Transport and Department of Main Roads.</p>	<p>Wide Load permits if oversize equipment and machinery needs to be trucked to the site. This is obtained from the Dept of Main Roads office nearest to the point of departure.</p> <p>Permits may be required for mass transport by road or rail.</p>

Licences/Permits continued

<p><i>Liquor Act 1992</i></p> <p>Operation</p>	<p>Sale of liquor.</p>	<p>General Purpose Permit (for Organisations which do not hold a liquor licence).</p> <p>Public Function Permit (for licensees catering for a one-off public event away from their main licensed premise).</p> <p>Permit issued by the Liquor Licensing Division, Department of Tourism and Racing.</p>
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STATUTORY REQUIREMENTS

<p><i>Environmental Protection Act 1994</i></p> <p>Environmental Protection Regulations 1998</p>	<p>General Environmental Duty. Duty to Notify of Environmental Harm.</p>	<p>Reasonable and practicable measures to prevent or minimise environmental harm. The EPA must be notified of any event where environmental harm is caused or threatened.</p>
<p>Environmental Protection (Water) Policy 1997</p> <p>Planning, Design, Construction and Operation</p>	<p>Management of wastewater and stormwater and contamination of water from specified agents, including build up of sediments.</p> <p>Section 31 prohibits the deposition, release or placement of identified waste materials and chemicals which could reasonably be washed into gutters, stormwater drains or watercourses.</p> <p>Section 32 prohibits the deposition of sand silt or mud which could reasonably be washed into gutters, stormwater drains or watercourses.</p>	<p>There are no specific approvals. Compliance with general environmental duty in accordance with the standards established in the EPP. EMP to specify actions to prevent pollution of waters from any activity associated with construction and operation of the stadium.</p>
<p>Environmental Protection (Air) Policy 1997</p> <p>Planning, Design, Construction and Operation</p>	<p>Defines unreasonable release of contaminants. Establishes indicators and air quality goals for environmental values.</p>	<p>There are no specific approvals. Provides guidance to the approval of environmental authorities or ERAs. Administering authorities are obliged to respond to complaints.</p> <p>Provides for "show-cause" and "abatement notices".</p> <p>Compliance with general environmental duty in accordance with the indicators and goals established in the EPP.</p>

Statutory Requirements continued

<p>Environmental Protection (Nuisance) Regulation 1999</p> <p>Construction and Operation</p>	<p>Unreasonable local or amenity interference with an environmental value caused by noise, dust, odour or light. Amenity is defined as “public, community and individual well-being and a pleasant, harmonious lifestyle”.</p> <p>Qualities of an acceptable acoustic environment are:</p> <ul style="list-style-type: none"> • Free from annoying intrusive noise; • Conducive to undisturbed sleep; • Conducive to passive recreation; and • Conducive to conversation without undue interference from noise. 	<p>Provides local and state governments with powers to resolve nuisance complaints.</p> <p>Does not apply to outdoor sporting events.</p> <p>Abatement notice can be issued for outdoor concerts if it exceeds 55dB(A) over a 15 minute interval outside an affected noise sensitive place.</p> <p>Unreasonable release of a contaminant from commercial premises such as smoke is an infringement notice offence. (Such an application could possibly apply to Firework displays).</p>
<p><i>Cultural Records (Landscape Queensland and Queensland Estate) Act 1987</i></p> <p>Planning and Construction</p>	<p>A person shall not take, destroy, damage, deface, excavate, expose, conceal or interfere with an item of the Queensland Estate unless done under the authority of the Act (S.56 (2)). Item includes any structure or object that is evidence of man’s occupation of Queensland at any time that is at least 30 years in the past. Penalties apply for unauthorised interference (s. 56).</p>	<p>Sites identification, risk management, Cultural Heritage Management Planning within the EMP. Work to stop and the EPA (Regional Manager, Cultural Heritage) notified of any sites found in the course of the project.</p>
<p><i>Acquisition of Land Act 1967/State Development & Public Works Organisation Act 1971</i></p> <p>Planning, design, construction</p>	<p>Acquisition of land for public purposes.</p>	<p>Acquisition of land by the contracting authority pursuant to the <i>Acquisition of Land Act 1967</i> or, alternatively, by the Coordinator-General under Part 6, Division 78 <i>SDPWOA</i>.</p>
<p><i>Workplace Health and Safety Act</i></p>	<p>State Department of Employment, Training and Industrial Relations.</p>	<p>Registration of workplace with three or more employees.</p> <p>Portable Long Service Leave.</p> <p>Legislation provides for Construction Workplace Registration and Industrial Workplace Registration.</p>
<p><i>Health Act 1937</i> (and associated regulations)</p> <p>Design and Operation</p>	<p>Vermin Control.</p>	<p>Prevent the entry of vermin into buildings. Prevent access to food by vermin.</p>
<p><i>Lang Park Trust Act 1994</i></p>	<p>Restrictions on selling Trust land without Governor-in-Council approval.</p>	<p>Part 3, <i>Lang Park Trust Act 1994</i>.</p>

Statutory Requirements continued

<i>Transport Infrastructure Act 1994</i>	Carry out changes to rail system.	In accordance with parameters and responsibilities under the <i>Transport Infrastructure Act</i> .
<i>Traffic Act 1949 and Traffic Regulation 1962</i> Construction and operation	Use of motor vehicles in the construction and operation phase.	Regulation of motor vehicles and their use.
<i>Liquor Act 1992</i> Operation	Patron behaviour, in and around an event's licensed or permitted area. Duty of care towards event patrons.	Penalties for licensees. Event Management Plans to minimise community disruption and harm.
<i>Integrated Planning Act 1997</i>	Minister/s.	Designation of community infrastructure.

**DECISION NOTICE OF MINISTERIAL CALL IN OF DEVELOPMENT APPLICATION
MADE UNDER THE *INTEGRATED PLANNING ACT 1997***

Pursuant to the *Integrated Planning Act 1997* I give the decision notice regarding the Ministerial call in I exercised on 12 June 2001 to reassess and re-decide the development application by the Lang Park Trust. The development application was for a proposed commercial outdoor recreation and indoor sport and recreation use (redevelopment of Lang Park Stadium) which was approved by the Brisbane City Council on 6 March 2001, and a negotiated decision was made on 9 May 2001.

Development Application

Applicant : The Lang Park Trust

Type of Application : Development permit for making a material change of use of premises

Location : 40 Castlemaine Street, Milton

Proposed Use : Material Change of Use (Commercial Outdoor Recreation and Indoor Sport and Recreation)

Subject Site : Lot 354 on RP 898660, Part of Lot 355 on RP 898660 and Part of Lot 470 on SL 4951, Parish of North Brisbane

Local Government Area : Brisbane City Council

I have reassessed and re-decided the development application on 5 July 2001 and I approve the development application made, subject to the conditions set out in schedules 1 and 2.

The following provides details of this decision:

1. Referral Agency

Pursuant to s.29M(1)(b) *State Development and Public Works Organisation Act 1971* there were no referral agencies for the application.

Pursuant to s.29M(1)(d) *State Development and Public Works Organisation Act 1971* the Coordinator-General's report is taken to be a concurrence agency response for the application under IDAS.

Pursuant to s.3.6.7(1)(d) *Integrated Planning Act 1997* until the Minister gives the decision notice, a concurrence agency is taken to be an advice agency.

2. **Conditions**

Assessment Manager's conditions As set out in schedule 1
Coordinator-General conditions As set out in schedule 2

3. **Approval Type**

Development permit Making a material change of use of premises

4. **Properly made submissions (for applications subject to Impact Assessment only)**

There were properly made submissions made about the application.

5. **Rights of Appeal**

There is no right of appeal by virtue of s.3.6.7(1)(e) of the *Integrated Planning Act 1997*.

6. **Assessment Manager**

Tom Barton, Minister for State Development



Tom Barton MP
Minister for State Development
6 July 2001

GUIDE TO THE DEVELOPMENT CONDITIONS

This information has been included to help you understand the requirements of the conditions. The following information relates to each of the columns contained in the Development Approval conditions.

Approved Drawings and Documents:

The terms 'approved drawings and documents' or similar expressions, means:

Drawing	Number	Received
1. Site Plan	A1-10-A-D2	22 November 2000
2. Floor Plan – Level 1	A2-1-D2	22 November 2000
3. Floor Plan – Level 2	A2-2-D2	22 November 2000
4. Floor Plan – Level 3	A2-3-D2	22 November 2000
5. Floor Plan – Level 4	A2-4-D2	22 November 2000
6. Floor Plan – Level 5	A2-5-D2	22 November 2000
7. Floor Plan – Level 6	A2-6-D2	22 November 2000
8. Floor Plan – Level 7	A2-7-D2	22 November 2000
9. Floor Plan – Level 8	A2-8-D2	22 November 2000
10. Roof Plan	A2-9-D2	22 November 2000
11. Northern Plaza	A2-30-D2	22 November 2000
12. Bus Station	A2-31-D2	22 November 2000
13. Southern Plaza	A2-32-D2	22 November 2000
14. Elevations (North and East)	A5-1-D2	22 November 2000
15. Elevations (South and West)	A5-2-D2	22 November 2000
16. Southern Plaza Elevations	A5-3-S3	22 November 2000
17. Detail Eastern Elevation	A5-5-D2	22 November 2000
18. Timber Screens	A5-6-D2	22 November 2000
19. Sections	A7-2.1-D2	22 November 2000
20. Typical Section Setout	A7-2.2-D2	22 November 2000
21. Facade Sections	A7-2.4-D2	22 November 2000
22. Facade Sections	A7-2.5-D2	22 November 2000
23. Southern Plaza	A7-31-D2	22 November 2000

except to the extent that any of these drawings/documents are not generally in accordance with the Community Infrastructure Designation pursuant to the *Integrated Planning Act 1997* and/or the authorised works drawings referred to in the *State Development and Public Works Organisation Regulation 1999*.

