

ANG PARK STADIUM PROPOSAL REVIEW

MAY 2000

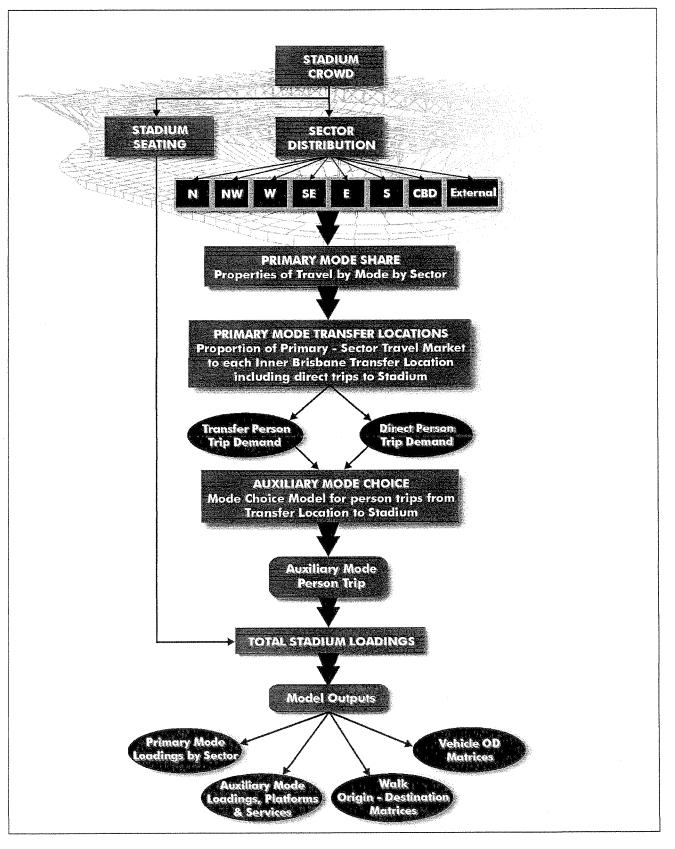
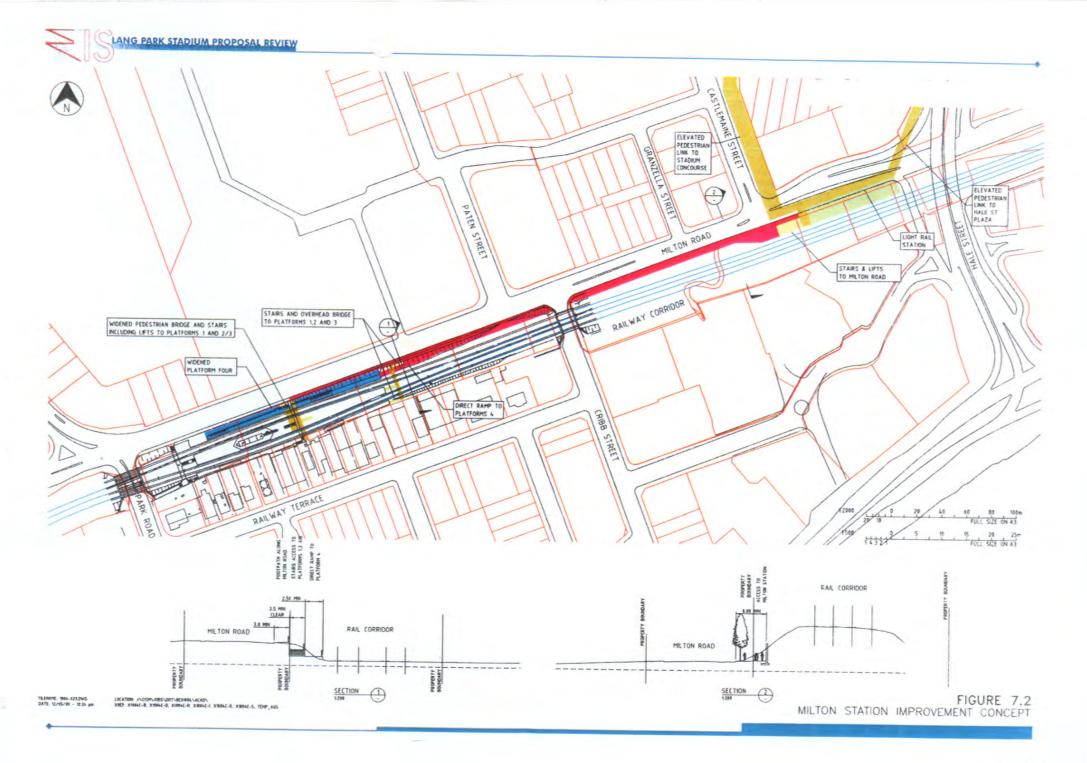
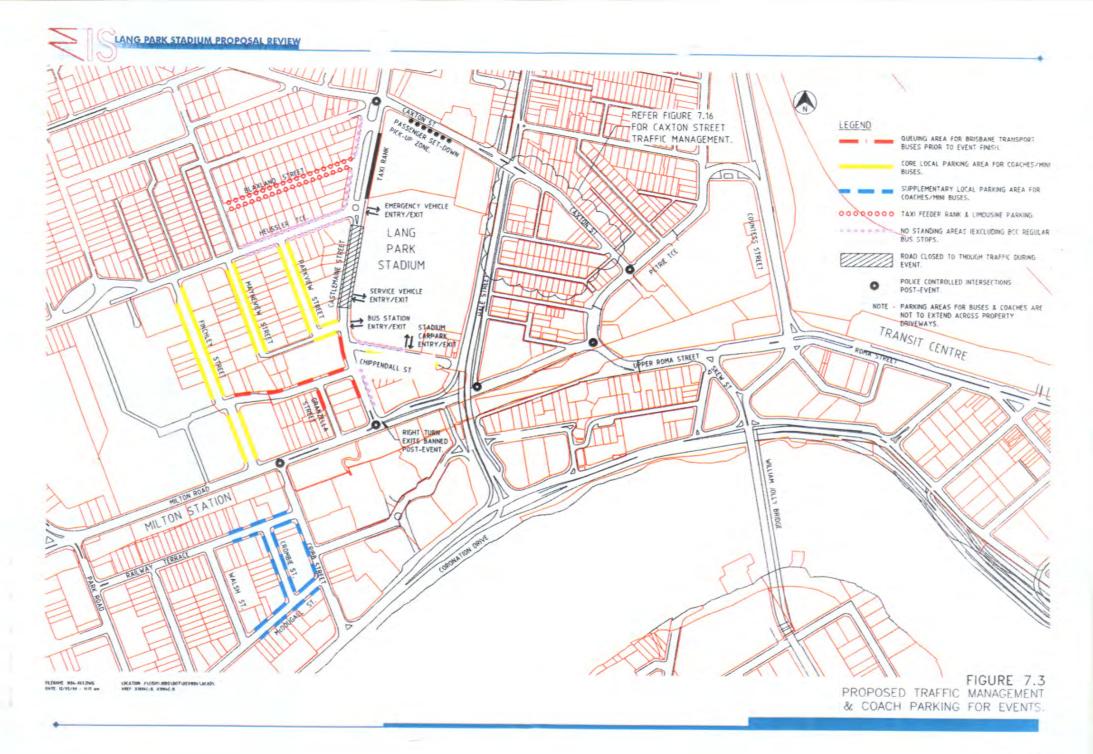
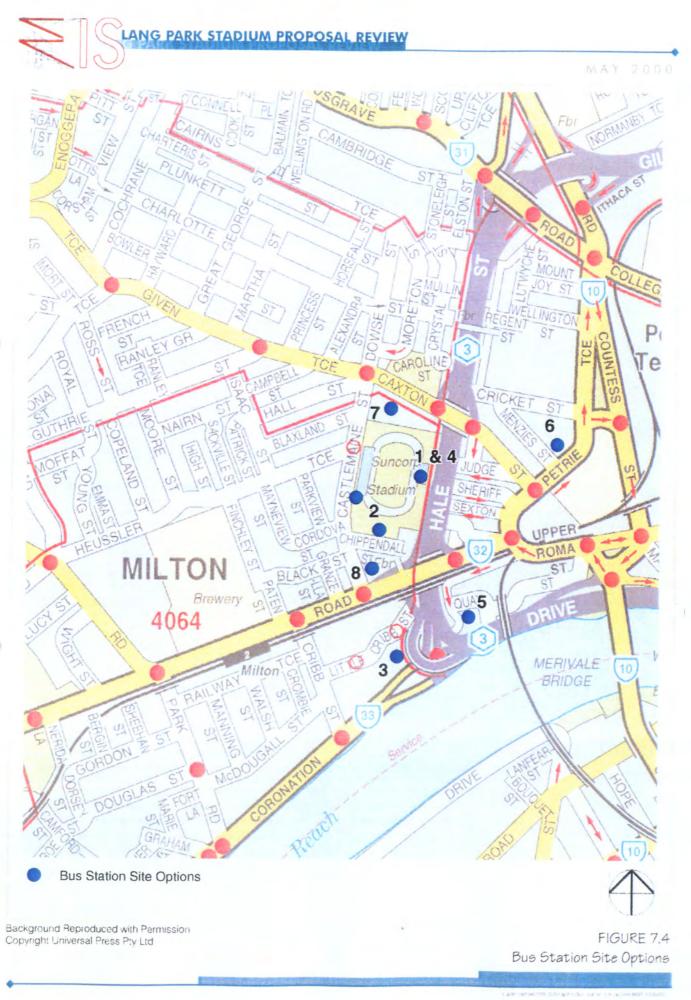