SCHEDULE 1

CONDITIONS		
	ACTIONS	TIMES TO COMPLETE ACTIONS
1.	<p>(a) Use of the site for Commercial Outdoor Recreation and Indoor Sport and Recreation shall not commence until such time as the associated Community Infrastructure works external to the application site and intended to be provided by the State Government as part of the overall <i>Lang Park Stadium Proposal</i> have been completed, as described in the <i>Amended Ministerial Designation of Land for Community Infrastructure</i> by the Minister for State Development and Trade dated 6 November 2000 and the <i>Construction of Certain Works by the Coordinator General Under the provisions of the State Development and Public Works Organisation Act 1971</i> approved by the Governor in Council on 23 November 2000, or as varied from time to time.</p> <p>(b) Unless otherwise agreed to by Council or Council's Delegate, Council is not to be responsible for the maintenance of any of the associated Community Infrastructure works referred to in (a) above. Without otherwise limiting Council's discretion, such agreement will not be provided unless any such works have been designed and constructed to Council's specifications and satisfaction.</p> <p>Unless otherwise agreed to by Council or Council's Delegate, the associated Community Infrastructure works referred to in (a) above are not to affect existing Council services, works or assets.</p>	<p>Prior to the commencement of the use</p> <p>To be maintained</p>
2.	<p>(a) Provide to the Manager, Transport and Traffic, a Transport Management Plan which details all of the operational transport management actions which will be required for the range of crowd sizes up to capacity, to be put in place for events occurring at various times and days of the week. The Transport Management Plan should include:</p> <ul style="list-style-type: none"> • a car parking scheme (as detailed in part (b) of this condition); • a communications strategy; • road/street closures; • train, bus, shuttle bus and coach services; • coach, taxi, limousine and private vehicle parking and set down areas; • pedestrian and traffic controls; • emergency services; • promotion, including combined ticketing system for public transport and event entry; and • access for disabled persons. <p>(b) A car parking scheme required as part of the Transport Management Plan referred to in part (a) of this condition, is to be prepared and implemented to prevent intrusion by event-generated car parking into the surrounding area. In order to implement the car parking scheme, Council is to prepare and take all necessary steps to have gazetted a new Brisbane City Council Local Law (Lang Park Traffic Area). Regulation of the Traffic Area will be carried out by Council.</p> <p>All reasonable costs associated with the provision and maintenance of infrastructure for the car parking scheme are to be borne by Lang Park Trust (or successor).</p> <p>(c) Adopt and implement the provisions of the Transport Management Plan. The plan must be updated as required to reflect current standards, best practices, site conditions, etc. However, any modifications with the potential to result in increased impacts must be provided to the Manager, Transport and Traffic.</p>	<p>12 months prior to commencement of the use</p> <p>Prior to commencement of the use</p> <p>6 months prior to commencement of the use</p> <p>Upon commencement of the use</p> <p>Prior to commencement of the use and to be maintained</p>

CONDITIONS		
	ACTIONS	TIMES TO COMPLETE ACTIONS
	<p>(d) Establish and maintain a Transport Co-ordination Group to assist in implementing, monitoring and reviewing the Transport Management Plan. The functions of this group are to include regular reporting to Council on the effectiveness of the Transport Management Plan in achieving its objectives. The Group is to include all relevant stakeholders involved in events, e.g. stadium owners/management; Queensland Transport; Queensland Rail; proposed event user; Brisbane City Council; Community Liaison Group; Queensland Police and Emergency Services.</p> <p>(e) All costs associated with the preparation, implementation, operation, monitoring and review of the Transport Management plan and the establishment and committee/operational functions of the Transport Co-ordination Group are to be borne by the Lang Park Trust (or Successor).</p> <p>(f) The Transport Management Plan is to be provided to the Stadium Management Advisory Committee and Community Liaison Group for comment to assist in ensuring adequate integration and co-ordination of all activities associated with the development.</p>	<p>Prior to commencement of the use and to be maintained</p> <p>Prior to commencement of the use and to be maintained</p>
3.	<p>Carry out the development generally in accordance with the approved drawing/s and/or document/s, except:</p> <ul style="list-style-type: none"> - as may be varied by the conditions of this development approval; and - to the extent that any of these drawings/documents are not generally in accordance with the Community Infrastructure Designation pursuant to the <i>Integrated Planning Act 1997</i> and/or the authorised works drawings referred to in the <i>State Development and Public Works Organisation Regulation 1999</i>, the Community Infrastructure Designation and the authorised works drawings will take precedence. 	While development is occurring on the site
4.	<p>As referred to in Section 5 of the <i>Lang Park Stadium Redevelopment Assessment Report</i> by The Coordinator General dated August 2000 and in Section 9.2 of <i>Volume 5 Consultation, Mitigation & Management Plans, Approvals & Licencing - Draft Environmental Impact Statement</i> by Sinclair Knight Merz dated May 2000, establish and maintain a Stadium Management Advisory Committee:</p> <p><i>'... structured to provide effective stakeholder coverage in the ongoing development of the stadium. Its membership should include (but not be restricted to) representation from:</i></p> <ul style="list-style-type: none"> • City Police; • BCC; • Emergency Services; • major user groups (eg QRL, QRU, ARU, ARL); • a residents' association; • a local business association; • a member of the Community Liaison Group; as well as • stadium management. <p><i>The function of the Stadium Management Advisory Committee would be to:</i></p> <ul style="list-style-type: none"> • assist in monitoring the effects of the construction Phase on local residents; • advise on the development of management plans as identified in the EIS; • contribute to monitoring and evaluating the effectiveness of these management plans and recommend appropriate changes; • advise on the coordination of local arrangements for Stadium events; and • advance and promote other matters of mutual interest pertaining to stadium management including interpretation of hospitality management with local licenced venues ...' <p><i>(Excerpt from Coordinator-General's Report).</i></p> <p>(b) Prepare and submit an Annual Report to Council on the effectiveness of the Stadium Management Advisory Committee in achieving its objectives.</p> <p>(c) All reasonable costs associated with the establishment and committee/operational functions of the Stadium Management Advisory Committee are to be borne by the Lang Park Trust (or successor).</p> 	<p>Establishment of the Stadium Management Advisory Committee prior to commencement of construction and to be maintained</p> <p>To be maintained</p> <p>To be maintained</p>

CONDITIONS

ACTIONS	TIMES TO COMPLETE ACTIONS												
<p>8. Construct, delineate, sign or maintain (as required) the following requirements as specified, or as indicated on the approved plans:</p> <ul style="list-style-type: none"> • parking on the site for a maximum of 400 cars, including a minimum of 8 disabled car parking spaces and an appropriate amount of on-site parking and servicing for the Community Sports Facilities and Sports House; • the areas on which vehicles are to be driven or parked with a surfaced pavement (being other than plain white concrete where visible from the street or surrounding area) to the satisfaction of the Council (as required by sub-paragraph 18.5.3 (a) of the <i>Transitional Planning Scheme</i>); • a minimum 2.3 metres height clearance to all undercover car parking areas excluding disabled car parking areas which are to have a minimum height clearance of 2.5 metres; • a minimum 4.5 metres height clearance to all service vehicle access areas; • a height clearance sign(s) located at the entrance(s) to undercover car parking area(s); • standing and manoeuvring on site of 2 AV's and 18 LRV's and for the loading and unloading of the vehicle(s); • an appropriate area for the storage and collection of refuse, including recyclables, in a position which is accessible to service vehicles on the site and wholly within the building (not visible from the street or surrounding area); • the driveways at grades shown on the approved plans and documents (or if not shown at grades not greater than those set out in <i>Transitional Planning Policy 18.06</i>); and • directional signage and pavement marking for vehicular movements. 	<p>Prior to the commencement of the use and to be maintained</p>												
<p>9. (a) Provide internal signs and line markings:</p> <ul style="list-style-type: none"> • generally in accordance with the approved drawings and documents; • in accordance with an approved detailed design; and • in accordance with <i>Austrroads</i> and the <i>Manual of Uniform Traffic Control Devices</i>. <p>(b) Submit "As Constructed" plans approved by a Registered Professional Engineer of Queensland (RPEQ) experienced in traffic engineering or road design, certifying compliance with part (a) of this condition. Written approval that this condition has been complied must be obtained from the Team Leader, Licencing and Compliance Team Central.</p>	<p>Prior to the commencement of the use and to be maintained</p>												
<p>10. (a) The A-weighted maximum adjusted sound pressure level ($L_{A,max,adj,T}$) from the operation of plant and equipment (including air conditioning, refrigeration, mechanical ventilation, lift plant and equipment) on the site measured at any sensitive land use or any commercial premises must not exceed the A-weighted background sound pressure level ($L_{A,bg,T}$) by more than the following amounts:</p> <table border="1" data-bbox="399 1601 1157 1792"> <thead> <tr> <th><u>Time Period</u></th> <th><u>Commercial Premises</u></th> <th><u>Sensitive Land Use</u></th> </tr> </thead> <tbody> <tr> <td>7.00 am - 6.00 pm</td> <td>+10</td> <td>+5</td> </tr> <tr> <td>6.00 pm - 10.00 pm</td> <td>+10</td> <td>+5</td> </tr> <tr> <td>10.00 pm - 7.00 am</td> <td>+8</td> <td>+3</td> </tr> </tbody> </table> <p>(b) Submit certification to the Team Leader, Licencing and Compliance Team Central from an appropriately qualified consultant which demonstrates that A-weighted sound pressure levels from the use comply with the above requirements. Certification must include all data required to be presented by Australian Standard AS 1055 'Acoustics - Description and Measurement of Environmental Noise'.</p>	<u>Time Period</u>	<u>Commercial Premises</u>	<u>Sensitive Land Use</u>	7.00 am - 6.00 pm	+10	+5	6.00 pm - 10.00 pm	+10	+5	10.00 pm - 7.00 am	+8	+3	<p>Prior to the commencement of the use and to be maintained</p> <p>Prior to the commencement of the use</p>
<u>Time Period</u>	<u>Commercial Premises</u>	<u>Sensitive Land Use</u>											
7.00 am - 6.00 pm	+10	+5											
6.00 pm - 10.00 pm	+10	+5											
10.00 pm - 7.00 am	+8	+3											