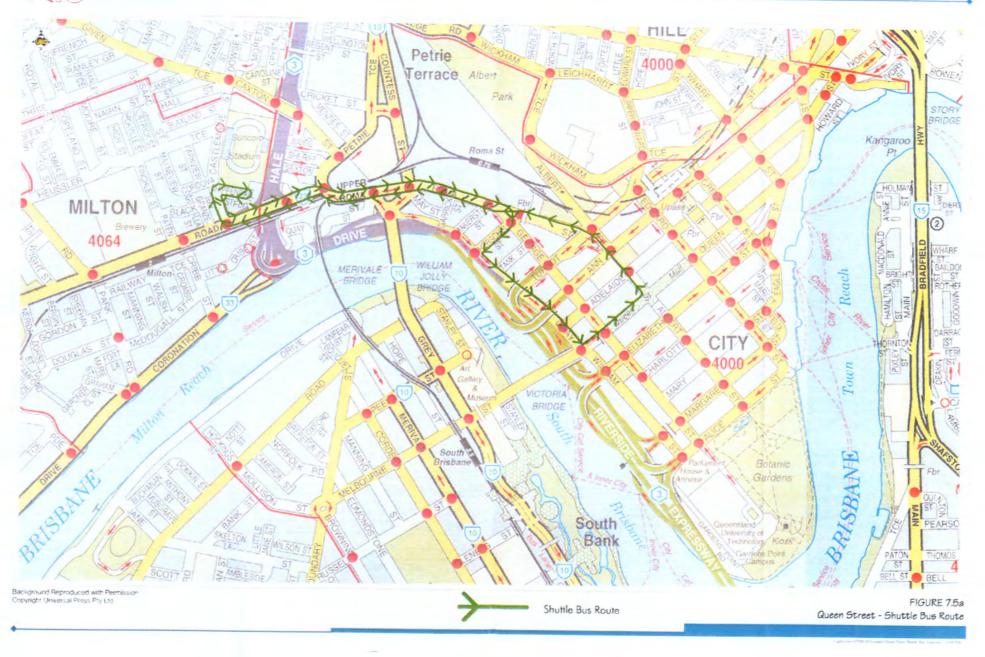
FIGURE 7.1 Transport Model Structure



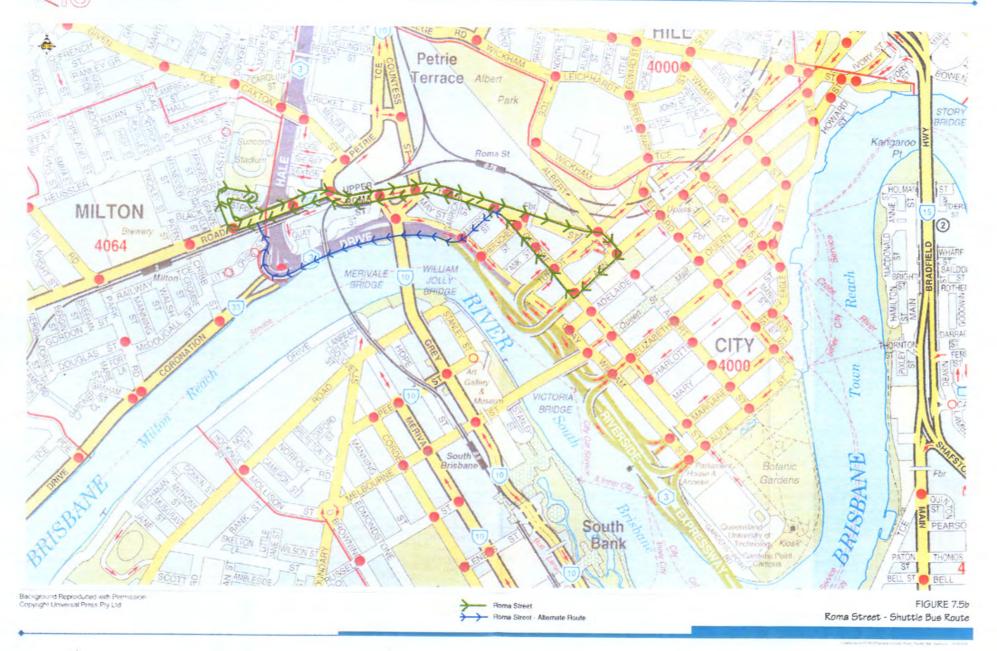




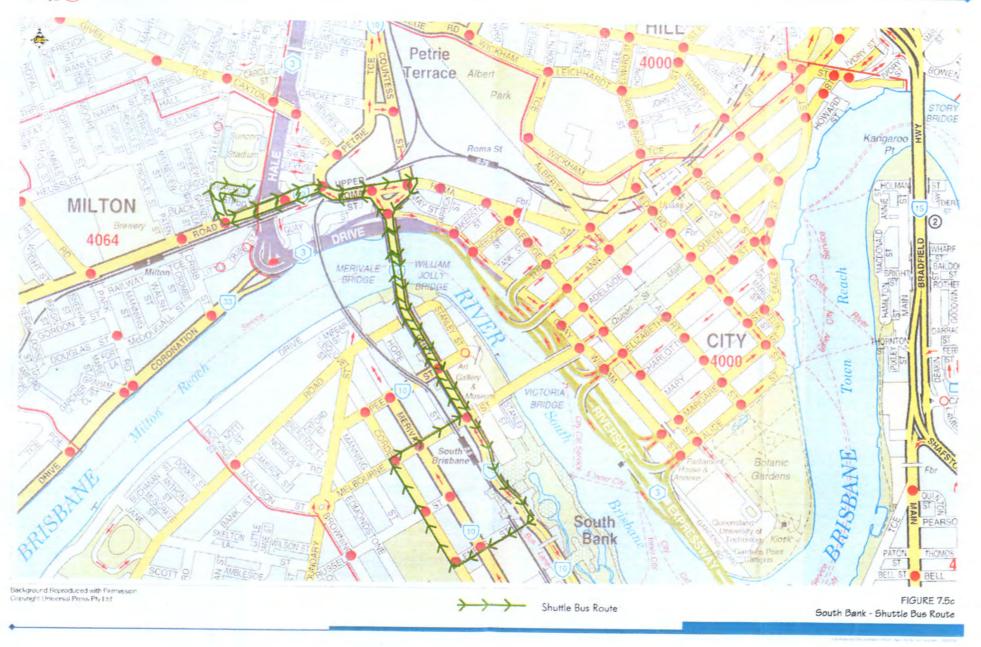


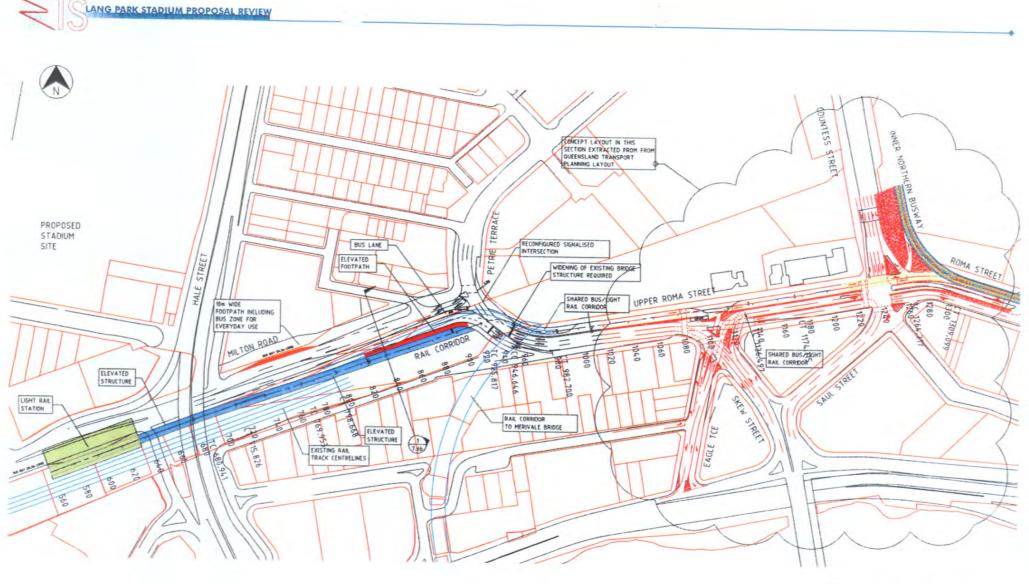












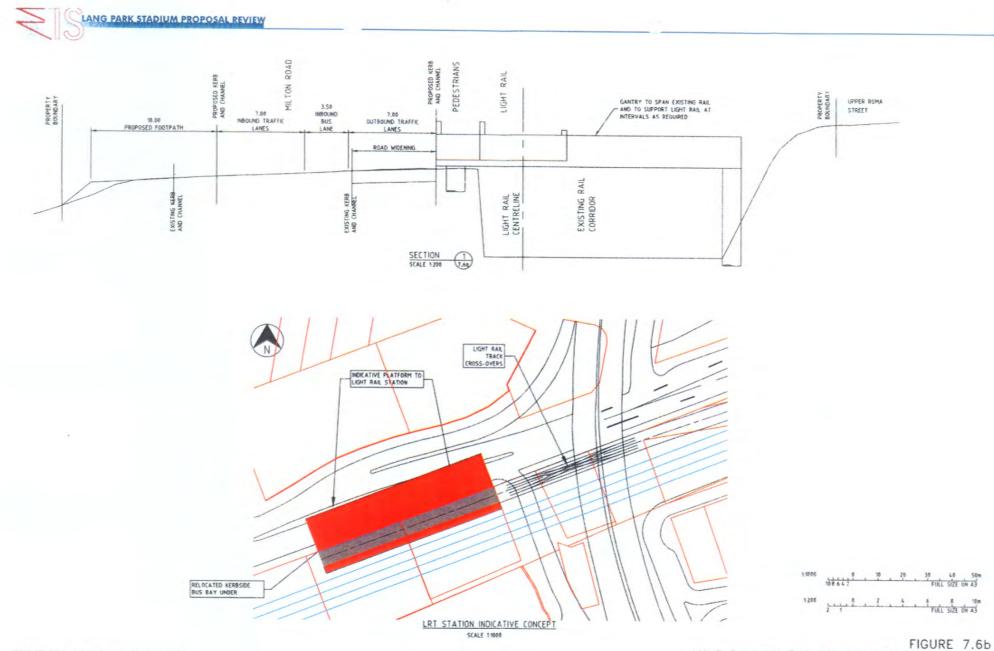
SCALE 11000

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LIGHT RAIL AND BUS PRIORITY CONCEPT PLAN

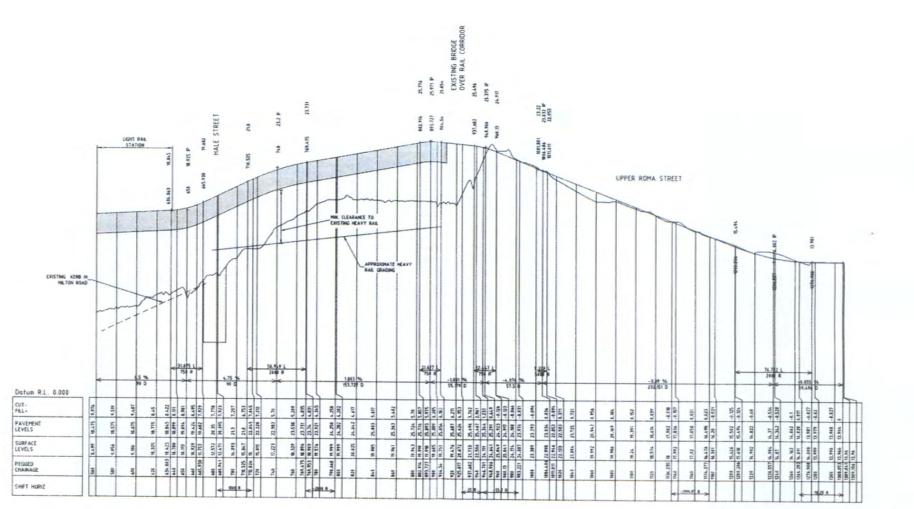
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CLANG PARK STADIUM PROPOSAL REVIEW



VERT. - 1250 0 2 4 6 8 10 12m 2 1 Full SIZE ON A3

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IZ - 12500 0 28 40 68 89 100 120m 20 10 FULL SIZE ON A3

FIGURE 7.6c LIGHT RAIL LONGITUDINAL SECTION

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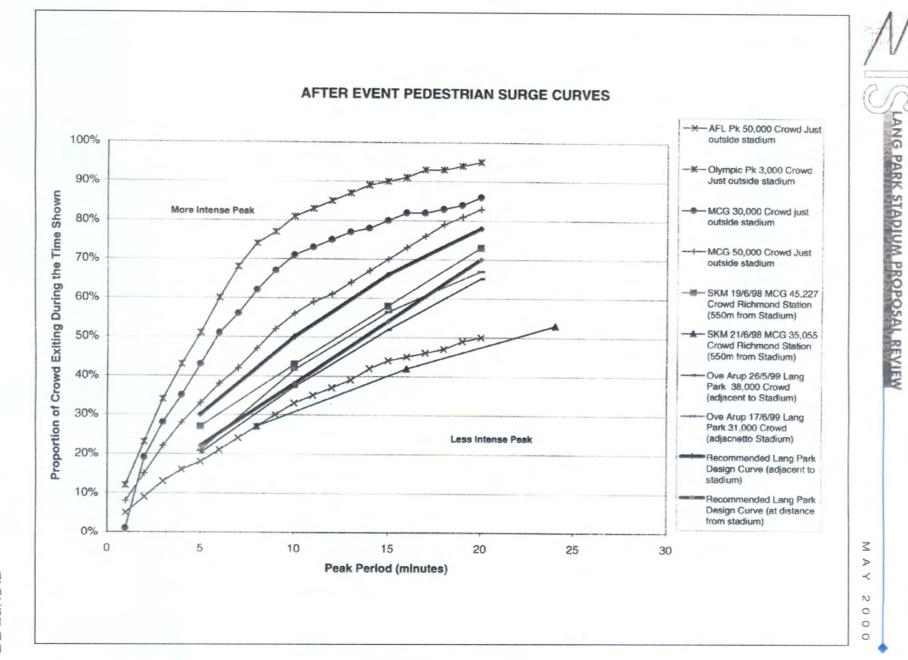
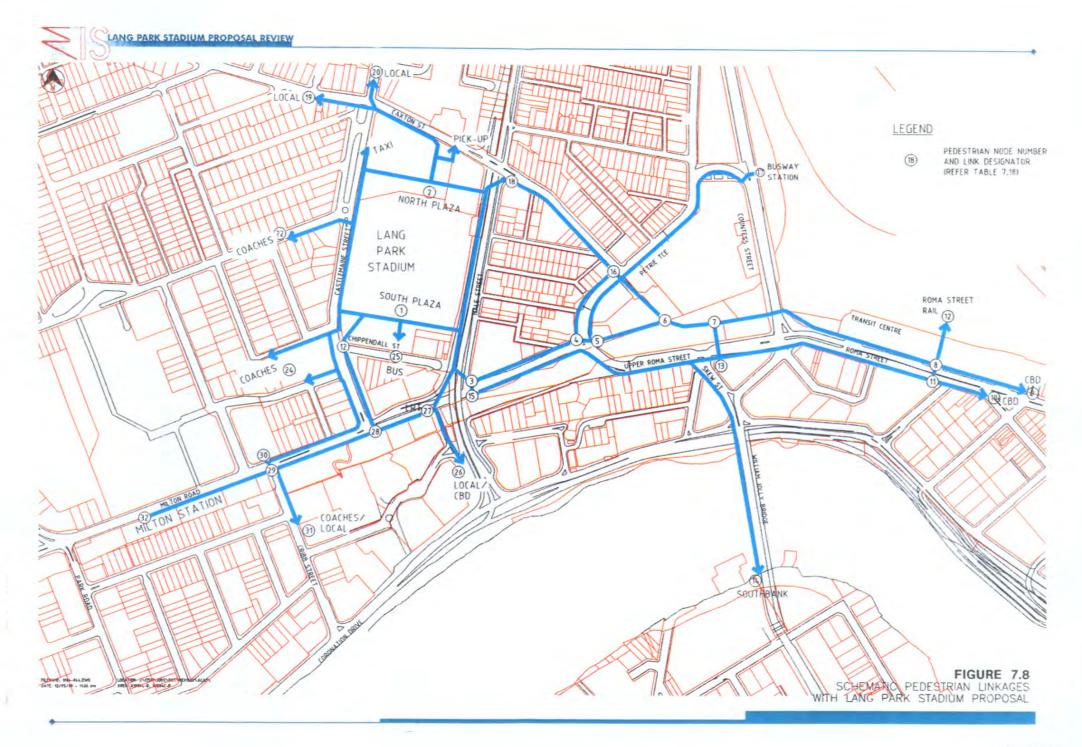
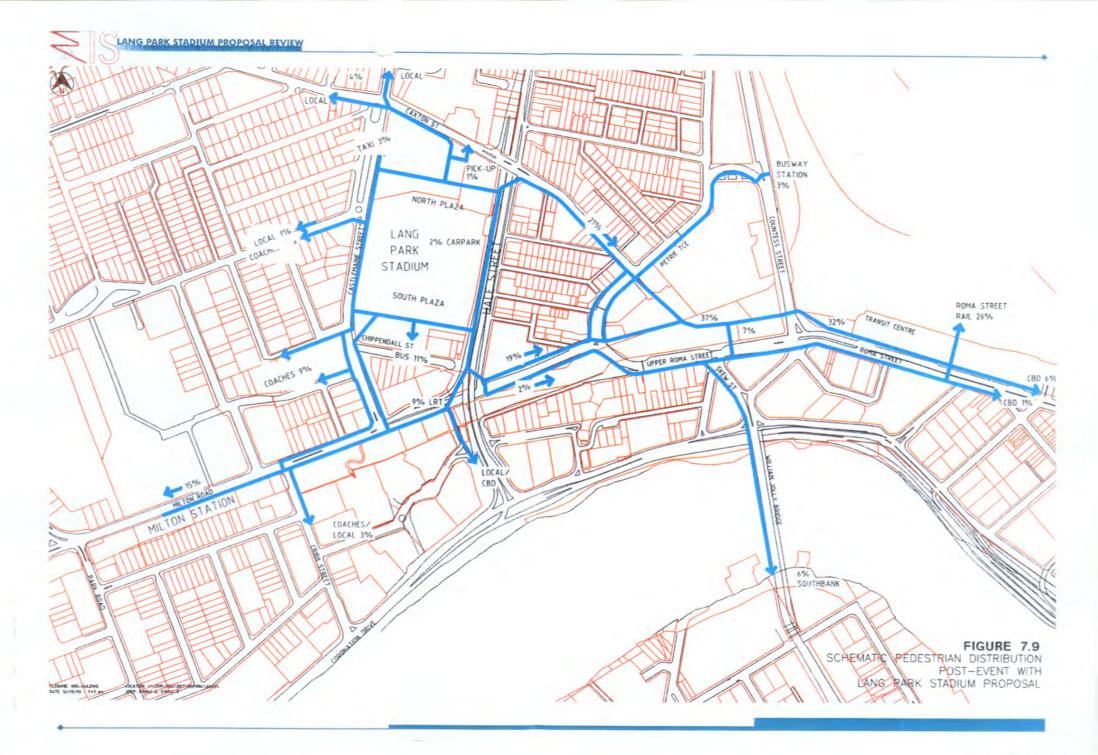
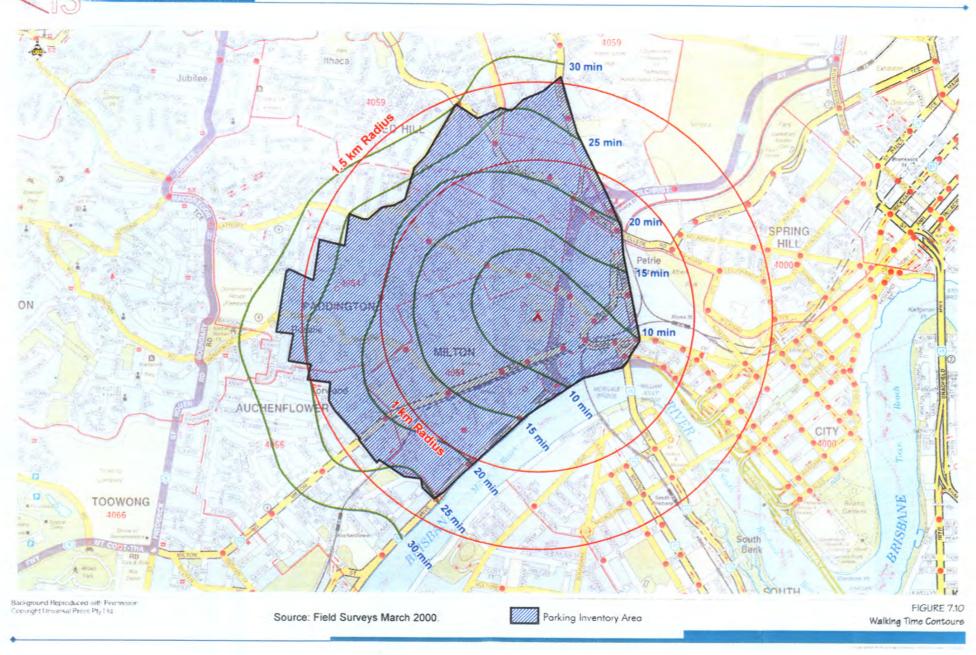