CONDITIONS

ACTIONS	TIMES TO COMPLETE ACTIONS
<ul style="list-style-type: none"> • details of construction earthworks activities to be carried out which may result in disturbance to PASS/ASS; • details of the measures proposed to manage any ASS/PASS; and • Monitoring procedures and corrective actions. • Minimise on-site erosion and the release of sediment or sediment-laden stormwater from the site at all times through compliance with an approved Erosion and Sediment Control (ESC) program for the site; • An Earthworks Plan showing compliance with conditions of this approval and the following: <ul style="list-style-type: none"> • Excavation management plan; • Details of any proposed access/egress routes to the site which are intended to be used to transport material to/from the site; • the maintenance of access roads to and from the site so as they are free of all material and cleaned as necessary; and • that all vehicles exiting from the site will be washed down, cleaned and treated so as to prevent material being tracked or deposited on public roads. <p>The Environmental Management Plan is also to be provided to the Stadium Management Advisory Committee and the Community Liaison Group for comment to assist in ensuring adequate integration and coordination of all activities associated with the construction of the development.</p> <p>(b) Adopt and implement the provisions of the approved Construction Phase Environmental Management Plan (EMP).</p>	<p>To be maintained</p>
<p>12. (a) Provide to Council or Council's Delegate an Environmental Management Plan (EMP) for the Operation Phase of the development. The EMP must identify all potential adverse impacts of operation activities on sensitive land uses and detail the measures to be adopted to mitigate and manage potential adverse impacts.</p> <p>The EMP must address at least the following issues:</p> <ul style="list-style-type: none"> • noise controls and management measures to be implemented to reduce noise impact including: <ul style="list-style-type: none"> • crowd noise; • noise from public address system; • noise from pre-game entertainment; and • delayed starting of long distance coach motors; • location of police presence on and around the site for events; • public complaint response and resolution system and procedures including: <ul style="list-style-type: none"> • contact person (available 24 hours) with whom complaints can be lodged; • clearly defined procedure for responding to and investigating complaints; • notification to all complainants of the outcome of complaint investigations; and • record of complaints and investigation results to be maintained at all times and available for inspection; • strategies and actions to appropriately minimise potential adverse impacts of entertainment activities associated with events e.g. fireworks, helicopters, blimps, pre-game entertainment, public address system; and the like; 	<p>Prior to the commencement of the use</p>

CONDITIONS		
	ACTIONS	TIMES TO COMPLETE ACTIONS
	<ul style="list-style-type: none"> strategies and actions to appropriately manage and control crowd behaviour before, during and after events e.g. Code of Behaviour, evictions and arrests policy, CCTV surveillance, strategy for sale and use of alcohol, and the like. Particular attention is to be given to ensuring that patron behaviour post-event does not adversely affect the amenity of surrounding residential areas or cause a public nuisance; strategies and actions to appropriately manage and control pedestrian and vehicular movements before and after events. Particular attention is to be given to ensuring that pedestrians use the pedestrian walkways and public transport and do not walk through surrounding residential areas; and strategies and actions to appropriately minimise potential adverse impacts of the operation of the development on Christ Church and Rectory and Castlemaine Drain. <p>The Environmental Management Plan is also to be provided to the Stadium Management Advisory Committee and the Community Liaison Group for comment to assist in ensuring adequate integration and coordination of all activities associated with the operation of the development.</p> <p>(b) Adopt and implement the provisions of the Operation Phase Environmental Management Plan (BMP)</p>	To be maintained
13.	<p>(a) As referred to in Section 6.2.2 of Volume 4 Environmental Impacts and Transport Impacts - Draft Environmental Impact Statement by Sinclair Knight Merz dated May 2000, the development must include noise attenuation measures to achieve a reduction in the current maximum noise levels specified in Column 5 of Table 6.2.2 by the minimum amounts specified in Column 5 of Table 6.2.3.</p> <p>(b) Submit certification to the Team Leader, Licencing and Compliance Team Central, from an appropriately qualified consultant which demonstrates that the design of the development achieves the requirements of part (a) of this condition. Certification must include all data required to be presented by Australian Standard AS 1055 'Acoustics - Description and Measurement of Environmental Noise'.</p> <p>(c) Submit certification to the Team Leader, Licencing and Compliance Team Central, from an appropriately qualified consultant that demonstrates that the development has been constructed in accordance with the approved design referred to in part (b) of this condition.</p>	<p>Prior to the commencement of the use and to be maintained</p> <p>1 month prior to commencement of construction</p> <p>Within 1 month of the commencement of the use</p>
14.	Discharges of water pollutants, wastewater or stormwater released from the site to the stormwater system must not cause measured levels of water pollutants in the receiving waters to fall outside the acceptable ranges specified in Council's <i>Water Quality Objective Guidelines 2000</i> .	To be maintained
15.	Maintenance and cleaning of vehicles and any other plant or equipment must not be carried out in areas where contaminants can be released into any waterway, roadside gutter or stormwater system.	To be maintained
16.	Emissions of air pollutants from stationary sources are not to exceed the levels specified in the Australian Environment Council and National Health and Medical Research Council's <i>National Guidelines for Control of Emissions of Air Pollutants from New Stationary Sources 1985</i> .	To be maintained
17.	Emissions of air pollutants from the site are not to cause ground level concentrations of air pollutants outside the boundary of the site to exceed the Ambient Air Quality Goals recommended by the National Health and Medical Research Council at the date of approval.	To be maintained
18.	All flammable and combustible liquids must be stored and handled in accordance with Australian Standard AS 1940-1993 <i>The Storage and Handling of Flammable and Combustible Liquids</i> .	To be maintained

CONDITIONS		
	ACTIONS	TIMES TO COMPLETE ACTIONS
19.	<p>(a) Technical parameters, design, installation, operation and maintenance of field and outdoor lighting is to comply with the requirements of Australian Standard AS4282-1997 "Control of the Obtrusive Effects of Outdoor Lighting".</p> <p>(b) Submit written certification of compliance with the design and installation of the above requirement, from an appropriately qualified consultant, to the Team Leader, Licencing and Compliance Team Central.</p>	Prior to the commencement of the use and to be maintained
20.	<p>Provide underground electricity services in accordance with an approved electricity reticulation plan and the Council's <i>Guidelines for the Provision of Underground Electricity</i>.</p> <p>Before commencing work to provide such electricity services:</p> <p>(a) lodge electricity reticulation plans showing the proposed electricity services and obtain the approval of Council or Council's Delegate; and</p> <p>(b) enter into an agreement with Energex to provide underground electricity services in accordance with the above approved electricity reticulation plans. A copy of this agreement is to be submitted to the Team Leader, Licencing and Compliance Team Central.</p>	Prior to the commencement of the use
21.	<p>Provide a public lighting system in accordance with an approved street lighting design plan and Council's <i>Street Lighting Design Guidelines</i>.</p> <p>Before commencing work to provide such services:</p> <p>(a) lodge street lighting design plans showing the proposed public lighting system and obtain the approval of Council or Council's Delegate; and</p> <p>(b) enter into an agreement with Energex to provide a public lighting system in accordance with the above approved lighting design plans. A copy of this agreement is to be submitted to the Team Leader, Licencing and Compliance Team Central.</p>	Prior to the commencement of the use
22.	<p>(a) Incorporate best available practice energy efficiency measures in the development.</p> <p>(b) Provide Council information prepared by an appropriately qualified consultant which details the energy efficiency measures referred to in (a) above.</p> <p>(c) Ensure that the energy efficiency measures referred to in (b) above are incorporated in the design and construction of the development.</p>	<p>Prior to the commencement of the use and to be maintained</p> <p>Prior to the commencement of construction</p> <p>Prior to the commencement of the use and to be maintained</p>
23.	<p>(a) Incorporate best available practice urban water cycle conservation and management measures in the development.</p> <p>(b) Provide to Council information prepared by an appropriately qualified consultant which details the urban water cycle conservation and management measures referred to in (a) above.</p> <p>(c) Ensure that the urban water cycle conservation and management measures referred to in (b) above are incorporated in the design and construction of the development.</p>	<p>Prior to the commencement of the use and to be maintained</p> <p>Prior to the commencement of construction</p> <p>Prior to the commencement of the use and to be maintained</p>