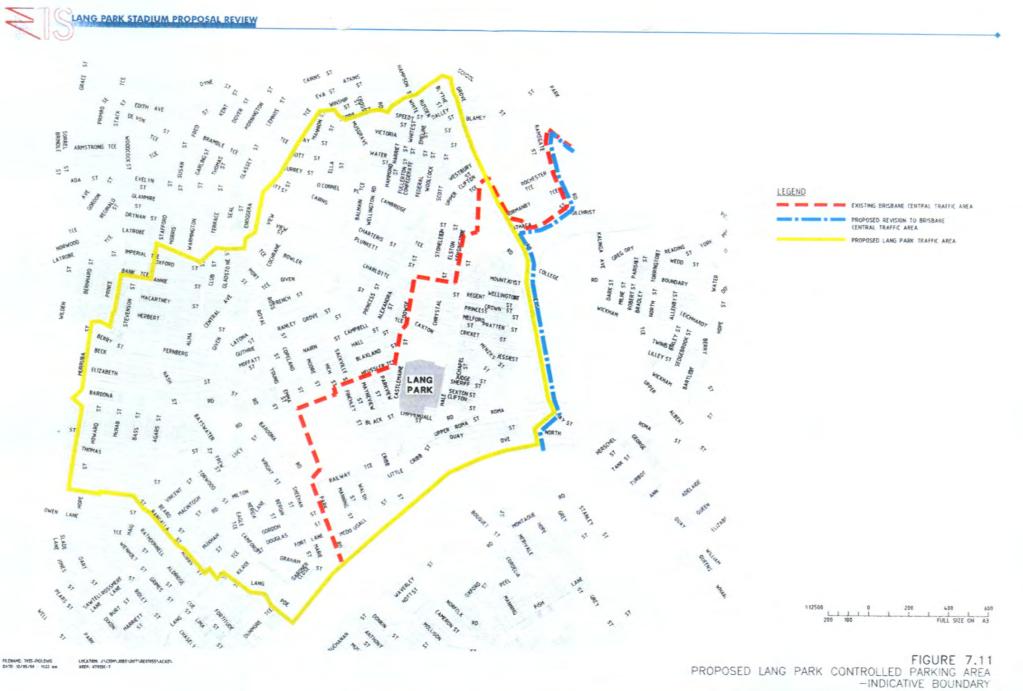
FIGURE 7.7 Pedestrian Surge Curves



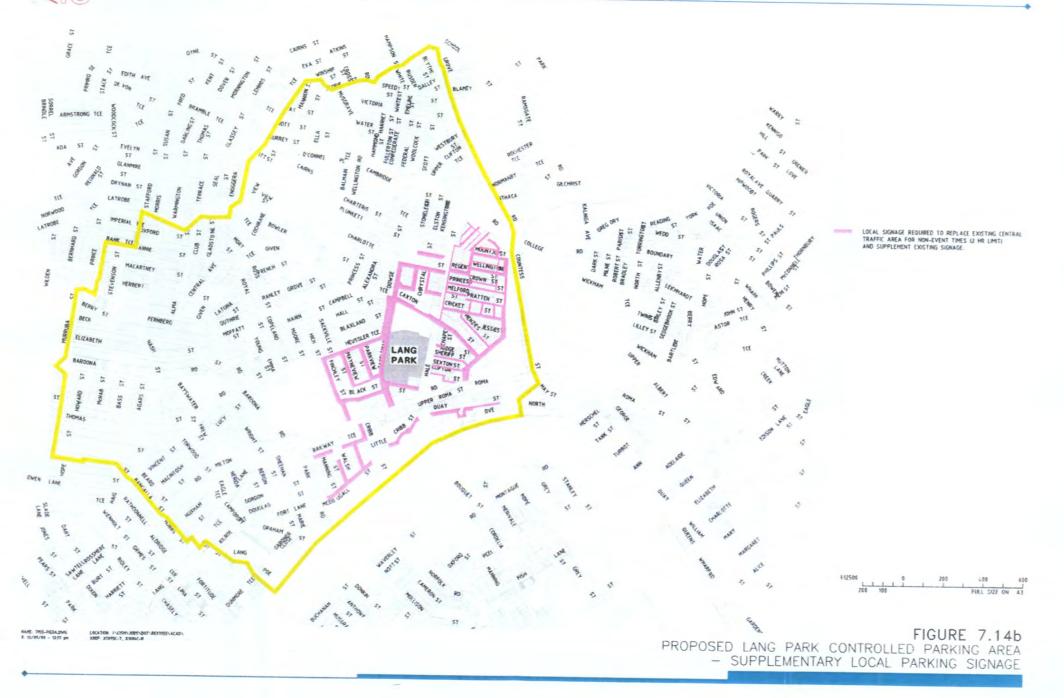


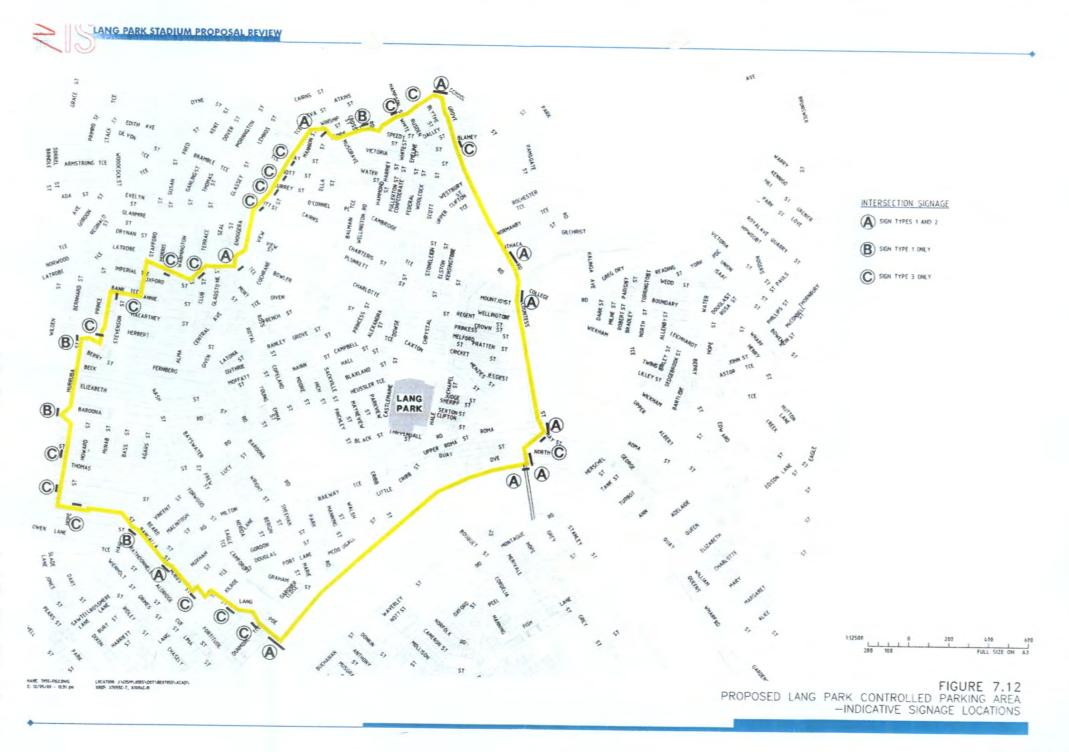






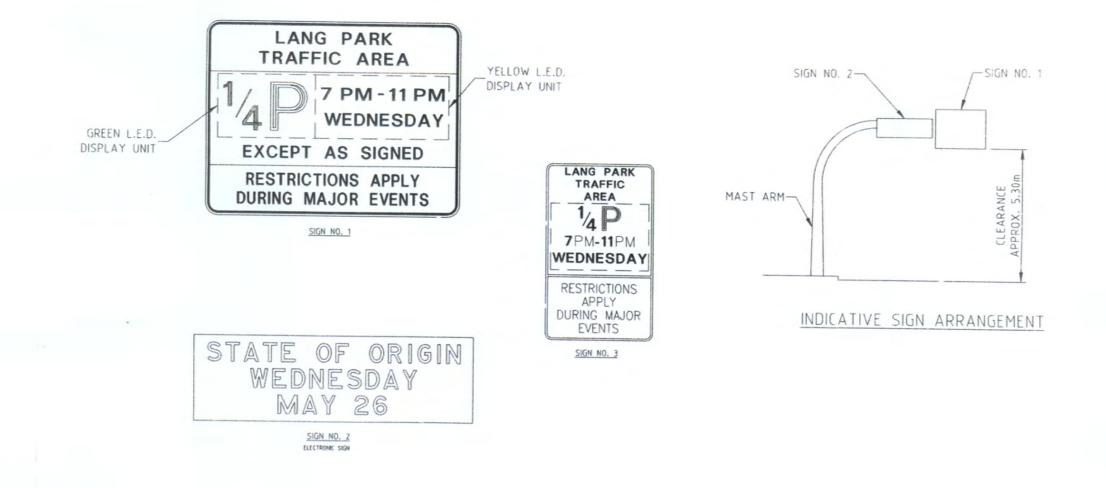






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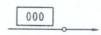
LANG PARK STADIUM PROPOSAL REVIEW



REARE 2155-PELONG LOCATION EVOIDMUSSIODTVREPTISSUR(ADV E-12/15/11 - 1232 ps XTEF. - FIGURE 7.13 PROPOSED LANG PARK CONTROLLED PARKING AREA -INDICATIVE SIGN TYPES

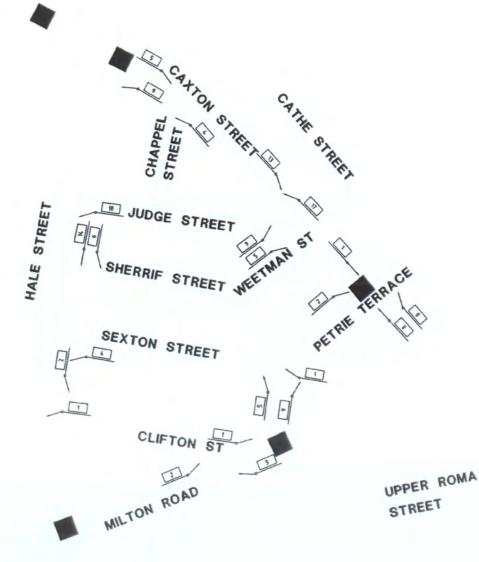


# LEGEND



Denotes volume in vehicles per hour from field survey

Denotes signalised intersectio



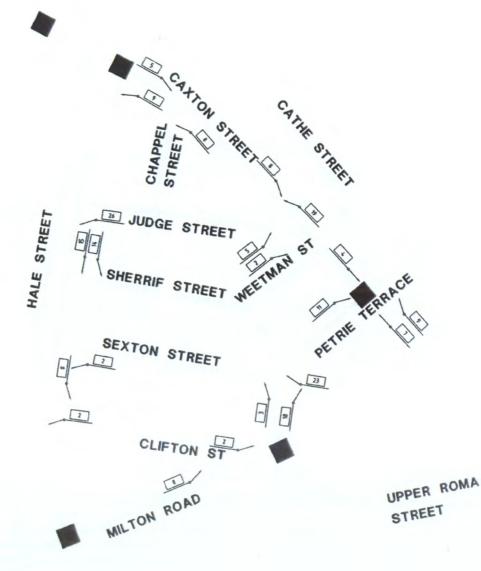
FILENAME: 7055-T08.DWG DATE: 12/05/00 - 12:06 pm LOCATION: J:\CISM\JOBS\DOT\RE07055\TRAFFIC\ACAD\ XREF: -

FIGURE 7.1: CAXTON STREET LOCAL TRAFFIC AR WEEKEND AFTERNOON REPRESENTATIVE HO INTERSECTION TURNING VOLUM

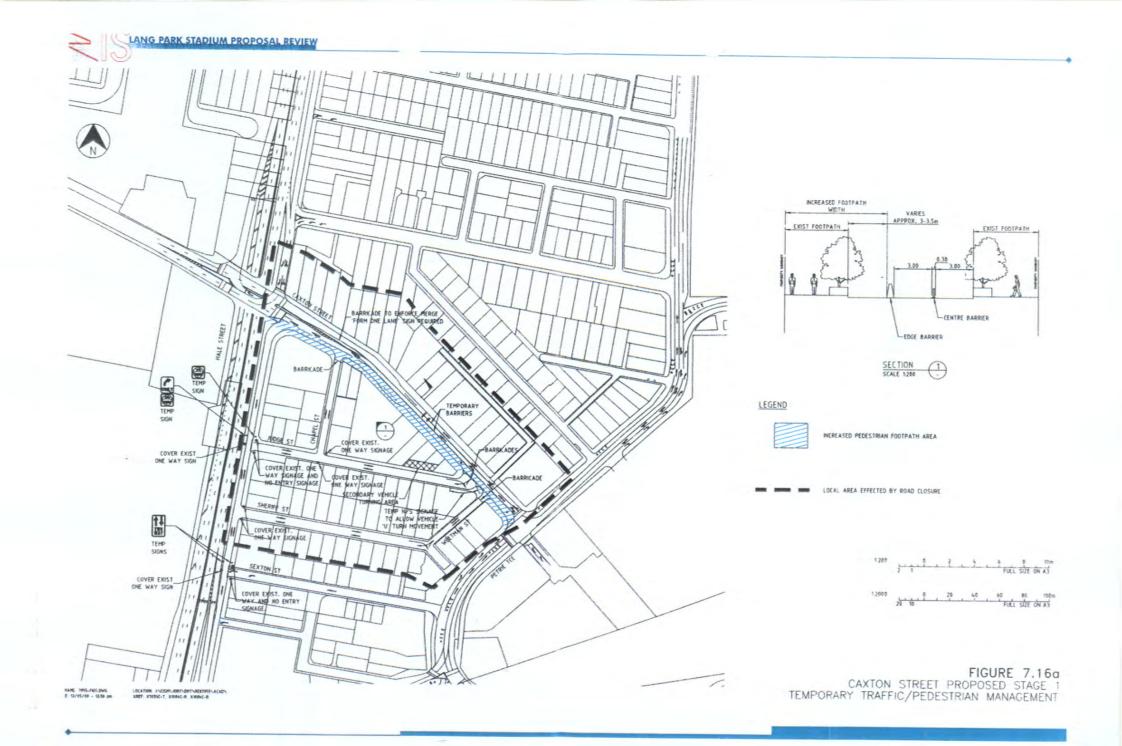
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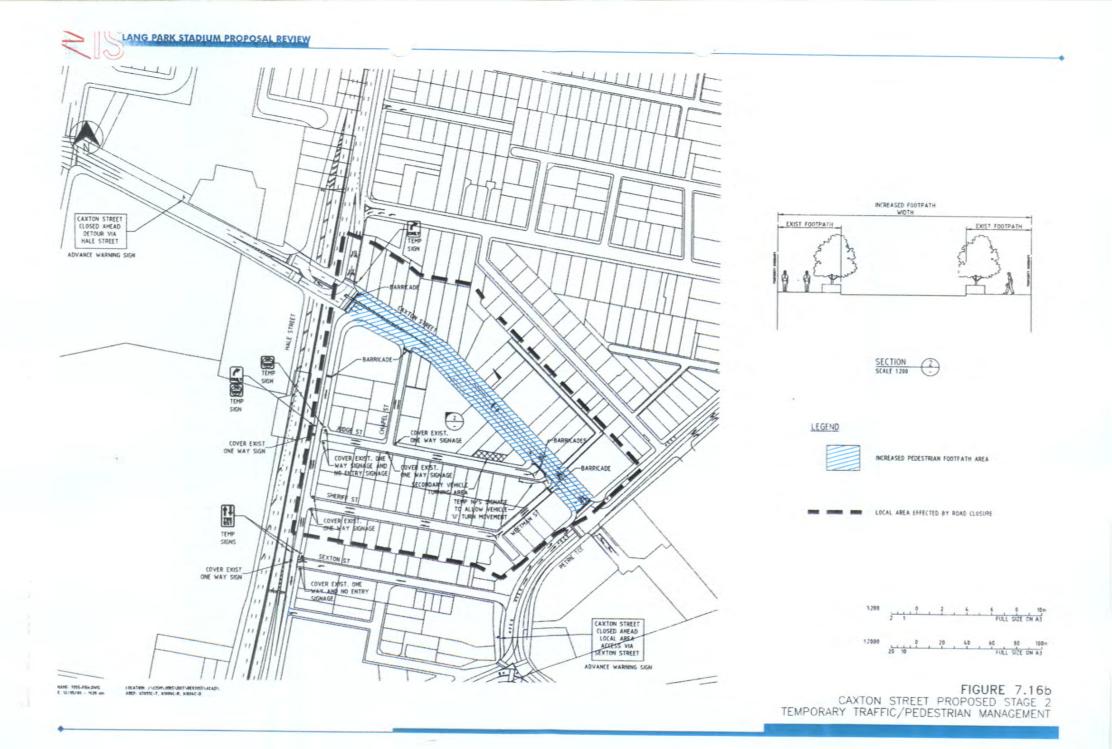