CONDITIONS

ACTIONS		TIMES TO COMPLETE ACTIONS
24.	<p>(a) Submit to Council or Council's Delegate for approval a Landscape Management and Site Works Plan. The submission is to include at least the following:</p> <ul style="list-style-type: none"> • A plan detailing the Extent of Works and supporting documentation which indicates: <ol style="list-style-type: none"> i. clear indication of existing and proposed landscaped areas, including any realignment of kerb to the perimeter of the site; ii. Identification of significant vegetation located both on the site and on adjoining properties, including the footpath, and nominating specimens to be removed and those to be retained. Provide advice and recommendations from an arborist regarding any proposed tree relocation; iii. Clear indication of soft landscaped areas located in natural ground, and those in raised planters. Provide typical construction details including sections showing depth of soil and drainage for all proposed planters; iv. surface treatment and soil preparation for hard and soft landscaped areas; v. indication of existing and finished levels for all external areas; vi. provision of a reticulated irrigation system to all areas to be landscaped. Control box for the irrigation of any landscaped areas located outside the boundary of the site is to be in a location so as to be accessible to Council staff when/if required; A Planting Plan and supporting documentation which indicates: <ol style="list-style-type: none"> i. relocation of mature vegetation affected by the development to the Caxton Street frontage of the site; ii. advanced canopy trees to the perimeter of the site and within the northern and southern plazas as per the Landscape Concept Plan. Note that use of <i>Brachyton acerifolium</i> (flame tree) is not recommended as a street tree or for avenue planting along the side boundaries of the site; iii. trees, shrubs and ground covers to landscaped areas as per the Landscape Concept Plan, including a combination of screening plants and/or cascading ground covers to reduce the visual and climatic impact of any large blank walls along the side boundaries of the site; A planting schedule proposed plants by botanical names, total numbers and size at time of planting. 	<p>12 months prior to commencement of the use</p>
	<p>(b) Obtain approval from Council or its delegate of the Plan specified in part (a) of this condition prior to commencement of construction. Council or its delegate is not to unreasonably withhold approval of the Plan.</p>	<p>Within 2 months of receipt of the Landscape Management and Site Works Plan</p>
	<p>(c) Carry out landscaping and associated earthworks, site preparation, and other necessary works in accordance with the approved Landscape Management and Site Works Plan</p>	<p>Prior to commencement of the use and to be maintained</p>
	<p>(d) Notify the Landscape Architects, Development Assessment Team Central to arrange for an on-site inspection of the completed landscape works</p>	<p>Prior to the commencement of the use</p>

CONDITIONS

ACTIONS	TIMES TO COMPLETE ACTIONS
<p>25. Obtain written permission from the Engineering Delegate, Waterways Programme, Urban Management Division to build over or near the stormwater drainage system, or to relocate the stormwater drainage system, at no cost to Council.</p> <p>(a) Submit engineering plans and calculations (if required) prepared by a Registered Professional Engineer Queensland (RPEQ) and in accordance with Council's <i>'Draft Guidelines for building over or near Stormwater Facilities'</i> showing the manner in which it is intended to preserve the existing stormwater drainage structures within the site from damage, obstruction or structural loading. Obtain approval for the design from the Engineering Delegate, Waterways Programme, Urban Management Division.</p> <p>(b) Complete the works in accordance with the approved engineering plans.</p> <p>(c) Submit 'As Constructed' plans including an asset register (if required) of any modified or relocated stormwater drainage structure or other Council asset. The plans are to be approved by a Registered Professional Engineer of Queensland (RPEQ) (to a standard specified in Council's <i>'Subdivision and Development Guidelines'</i>) and certifying that the works have been completed in accordance with the approved design and any approved modifications.</p>	<p>Prior to commencement of construction</p> <p>Prior to the commencement of the use</p> <p>Prior to the commencement of the use</p>
<p>26. (a) Submit engineering plans and calculations (if required) prepared by a Registered Professional Engineer Queensland (RPEQ) and in accordance with Council's <i>'Subdivision and Development Guidelines'</i> demonstrating how stormwater generated by the development will be managed. Obtain approval for the design from the Engineering Delegate, Major Projects Group.</p> <p>(b) Complete the works in accordance with the approved engineering plans and in accordance with Council's <i>'Subdivision and Development Guidelines'</i>.</p> <p>(c) Submit 'As Constructed' plans including an asset register (if required) of any modified or relocated stormwater drainage structure or other Council asset. The plans are to be approved by a Registered Professional Engineer of Queensland (RPEQ) (to a standard specified in Council's <i>'Subdivision and Development Guidelines'</i>) and certifying that the works have been completed in accordance with the approved design and any approved modifications.</p>	<p>Prior to commencement of construction</p> <p>Prior to the commencement of the use</p> <p>Prior to the commencement of the use</p>
<p>27. Adjoining properties and roads are to be protected from ponding or nuisance from stormwater runoff.</p> <p>(a) Adjoining properties and roads are to be protected from ponding or nuisance from stormwater as a result of the proposed works.</p> <p>(b) Rectify all damage resulting from the ponding of stormwater or nuisance from discharge of stormwater from the site to adjacent properties.</p>	<p>While construction is occurring</p> <p>Prior to the commencement of the use</p>
<p>28. Roof water runoff from all buildings is to be collected internally and piped generally in accordance with Standard Plan WS54-3 to the existing stormwater drainage system at an approved point(s) of entry.</p>	<p>Prior to the commencement of the use</p>

CONDITIONS

ACTIONS	TIMES TO COMPLETE ACTIONS
<p>29. Construct the following stormwater drainage works in accordance with the Council's 'Subdivision and Development Guidelines'.</p> <p>(a) Construct a stormwater drain from the sag gully in Hale Street adjacent to the eastern stand to the existing drainage system in Castlemaine Street.</p> <p>(b) A stormwater drain and associated inlet works from the northern side of Caxton Street southward through the overland flowpath across the northern corner of the site to the existing drainage system in Castlemaine Street at the intersection with Cordova Street is required. It is a requirement of the design of this drain to design the downstream drainage from the recently augmented drainage system in Castlemaine Street and complete a drainage study upstream to ensure that the flooding issues are adequately addressed. The study is to be in accordance with Council's "Stormwater Management Plan - Castlemaine Street to Caxton Street Catchment - 1996" and to cover the entire sub-catchment from Castlemaine Street to Cochrane Street. The applicant will be responsible for works required by this condition to a maximum value of not more than \$1 million.</p>	<p>Prior to the commencement of the use</p>
<p>30. Close all existing redundant vehicular crossings not shown on the approved plans that are associated with the development, and reinstate footpaths, kerb and channel and road pavement with materials to match adjacent existing materials.</p>	<p>Prior to the commencement of the use</p>
<p>31. Construct:</p> <ul style="list-style-type: none"> • two 9 metre wide Type B2 permanent vehicular crossovers to Castlemaine Street; • one 6.5 metre wide Type B1 permanent vehicular crossover to Castlemaine Street; • one 6 metre wide Type B1 permanent vehicular crossover to Hale Street; and • one 6 metre wide Type B1 permanent vehicular crossover to Chippendall Street; • frontages of the site in accordance with an approved detailed design. 	<p>Prior to the commencement of the use</p>
<p>32. Modify external parking signs, bus facilities and/or line markings along the full length of all frontages of the site where necessary as a result of the development.</p>	<p>Prior to the commencement of the use</p>
<p>33. The Lang Park Trust (or successor) is to be responsible for the costs of rectifying any damage to Council assets (road pavement, footpath, kerb and channel, street furniture, signs and the like) that may occur during and as a result of construction or caused by the Trust, its officers or agents during or as a result of use of the development.</p>	<p>Prior to the commencement of the use and to be maintained</p>
<p>34. The vehicular access to/from Hale Street is only used by Emergency Services vehicles.</p>	<p>To be maintained</p>
<p>35. Use of on-site car parking spaces is to be and remain associated with and ancillary to the development. The site is not to be used as a public car park.</p>	<p>To be maintained</p>