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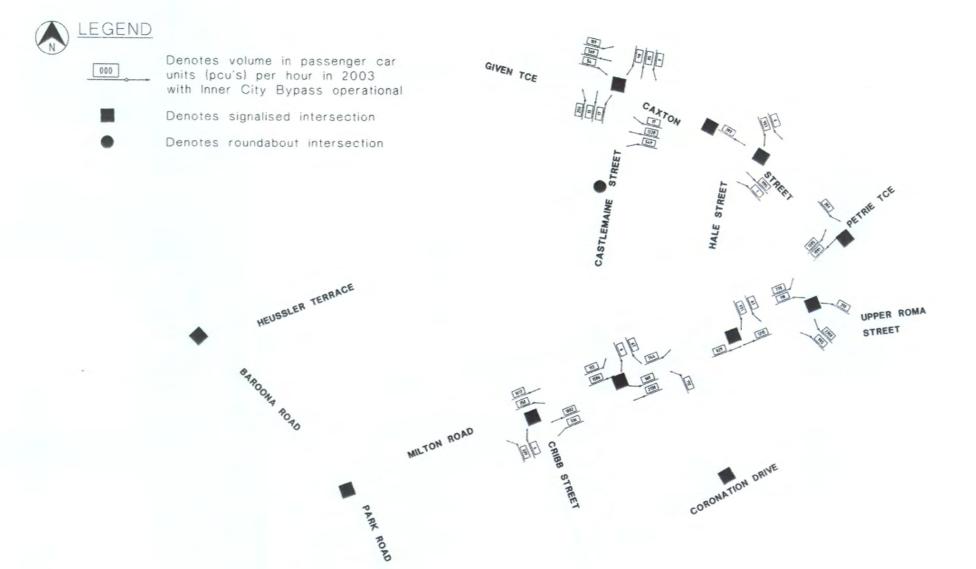


FILENAME: 7055-T09.DWG ATE: 12/05/00 - 12:03 pm LOCATION: J:\CISM\JOBS\DOT\RE07055\TRAFFIC\ACAD\ XREF: - FIGURE 7.1! CAXTON STREET LOCAL TRAFFIC AR WEEKEND POST EVENT REPRESENTATIVE HO INTERSECTION TURNING VOLUM







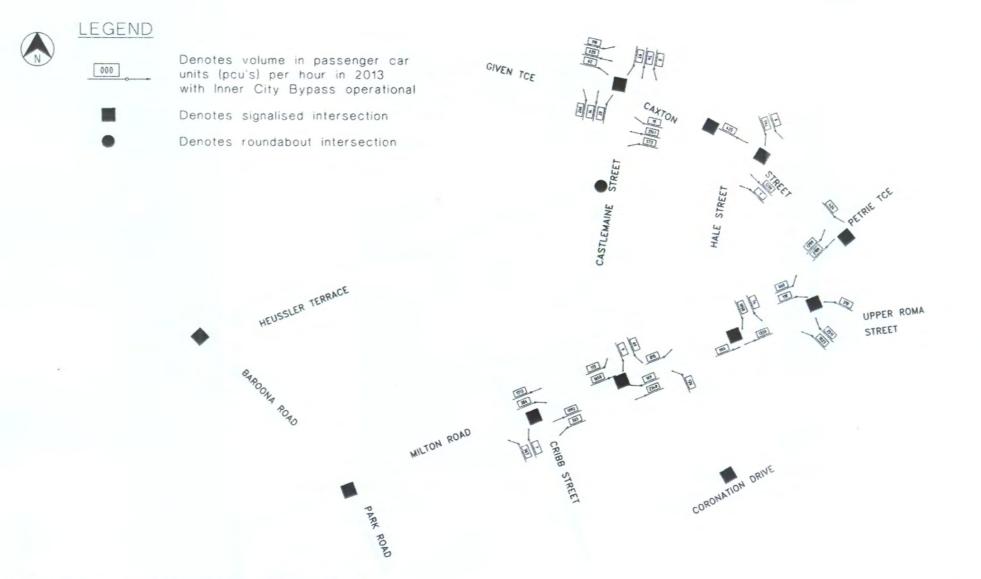


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# FIGURE 7.17a 2003 WEEKDAY PM PEAK 52500 SPECTATOR ARRIVAL SCENARIO WITHOUT LIGHT RAIL





ILENAME: 7055-T26.DWG LOCATION: J:\CISM\JOBS\DOT\RE07055\TRAFFIC\ACAD\ ATE: 12/05/00 - 11:31 am XREF: -

# FIGURE 7.17b 2013 WEEKDAY PM PEAK 52500 SPECTATOR ARRIVAL SCENARIO WITHOUT LIGHT RAIL

LANG PARK STADIUM PROPOSAL REVIEW

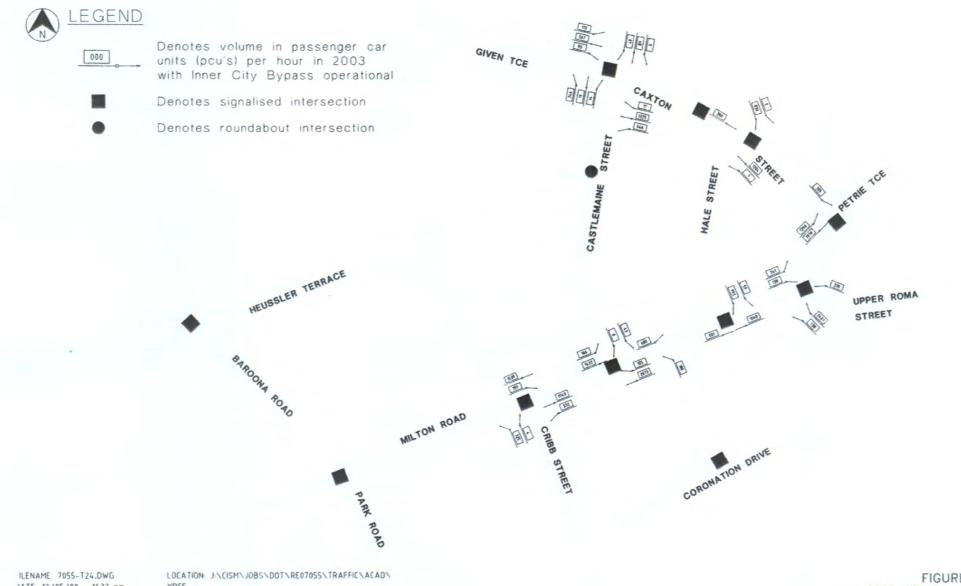
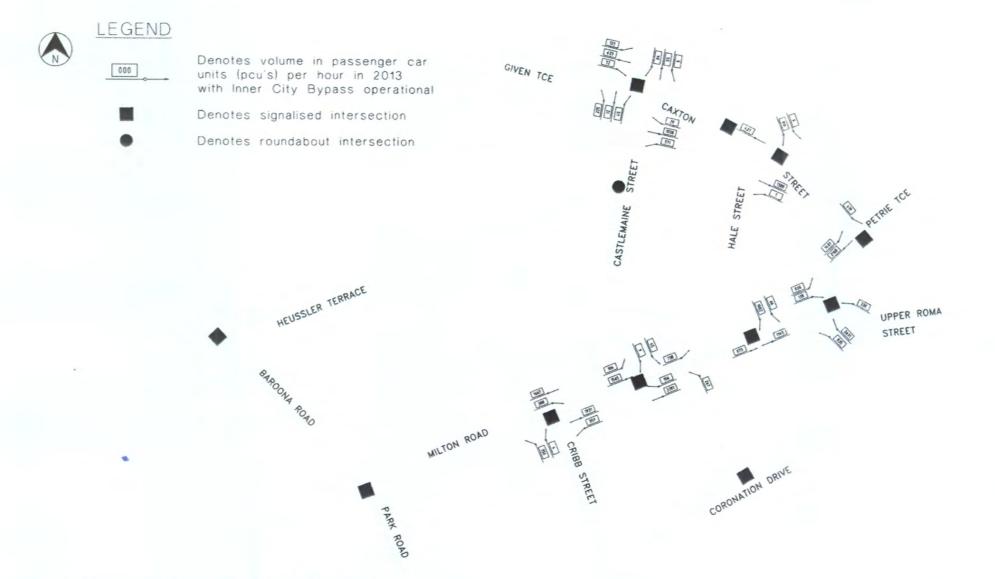