CONDITIONS

ACTIONS	TIMES TO COMPLETE ACTIONS
<p>36.</p> <p>(a) Construct the works shown on the attached Council Sketch Plans SK1, SK2 and SK3 dated November 2000, together with associated modifications to traffic signal installations, at the intersections of Caxton Street with Hale Street, Castlemaine Street, and Guthrie Street.</p> <p>(b) Submit functional layout plans showing the requirements of external roadworks required by (a) above and obtain the approval of the Engineering Delegate, Major Projects Group, before undertaking any such work.</p> <p>(c) Submit engineering plans in accordance with Council's <i>Subdivision and Development Guidelines</i> showing the design of the external roadworks required by (a) above. These plans are to be submitted and approved by the Engineering Delegate, Major Projects Group, prior to undertaking any such work.</p> <p>(d) Submit 'As Constructed' plans approved by a Registered Professional Engineer of Queensland (RPEQ) in accordance with the Council's <i>Subdivision and Development Guidelines</i> for external roadworks required by (a) above. Written approval that this condition has been complied with must be obtained from the Team Leader, Licensing and Compliance Team Central, prior to commencing the use.</p> <p>(e) Works required to be constructed pursuant to (a) to (d) of this condition must not conflict with the Community Infrastructure Designation or the authorised works.</p>	<p align="center">Prior to the commencement of the use</p>
<p>37.</p> <p>Supply and install all service conduits and meet the cost of any alterations to public utility mains, existing mains, services or installations required in connection with the development. This includes the relocation of any fire hydrants and valves from within the limits of the development's vehicular footway crossings if applicable.</p> <p>(a) Complete the works required by this condition.</p> <p>(b) Submit "As Constructed" plans including an asset register (if required) approved by a Registered Professional Engineer of Queensland (RPEQ) in accordance with the Council's <i>'Subdivision and Development Guidelines'</i> and <i>'Water and Sewerage Reticulation Standards'</i> showing the works required by this condition.</p>	<p align="center">Prior to the commencement of the use</p>
<p>38.</p> <p>Construct the following water supply works in accordance with Council's <i>'Water and Sewerage Reticulation Standards'</i>:</p> <ul style="list-style-type: none"> • 100 metres of 225 mm diameter main in Castlemaine Street between Milton Road and Black Street; • 250 metres of 250 mm diameter main in Caxton Street between Hale Street and Castlemaine Street; and • 450 metres of 200 mm diameter main in Castlemaine Street between Black Street and Caxton Street. <p>(a) Submit engineering plans prepared by a Registered Professional Engineer Queensland (RPEQ) and in accordance with Council's <i>"Water and Sewerage Reticulation Standards"</i> showing the design of the external water supply headworks. Obtain the approval from the Engineering Delegate, Major Projects Group.</p> <p>(b) Pay to Council the cost of live connection to the water main.</p> <p>(c) Construct the works in accordance with the approved engineering plans to a standard that will be satisfactory to be accepted 'on' and 'off' maintenance as a Council asset, by the Team Leader, Licensing and Compliance Team Central.</p> <p>(d) Submit "As Constructed" plans including an asset register, approved by a Registered Professional Engineer Queensland (RPEQ) (to a standard specified in Council's <i>'Water and Sewerage Reticulation Standards'</i> certifying that the works have been completed in accordance with the approved design and any approved modifications.</p>	<p align="center">Prior to the commencement of the use</p>

CONDITIONS

ACTIONS	TIMES TO COMPLETE ACTIONS
<p>39. Construct the following sewer works in accordance with Council's <i>'Water and Sewerage Reticulation Standards'</i>:</p> <ul style="list-style-type: none"> • relocate the existing 300 mm diameter main under the western stand by constructing a 375 mm diameter main from a point upstream and clear of the stand or other structures to a point on the existing sewer in Castlemaine Street; • relocate the existing 225 mm diameter sewer traversing the main oval to a location around the proposed southern stand to the existing system in Castlemaine Street; and • the minimum fixture level for fittings to the sewerage system is 4.000 metres AHD. <p>(a) Submit engineering plans prepared by a Registered Professional Engineer Queensland (RPEQ) and in accordance with Council's <i>'Water and Sewerage Reticulation Standards'</i> showing the design of the external sewer headworks. Obtain the approval from the Engineering Delegate, Major Projects Group.</p> <p>(b) Pay to Council the cost of live connection to the sewer main.</p> <p>(c) Construct the works in accordance with the approved engineering plans to a standard that will be satisfactory to be accepted 'on' and 'off' maintenance as a Council asset, by the Team Leader, Licencing and Compliance Team Central.</p> <p>(d) Submit "As Constructed" plans including an asset register, approved by a Registered Professional Engineer Queensland (RPEQ) (to a standard specified in Council's <i>'Water and Sewerage Reticulation Standards'</i> certifying that the works have been completed in accordance with the approved design and any approved modifications.</p>	<p>Prior to the commencement of the use</p>
<p>40. Provide, at no cost to the Council, unimpeded and safe public access to public areas of the development.</p> <p>These areas are to be designed, constructed and operated using CPTED (Crime Prevention Through Environmental Design) principles.</p>	<p>Prior to the commencement of the use and to be maintained</p>
<p>41. The development (including the stadium and southern and northern plazas) is only to be used for <i>Commercial Outdoor Recreation and Indoor Sport and Recreation</i> as defined in <i>The Town Plan for the City of Brisbane 1987</i> as of the 12 September 2000. The development is not to be used for any other purpose, including in particular major concert, cultural or religious events and the like.</p>	<p>To be maintained</p>
<p>42. As referred to in Section 3.4 of the <i>Lang Park Stadium Redevelopment Assessment Report</i> by The Coordinator General dated August 2000 and in Section 2.6 of <i>Volume 1 Executive Summary – Draft Environmental Impact Statement</i> by Sinclair Knight Merz dated May 2000, there are to be no more than 24 major events (crowd size exceeding 25,000 persons) per annum.</p>	<p>To be maintained</p>
<p>43. The Lang Park Trust (or successor) is to be responsible for advising the Fulcher Road 'Broncos' Club and Ballymore Stadium, prior to each event, that shuttle buses and the like transporting patrons between these venues and the Lang Park Stadium may only use major roads as transportation routes (e.g. Hale Street, Waterworks Road, and the like) and may not use Given or Latrobe Terraces or local residential streets.</p>	<p>To be maintained</p>
<p>44. The Lang Park Trust (or successor) is to be responsible for undertaking and completing, the cleaning of areas immediately surrounding the stadium development within a reasonable time period and without undue delay. A plan showing the area proposed to be cleaned is to be regularly provided for comment to the Community Liaison Group.</p>	<p>To be maintained</p>

CONDITIONS		
	ACTIONS	TIMES TO COMPLETE ACTIONS
45.	<p>(a) Advertising signs, devices, corporate logos, and the like are not to detract from the visual appearance of the development or the visual amenity of the area.</p> <p>(b) All advertising signs, devices, corporate logos, and the like will require an application to Council pursuant to Council's <i>Local Law Policy - Control of Outdoor Advertising</i>. Information demonstrating compliance with part (a) of this condition is to be provided to the Licencing and Compliance Team Central, at the time of lodging such application.</p> <p>(c) No advertising signs, devices, corporate logos, and the like are approved as part of this development approval.</p>	To be maintained
46.	The height of the development is not to exceed RL 45.0 metres Australian Height Datum.	To be maintained
47.	<p>Supply, install and maintain artworks (including but not necessarily limited to, sculptures, ceramic works, mosaics and wall reliefs) by a recognised local artist or craftsman, within public area/s of the development. Such artworks or sculptures are to meet the following criteria:</p> <p>i. constitute a minimum of 0.25 per centum of the total estimated project cost as certified by a recognised Quantity Surveyor; and</p> <p>ii. be suitable for the setting in terms of design, choice of materials, durability and resistance to vandalism.</p>	Prior to the commencement of the use and to be maintained
48.	Implement and maintain the development (including landscaping, parking, driveways and other external spaces) in accordance with the approved drawing/s and/or document/s, and any relevant Council engineering or other approval required by the above conditions.	Prior to the commencement of the use and to be maintained

SCHEDULE 2

The Coordinator-General (Concurrence Agency) Development Approval Conditions.

A. PRIOR TO DEVELOPMENT APPLICATION

1. That the proponent commit to developing the project in accordance with the Queensland Government's preferred Mitigation Strategy (enhanced southern plaza proposal) and incorporate the further impact mitigation issues identified through the EIS process into the ongoing detailed design of the stadium and the supporting transport infrastructure.
2. That the proponent pay a levy and fee for building and construction work to the Department of Employment, Training and Industry Relations in compliance with the Building and Construction Industry (Portable Long Service Leave) prior to the lodgement of a development application under the IPA.

B. PRIOR TO COMMENCING OR UNDERTAKING WORKS

3. That the proponent prepare a Site Management Plan (SMP) and that this be approved by the Environmental Protection Agency (EPA) in accordance with Part 9B of the Environmental Protection Act (EP Act) 1994 prior to any demolition or construction works being conducted on the site,
 - (a) In order to have a SMP approved, the proponent is required to provide sufficient information in accordance with Part 9B of the EP Act and the draft Guidelines for the Assessment and Management of Contaminated Land in Queensland (DEH, 1998) to the EPA at least 60 days prior to the commencement of demolition; and
 - (b) The SMP is to specifically address the management of contaminated land issues during demolition, construction and post construction, including the works involving the removal of any contaminated soils.
4. That the proponent comply with the approved Site Management Plan before commencing or undertaking works in relation to the development, the subject of the application, and at all times thereof while the use continues and the land, the subject of the application is on the Environmental Management Register (EMR).
5. That the proponent undertake a cultural heritage survey in order to identify places and items of the Queensland Estate which may be impacted on before commencing works in relation to the redevelopment of the stadium site. A permit to undertake such a survey should be applied for pursuant to the provisions of the Cultural Record (Landscapes Queensland and Queensland Estate) Act 1987. A Cultural Heritage Management Plan is to be prepared to the satisfaction of the EPA and implemented as part of the Construction Environment Management Plan to avoid or minimise such impact.