FIGURE 7.17c 2003 WEEKDAY PM PEAK 52500 SPECTATOR ARRIVAL SCENARIO WITH LIGHT RAIL

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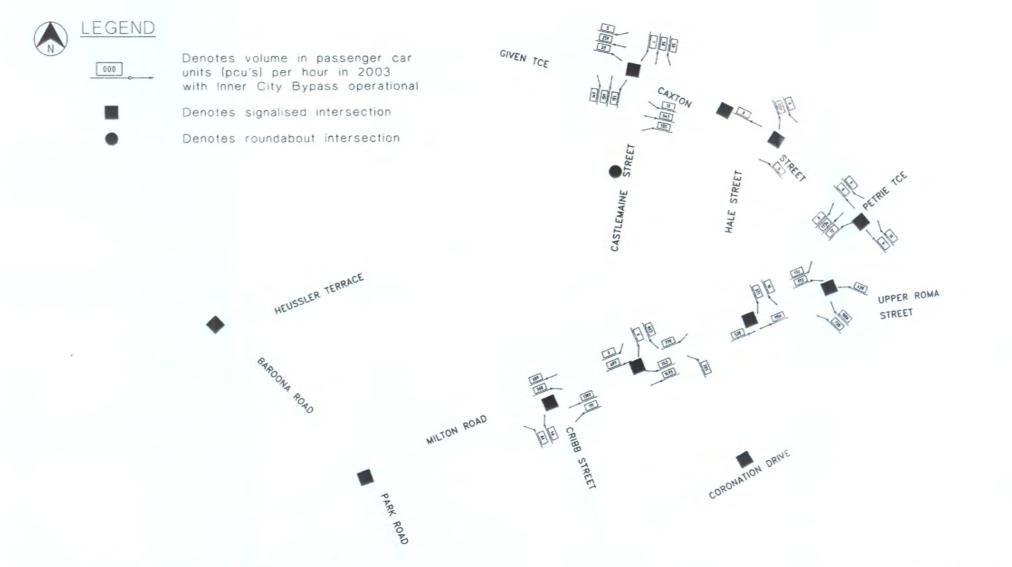