6. That the proponent carry out an audit of the structural condition of all structures on the Christ Church site and the Baroona Special School site before commencing any works. Similarly, a post construction audit of these structures is to be undertaken and a report prepared detailing any impact that has occurred to the structures. A copy of the report is to be provided to the Cultural Heritage Branch of the EPA.
7. That the proponent prepare Conservation Management Plans for the Christ Church site (including the rectory and graveyard) and the Baroona Special School site before commencing or undertaking works which would impact on these sites.
8. That the proponent note that if blasting is to occur, the effects of airblast overpressure on the structural integrity of structures on the Christ Church and Baroona Special School sites are to be predicted. Mitigation measures to minimise effects should be detailed in the Construction Environment Management Plan.
9. That the proponent establish, prior to the commencement of works, vibration criteria for heritage listed buildings which protect the structures from vibration related impacts.
10. That the proponent conduct and analyse, a baseline vibration survey at Christ Church and the Baroona Special School and sources of background vibration should be identified before commencing works in relation to the development.
11. That the proponent consult with the Department of Natural Resources on any issues involving the construction of structures above or below State land, including the road network.
12. That any application made by the proponent to the Department of Natural Resources to close road areas in strata be submitted in consultation with the Department of Natural Resources and contain the name(s) in which a lease in strata would be held and payment of any annual rental.
13. That the contractors responsible for the development at Lang Park be advised that as a requirement of the Queensland Government's "Breaking the Unemployment Cycle",
 - (a) 10% of the workforce on building and construction sites must be undertaken by apprentices, trainees or cadets engaged in structured training; and
 - (b) compliance with the Queensland Code of Practice for the Building and Construction Industry which establishes minimum standards for training, safety and industrial relations in the industry and encourages best practice and value adding activity
14. That the proponent develop and provide shade and protected queuing areas for entry and egress, footpaths, bridges and walkways.
15. That the proponent provide directional signs, notices and communication devices for emergency use by patrons.

16. That the proponent adopt the Queensland Government's Local Industry Policy and that full compliance be observed during the construction of the stadium. Further information is available from the Department of State Development.

C DURING DEMOLITION AND CONSTRUCTION

17. That the standard work hours for demolition and construction noise are to be limited to the hours between 6.30am and 6.30pm six days a week. No demolition or construction work to be carried out on Sundays and Public Holidays.
18. That the maximum adjusted sound pressure level ($L_{Amax,adj}$) measured 4m from the façade of a noise sensitive place, over any period not less than 15 minutes when construction and/or demolition is in progress, must not exceed the background noise level measured as LA_{90} , also over 15 minutes by more than 10 dBA.
19. That the proponent monitor ground vibration from construction activities such as blasting (if it occurs), piledriving, jackhammering and rock drilling at Christ Church and the Barooka Special School and compare this data with the criteria in Condition 9 and with the data from the baseline vibration survey established by Condition 10.

D PRIOR TO COMMENCEMENT OF USE

20. That the proponent ensure that the design and fit-out of all food catering outlets proposed are compliant with the Food Act 1981 and the Food Hygiene Regulation 1989.
21. That the proponent ensure all catering contractors are competent in food handling and that each develop and implement food safety programs compliant with the Food Act 1981.
22. That the proponent ensure the development of an integrated pest management strategy to prevent the breeding and harbourage of mosquitos and other biting insects, general insect pests and vermin to the satisfaction of the Department of Health.
23. That the proponent develop a strategy for restrictions on the supply and consumption of alcohol and tobacco and the provision of "Alcohol Free and Tobacco Free Zones" in the Stadium.

**REASONS FOR DECISION OF MINISTERIAL CALL IN OF DEVELOPMENT
APPLICATION
MADE UNDER THE *INTEGRATED PLANNING ACT 1997***

Requirement for statement of reasons

Pursuant to s.3.6.9(2)(f) of the *Integrated Planning Act 1997* ("the IPA") I am required to state the reasons for the decision of ministerial call in of development application made under the IPA, by me, in relation to the development application by the Lang Park Trust for a proposed commercial outdoor recreation and indoor sport and recreation use (redevelopment of Lang Park Stadium) which was approved by the Brisbane City Council on 6 March 2001, and a negotiated decision was made on 9 May 2001.

Evidence or other material on which findings on material questions of fact are based

In forming my decision to approve the development application, subject to conditions, made by the Lang Park Trust, I had regard to the following material:

❖ Documents

- All material about the application the Brisbane City Council had before the application was called in, and any material received by the Brisbane City Council after the application was called in, as required to be provided pursuant to s.3.6.7(2) of the IPA. The material was provided by the Brisbane City Council on 15 June 2001 and confirmed to be all the material about the application by the Brisbane City Council on 28 June 2001.

I had particular regard to:

1. Environmental impact statement Vols 1 – 8, prepared by Sinclair Knight Merz, July 2000;
2. Coordinator-General's Assessment Report, August 2000;
3. Submissions received, both properly made under the legislation and those not properly made;
4. Community Infrastructure Designation dated 11 September 2000;
5. Development application dated 12 September 2000 – Form 1 and Application Report by Sinclair Knight Merz;
6. Coordinator-General's Report to Minister for State Development about proposed works dated 14 September 2000;
7. Brisbane City Council's fee note for development application;
8. Acknowledgment notice for the development application dated 26 September 2000;
9. Community Infrastructure Designation dated 6 November 2000;

10. Letter from HOK Sport, including attachments and drawings, to Brisbane City Council dated 9 November 2000;
 11. *State Development and Public Works Organisation Regulation* dated 16 November 2000;
 12. Authorised works drawings dated 16 November 2000;
 13. Letter from HOK Sport, including attachments to Brisbane City Council dated 22 November 2000;
 14. HOK Sport Plans provided to Brisbane City Council on 22 November 2000;
 15. Assessment report and Brisbane City Council's decision dated 6 March 2001;
 16. Letter from Lang Park Trust to Brisbane City Council seeking negotiated decision notice dated 9 April 2001;
 17. Brisbane City Council officers submission to Brisbane City Council's Establishment and Coordination Committee dated 8 May 2001; and
 18. Negotiated decision of Brisbane City Council's Establishment and Coordination Committee dated 15 May 2001.
- City of Brisbane Town Plan 1987.
 - Notice of appeal dated 7 June 2001 by the Corporation of the Synod of the Diocese of Brisbane;
 - Notice of appeal dated 7 June 2001 by the Petrie Terrace Residents Association.
 - Letter dated 14 June 2001 from the Coordinator-General to the Minister for State Development enclosing copy of Coordinator-General's report. Pursuant to s.29N(a) of the *State Development and Public Works Organisation Act 1971*.
 - Letter dated 18 June 2001 from the Minister for State Development to the Corporation of the Synod of the Diocese of Brisbane.
 - Letter dated 18 June 2001 from the Minister for State Development to the Petrie Terrace Residents Association.
 - The submission dated 26 June 2001 received from the Corporation of the Synod of the Diocese of Brisbane.
 - The submission dated 27 June 2001 received from the Environmental Defenders Office (QLD) Inc.
 - Letter dated 15 June 2001 from Brisbane City Council to Crown Law.
 - Letter dated 27 June 2001 from the Minister for State Development to Brisbane City Council.
 - Letter dated 28 June 2001 from Brisbane City Council to the Minister for State Development.

- Legal advice from Crown Law.
- ❖ Legislation
 - *Integrated Planning Act 1997;*
 - *Integrated Planning Regulation 1997;*
 - *State Development and Public Works Organisation Act 1971;*
 - *Acts Interpretation Act 1954;*
 - *Lang Park Act 1994;*
 - *Local Government (Planning and Environment) Act 1990;*
 - *State Development and Public Works Organisation Regulation 1999;*

Findings on material questions of fact

From the material I had regard to, I make the following findings of fact:

- The application seeks approval to redevelop and use the Lang Park Stadium site as a rectangular pitch facility for 52 500 patrons. In particular the Lang Park Trust seeks to use the site for Commercial Outdoor Recreation and Indoor Sport and Recreation.
- The existing stadium is an inadequate facility for staging major sporting events involving a large crowd.
- The new facility is designed with a view to providing better environmental outcomes for the use of the site.
- The Lang Park Stadium Redevelopment will allow Brisbane to host and attract major national and international sporting events.
- Hosting major national and international sporting events can produce significant flow on economic benefits for the State and for the greater Brisbane region.
- The Coordinator-General has required that:
 1. an environmental impact statement be prepared to his satisfaction;
 2. the Lang Park Trust publicly notify the Terms of Reference for comment and the environmental impact statement for submission.
- The Coordinator-General has prepared an assessment report evaluating the environmental impact statement.
- The application falls wholly within the Brisbane City Council local government area.
- The original assessment manager, the Brisbane City Council, assessed the application having regard to the matters required by legislation and made a report about the application.

- Conditions were formulated by Brisbane City Council as the original assessment manager consequent upon the assessment and were attached to the original development approval by the Brisbane City Council.
- The Lang Park Trust sought a negotiated decision from the original assessment manager, the Brisbane City Council, including the amendment of certain conditions.
- The original assessment manager, the Brisbane City Council, negotiated with the Lang Park Trust and a revised set of conditions were attached to a negotiated decision approval.
- The substance of the conditions included in the approval by the original assessment manager are appropriate.

For the following reasons, I am of the opinion that the development application made should be approved, subject to the conditions included in schedules 1 and 2 to the decision Notice of Ministerial Call In :

- Approval of the development application will provide for the redevelopment of the Lang Park Stadium site for the establishment of a world class rectangular pitch facility.
- The redeveloped facility will result in improved environmental outcomes as against the current facility. It will provide opportunities for ancillary businesses to obtain benefits in addition to the benefits to patrons of the facility.
- The approval decision has been appealed to the Planning and Environment Court. There is no certainty as to the final outcome of the appeal or the timeframe to achieve such an outcome.
- The appeal by the Corporation of the Synod of the Diocese of Brisbane has brought to my attention the issue of the finality of various conditions and I decided to take legal advice on the finality principle.
- Whilst the conditions attached to the development application approved by the Brisbane City Council are appropriate, I have received legal advice from Crown Law that some conditions require amendment or deletion as they may offend the finality principle or they may not be relevant to the application made.
- In accordance with the legal advice I have received, I have amended some of the conditions.



TOM BARTON MP
Minister for State Development
6 July 2001

DECISION NOTICE OF CHANGE OF DEVELOPMENT CONDITIONS
UNDER THE *INTEGRATED PLANNING ACT 1997*

Pursuant to section 3.5.33 of the *Integrated Planning Act 1997* I give notice that I have changed the approved drawings and conditions 1(a), 2(d) & (f), 5(a), 6, 13, 43 and 44 forming part of the development approval dated 6 July 2001, relating to the Suncorp Stadium redevelopment.

Development Approval

Applicant: Lang Park Trust

Type of Approval: Development approval for making a material change of use of premises dated 6 July 2001

Location: 40 Castlemaine Street, Milton


Proposed Use: Material Change of Use (Commercial Outdoor Recreation and Indoor Sport and Recreation)

Subject Site: As described in the development approval dated 6 July 2001 - Lot 354 on RP 898660, Part of Lot 355 on RP 898660 and Part of Lot 470 on SL 4951, Parish of North Brisbane

Local Government Area: Brisbane City Council

On 23 May 2003 I received an application from the Stadium Redevelopment Authority to make changes to the conditions attaching to the development approval dated 6 July 2001.

I have considered the request made and have decided to approve changes to the development approval. From today's date the development approval together with its conditions, that I decided on 6 July 2001, shall be amended as per Attachment A.



TOM BARTON MP
Minister for State Development
28 May 2003

This information has been included to help you understand the requirements of the conditions. The following information relates to each of the columns contained in the Development Approval conditions.

Approved Drawings and Documents:

The terms 'approved drawings and documents' or similar expressions, means:

Drawing	Number	Received
1. Site Plan	A1-10-A-D2	22 November 2000
2. Floor Plan – Level 1	A2-1-D2	22 November 2000
3. Floor Plan – Level 2	A2-2-D2	22 November 2000
4. Floor Plan – Level 3	AS02-3 Rev 8	18 December 2001
5. Floor Plan – Level 4	A2-4-D2	22 November 2000
6. Floor Plan – Level 5	A2-5-D2	22 November 2000
7. Floor Plan – Level 6	A2-6-D2	22 November 2000
8. Floor Plan – Level 7	A2-7-D2	22 November 2000
9. Floor Plan – Level 8	A2-8-D2	22 November 2000
10. Roof Plan	A2-9-D2	22 November 2000
11. Northern Plaza	A2-30-D2	22 November 2000
12. Bus Station	A2-31-D2	22 November 2000
13. Southern Plaza	A2-32-D2	22 November 2000
14. Part East Elevation – Part A	AS05-2.20 Rev C	13 September 2002
Part East Elevation – Part B	AS06-2.21 Rev C	24 November 2002
Part East Elevation – Part C	AS06-2.22	
Part East Elevation – Part D	AS06-2.23 Rev B	13 September 2002
Part North Elevation – Part A	AS06-2.01 Rev B	30 August 2002
Part North Elevation – Part B	AS06-2.02 Rev D	20 November 2002
Part North Elevation – Part C	AS06-2.03 Rev E	20 November 2002
15. Elevations (South and West)	A5-2-D2	22 November 2000
16. Southern Plaza Elevations	A5-3-S3	22 November 2000
17. Detail Eastern Elevation	A5-5-D2	22 November 2000
18. Timber Screens	A5-6-D2	22 November 2000
19. Sections	A7-2.1-D2	22 November 2000
20. Typical Section Setout	A7-2.2-D2	22 November 2000
21. Facade Sections	A7-2.4-D2	22 November 2000
22. Facade Sections	A7-2.5-D2	22 November 2000
23. Southern Plaza	A7-31-D2	22 November 2000
24. Suncorp Stadium Redevelopment (Stadium and Community Infrastructure works)	S-01	May 2003

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except to the extent that any of these drawings/documents are not generally in accordance with the Community Infrastructure Designation pursuant to the *Integrated Planning Act 1997* and/or the authorised works drawings referred to in the *State Development and Public Works Organisation Regulation 1999*.

CONDITIONS

ACTIONS	TIMES TO COMPLETE ACTIONS
<p>1. (a) Use of the site for Commercial Outdoor Recreation and Indoor Sport and Recreation shall not commence until such time as the associated Community Infrastructure works external to the application site and intended to be provided by the State Government as part of the overall Lang Park Stadium Proposal, as described in the Amended Ministerial Designation of Land for Community Infrastructure by the Minister for State Development and Trade dated 8 November 2000 and the Construction of Certain Works by the Coordinator General Under the provisions of the State Development and Public Works Organisation Act 1971 approved by the Governor in Council on 23 November 2000, or as varied from time to time have been completed in accordance with the following timeframes:</p> <p>(i) works included in the green area "Stadium" on Plan S-01 dated May 2003 – must be completed prior to commencement of the use;</p> <p>(ii) works included in the blue area "Infrastructure West" on Plan S-01 dated May 2003 – must be completed within 6 months of the commencement of the use;</p> <p>(iii) works included in the red area "Infrastructure East" on Plan S-01 dated May 2003 – must be completed within 5 years of the commencement of the use.</p> <p>(b) Unless otherwise agreed to by Council or Council's Delegate, Council is not to be responsible for the maintenance of any of the associated Community Infrastructure works referred to in (a) above. Without otherwise limiting Council's discretion, such agreement will not be provided unless any such works have been designed and constructed to Council's specifications and satisfaction.</p> <p>Unless otherwise agreed to by Council or Council's Delegate, the associated Community Infrastructure works referred to in (a) above are not to affect existing Council services, works or assets</p>	<p>(a)(i) Prior to the commencement of the use</p> <p>(a)(ii) Within 6 months of the commencement of the use</p> <p>(a)(iii) Within 5 years of the commencement of the use</p> <p>(b) To be maintained</p>

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ACTIONS		TIMES TO COMPLETE ACTIONS
2.	<p>(a) Provide to the Manager, Transport and Traffic, a Transport Management Plan which details all of the operational transport management actions which will be required for the range of crowd sizes up to capacity, to be put in place for events occurring at various times and days of the week. The Transport Management Plan should include:</p> <ul style="list-style-type: none"> . A car parking scheme (as detailed in part (c) of this condition); . A communications strategy; . Road/street closures . Train, bus, shuttle bus and coach services; . Coach, taxi, limousine and private vehicle parking and set down areas; . pedestrian and traffic controls; . emergency services; . promotion, including combined ticketing system for public transport and event entry; and . access for disabled persons. 	12 months prior to commencement of the use
	<p>(b) A car parking scheme required as part of the Transport Management Plan referred to in part (a) of this condition, is to be prepared and implemented to prevent intrusion by event-generated car parking into the surrounding area. In order to implement the car parking scheme, Council is to prepare and take all necessary steps to have gazetted a new Brisbane City Council Local Law (Lang Park Traffic Area). Regulation of the Traffic Area will be carried out by Council.</p> <p>All reasonable costs associated with the provision and maintenance of infrastructure for the car parking scheme are to be borne by Lang Park Trust (or successor).</p>	<p>Prior to commencement of the use</p> <p>6 months prior to commencement of the use</p> <p>Upon commencement of the use</p>
	<p>(c) Adopt and implement the provisions of the approved Transport Management Plan. The plan must be updated as required to reflect current standards, best practices, site conditions, etc. However, any modifications with the potential to result in increased impacts must be provided to the Manager, Transport and Traffic.</p>	Prior to commencement of the use and to be maintained
	<p>(d) Establish and maintain a Transport Co-ordination Group to assist in implementing, monitoring and reviewing the Transport Management Plan. The functions of this group are to include regular reporting to Council on the effectiveness of the Transport Management Plan in achieving its objectives. The Group is to include all relevant stakeholders involved in events, e.g. stadium owners/management; Queensland Transport; Queensland Rail; proposed event user; Brisbane City Council; Queensland Police and Emergency Services.</p>	Prior to commencement of the use and to be maintained
	<p>(e) All costs associated with the preparation, implementation, operation, monitoring and review of the Transport Management plan and the establishment and committee/operational functions of the Transport Co-ordination Group are to be borne by the Lang Park Trust (or Successor).</p>	Prior to commencement of the use and to be maintained
	<p>(f) The Transport Management Plan is to be provided to the Stadium Management Advisory Committee for comment to assist in ensuring adequate integration and co-ordination of all activities associated with the development.</p>	Prior to commencement of the use and to be maintained

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REASONS FOR DECISION TO CHANGE CONDITIONS FORMING PART OF
DEVELOPMENT APPROVAL

MADE UNDER THE *INTEGRATED PLANNING ACT 1997*

Requirement for statement of reasons

Pursuant to the *Integrated Planning Act 1997* ("the IPA") and the *Acts Interpretation Act 1954* I am required to state the reasons for the decision to change the conditions forming part of the ministerial call in decision dated 6 July 2001 made under the IPA, by me, in relation to the development application by the Lang Park Trust for a proposed commercial outdoor recreation and indoor sport and recreation use (redevelopment of Suncorp Stadium).

Evidence or other material on which findings on material questions of fact are based

In forming my decision to change conditions attaching to the development approval dated 6 July 2001, that was a ministerial call in decision, I had regard to the following material:

❖ Documents:

1. Letter dated 23 May 2003 from [REDACTED] Chief Executive, Stadium Redevelopment Authority;
2. Suncorp Stadium Transport Management Plan (Revision 3) dated March 2003, prepared by Sinclair Knight Merz;
3. Email from [REDACTED] Department of Public Works dated April 2001;
4. Report dated 12 November 2002 by Hyder Consulting;
5. Letter dated 18 December 2001 from Lang Park Joint Venture to Project Services enclosing a report entitled "Crowd Noise Emissions Certification" prepared by RFA Acoustic Design and dated 13 December 2001;
6. Letter dated 14 March 2002 to Brisbane City Council from Lang Park Joint Venture enclosing report entitled "Crowd Noise Emissions Certification – Supplementary report" prepared by RFA Acoustic Design and dated 6 February 2002;
7. Letter dated 5 November 2002 from Chris Buckley, Chair of City West Task Force to Minister Mackenroth, Deputy Premier, Treasurer and Minister for Sport;
8. Letter dated 6 November 2002 from Minister Mackenroth, Deputy Premier, Treasurer and Minister for Sport to Chris Buckley, Chair of City West Task Force;
9. Letter dated 8 November 2002 from Minister Mackenroth, Deputy Premier, Treasurer and Minister for Sport to Jim Soorley, Lord Mayor;

10. Letter dated 14 November 2002 from Jim Soorley, Lord Mayor to Minister Mackenroth, Deputy Premier, Treasurer and Minister for Sport;
11. Ministerial Statement by Minister Mackenroth, Deputy Premier, Treasurer and Minister for Sport dated 26 November 2002;
12. Coordinator-General's report to the Minister for State Development about proposed works dated 6 November 2000;
13. Authorised works drawings dated 16 November 2000;
14. Brisbane City Plan 2000 including:
 - a) the Noise Impact Assessment Planning Scheme Policy and
 - b) Outdoor Sport and Recreation Code;
15. City of Brisbane Town Plan 1987;
16. Memorandum from City West Task Force to [REDACTED] dated 27 May 2003;
17. Two memoranda from Hyder Consulting to State Development relating to noise both dated 28 May 2003;
18. Letter from Minister Mackenroth, Deputy Premier, Treasurer and Minister for Sport to Mr [REDACTED] dated 1 August 2001;
19. Updated version of approved drawings;
20. Report tabled in Parliament on 31 July 2001 about the Minister's decision after calling in the development application for the Lang Park Stadium redevelopment pursuant to 3.6.9 of *Integrated Planning Act 1997* which contained the following relevant documents: -
 - a) Community Infrastructure Designation dated 11 September 2000
 - b) Community Infrastructure Designation dated 6 November 2000
 - c) Decision notice of Ministerial Call in of Development Application made under IPA, dated 6 July 2001
 - d) Development application Lang Park Trust dated 12 September 2000
 - e) Draft Environmental Impact Statement for the Lang Park Stadium Proposal Review – Volumes 1-8 prepared by Sinclair Knight Merz, July 2000;
 - f) Properly made submissions about the Development Application under which the conditions were imposed

- Legislation:

- *State Development and Public Works Organisation Act 1971*
- *State Development and Public Works Organisation Regulation 1999*
- *Integrated Planning Act 1997*
- *Major Sports Facilities Act 2001*
- *Acts Interpretation Act 1954*
- *Environmental Protection Act 1994*

Findings on material questions of fact

From the material I had regard to, I make the following findings of fact:

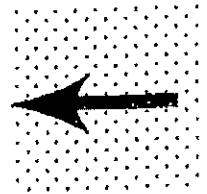
- On 6 July 2001 I decided to approve subject to conditions, the development application for the Suncorp Stadium redevelopment.
- I have been requested to change a number of the conditions that form part of the development approval. Specifically I am requested to change conditions 1(a), 2(d) & (f), 5(a), 6(a) & (b), 13(a),(b) & (c), 43 and 44.
- No assessable development arises from the changes requested.
- The development approval required the construction and completion of the associated infrastructure works external to the application site as described in the relevant community infrastructure designation decision and the authorised works approved by the Governor in Council on 23 November 2000.
- Minor works such as curbing and retaining walls and final commissioning of some works may not be completed by 1 June 2003 but will be completed within 6 months.
- City West Task Force (a joint initiative of the Queensland Government and Brisbane City Council) advised Minister Mackenroth that the Task Force is looking to improve connectivity generally in the precinct, and enhance the ability of people to move in and through City West on a 24 hour basis.
- Minister Mackenroth advised that the Government is prepared to defer work on the eastern infrastructure until it receives a report from the Task Force on the recommended approach to pedestrian facilities. The funding allocated to the eastern infrastructure will be held and used to help implement the City West Task Force recommendations provided the solution offered will enable patrons to enjoy a safe, convenient and efficient access to Suncorp Stadium.
- Brisbane City Council was advised that the movement of people to and from stadium events will be managed by the Government with the assistance of the police. The arrangements have been developed in consultation with Brisbane City Planning Officials, Brisbane Transport, Queensland Transport and Police.
- Brisbane City Council have indicated that Civic Cabinet is of the view that it is important to involve the Task Force to ensure the best outcome is achieved for the local community, future patrons and the city as a whole.
- The pedestrian infrastructure proposed to be constructed east of Petrie Terrace was conceptualized primarily to serve the needs of the stadium's patrons. If it is integrated into the City West master planning process, it is likely the infrastructure could serve not just the needs of the stadium's patrons but also residents in the surrounding suburbs and the community generally. In other words, providing the public with a safe, convenient and efficient pedestrian linkage between Milton and the CBD 365 days per year.
- The City West Task Force advise that the detailed planning, consultation and review processes for the eastern infrastructure may take up to five years.

- Members of the Community Liason Group were invited to participate on the basis that the Community Liason Group was intended to exist until commencement of the Stadium's scheduled use in May 2003. The Stadium Management Advisory Committee will provide an ongoing forum for stakeholders similar to that provided by the Community Liaison Group.
- The stadium has been constructed with only one community sports facility. The community sports facility that has been constructed is to be used for the PCYC, has more than doubled in size, and has increased its functionality by offering areas in addition to the PCYC's existing services.
- The Environmental Impact Study ("EIS") predicted noise emission levels at 5 residential locations on the basis of noise measurements conducted at a rugby event with a crowd of around 5000. The noise emission modeling results in the EIS were very preliminary.
- The EIS indicated that an allowance should be made for louder crowds when the occupancy is high. However, no allowance was made in the EIS for this condition and therefore the EIS levels are in error.
- Revised analysis indicates that almost all receiver locations surrounding the stadium will experience reduced noise impact resulting from events held at the new stadium, compared to the old stadium.
- The Traffic Management Plan references the special (private) shuttle services. The Transport Management Plan will provide an operational framework for traffic and transport matters to facilitate convenience and safety for those attending an event at the stadium and to mitigate as many adverse impacts as possible for nearby residents.
- During construction changes have occurred to the design which is more accurately reflected in the updated version of approved drawings.

For the following reasons, I am of the opinion that the conditions forming part of the development approval should be changed, as indicated in annexure 1 to these reasons:

- Not all of the associated infrastructure is going to be completed in time for the commencement of the use of the site. Therefore I have changed the time for completion in relation to the commencement of the use for infrastructure west and infrastructure east, as I am satisfied that measures are in place to ensure that pedestrian access to and from the stadium is adequately catered for in the interim period.
- That the infrastructure west works will be completed within six months.
- It is appropriate for Government to achieve the best outcome when spending public funds, and the proposed infrastructure east works is likely to benefit from the work to be undertaken by the City West Task Force.
- The Stadium Management Advisory Committee includes representatives from residents and local business groups. That Committee has capacity to represent the interests of local residents, businesses and community organisations.

- The community sports facilities as constructed, will provide better functionality for the PCYC than the original proposal.
- The original noise modelling was preliminary and has now, with further modeling, been shown as inaccurate. The revised modeling indicates that there will be improved noise impacts for a large number of surrounding properties as compared to the previous facility.
- The Traffic Management Plan, as required by Condition 2 of the Development Approval, will be updated from time to time, and any traffic notifications should be given in accordance with that document.
- The updated version of the approved drawings more accurately reflects the development.



TOM BARTON MP
Minister for State Development
28 May 2003