ILENAME: 7055-T27.DWG LOCATION: J:\CISM\JOBS\DOT\RE07055\TRAFFIC\ACAD\ 'ATE: 12/05/00 - 11:33 am XREF: -

#### FIGURE 7.17d 2013 WEEKDAY PM PEAK 52500 SPECTATOR ARRIVAL SCENARIO WITH LIGHT RAIL

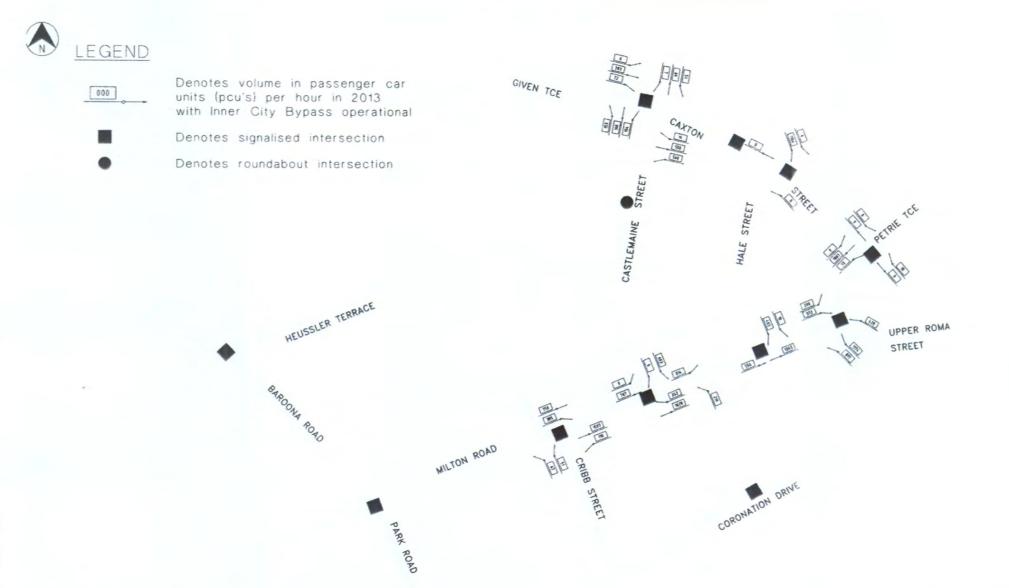




ILENAME: 7055-T13.DWG LOCATION: J:\CISM\JOBS\DOT\RE07055\TRAFFIC\ACAD\ +ATE: 12/05/00 - 11.33 am XREF: -

# FIGURE 7.18a 2003 EVENING POST EVENT REPRESENTATIVE HOUR 52500 SPECTATOR DEPARTURE SCENARIO WITHOUT LIGHT RAIL

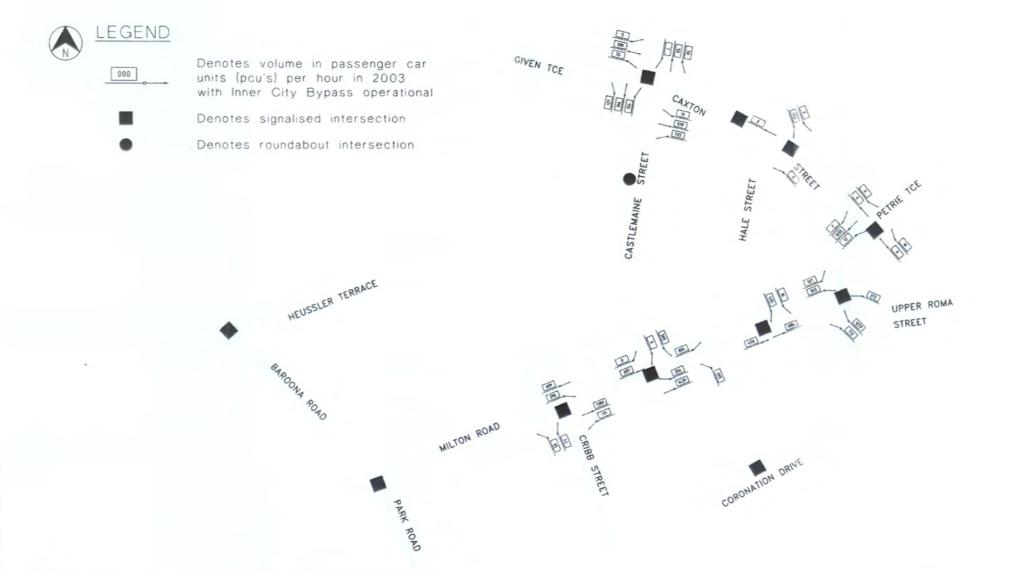
LANG PARK STADIUM PROPOSAL REVIEW



ILENAME: 7055-T18.DWG LOCATION: J:\CISM\JOBS\DDT\RE07055\TRAFFIC\ACAD\ +ATE: 12/05/00 - 11:34 am XREF: -

# FIGURE 7.18b 2013 EVENING POST EVENT REPRESENTATIVE HOUR 52500 SPECTATOR DEPARTURE SCENARIO WITHOUT LIGHT RAIL

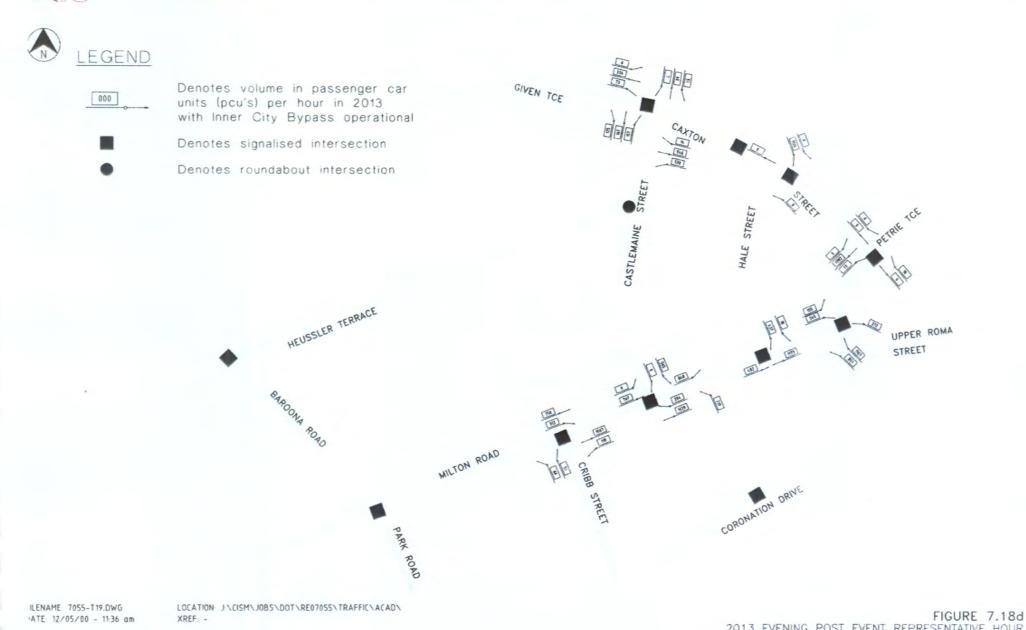




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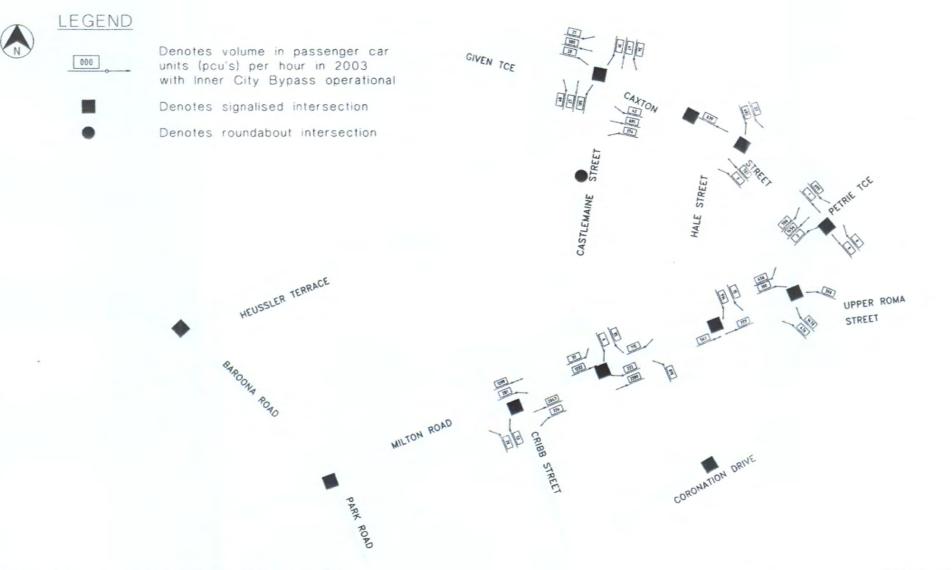
# FIGURE 7.18c 2003 EVENING POST EVENT REPRESENTATIVE HOUR 52500 SPECTATOR DEPARTURE SCENARIO WITH LIGHT RAIL



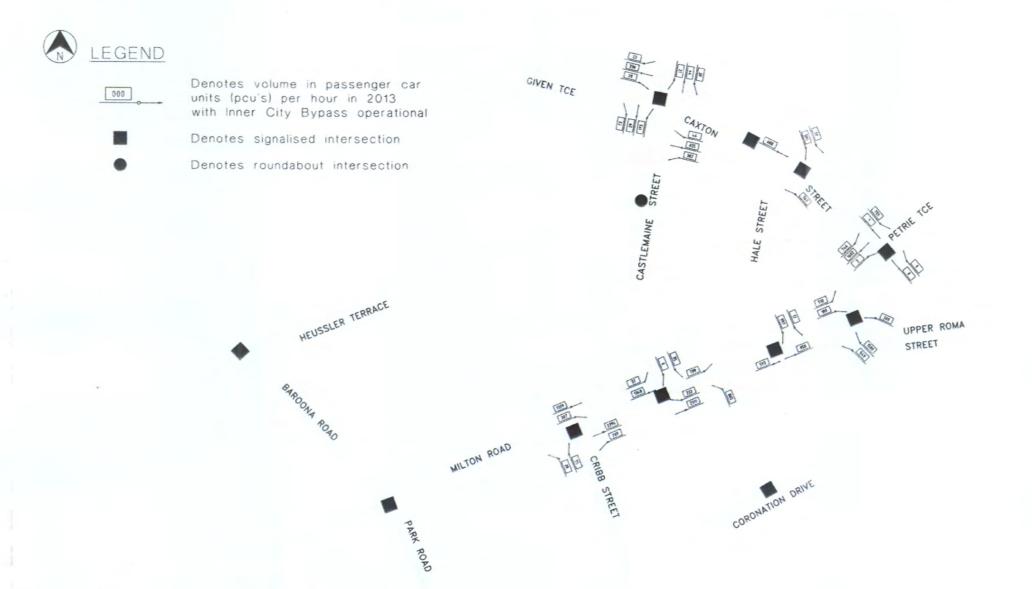


2013 EVENING POST EVENT REPRESENTATIVE HOUR 52500 SPECTATOR DEPARTURE SCENARIO WITH LIGHT RAIL





ILENAME: 7055-T17.DWG LOCATION: J:\CISM\JOBS\DOT\RE07055\TRAFFIC\ACAD\ ATE: 12/05/00 ~ 12.08 pm XREF: - FIGURE 7.19a 2003 WEEKEND AFTERNOON REPRESENTATIVE HOUR 45000 SPECTATOR ARRIVAL SCENARIO WITHOUT LIGHT RAIL LANG PARK STADIUM PROPOSAL REVIEW



ILENAME: 7055-T22.DWG LOCATION: J-\CISM\JOBS\DOT\RE07055\TRAFFIC\ACAD\ ATE: 12/05/00 - 12:09 pm XREF: -

# FIGURE 7.19b 2013 WEEKEND AFTERNOON REPRESENTATIVE HOUR

45000 SPECTATOR ARRIVAL SCENARIO WITHOUT LIGHT RAIL



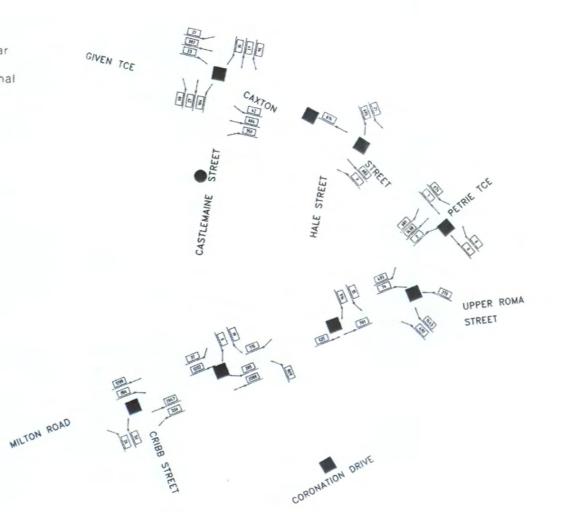
Denotes volume in passenger car units (pcu's) per hour in 2003

units (pcu's) per hour in 2003 with Inner City Bypass operational

Denotes signalised intersection

Denotes roundabout intersection

HEUSSLER TERRACE



ILENAME: 7055-T16.DWG L VATE: 12/05/00 - 12:10 pm 2

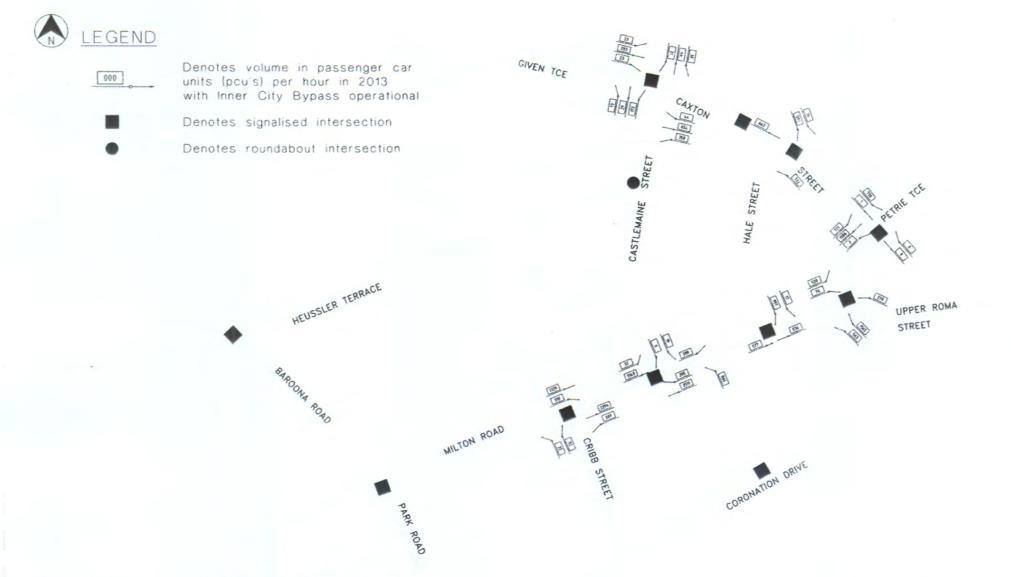
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PARK ROAD

SAROONA ROAD

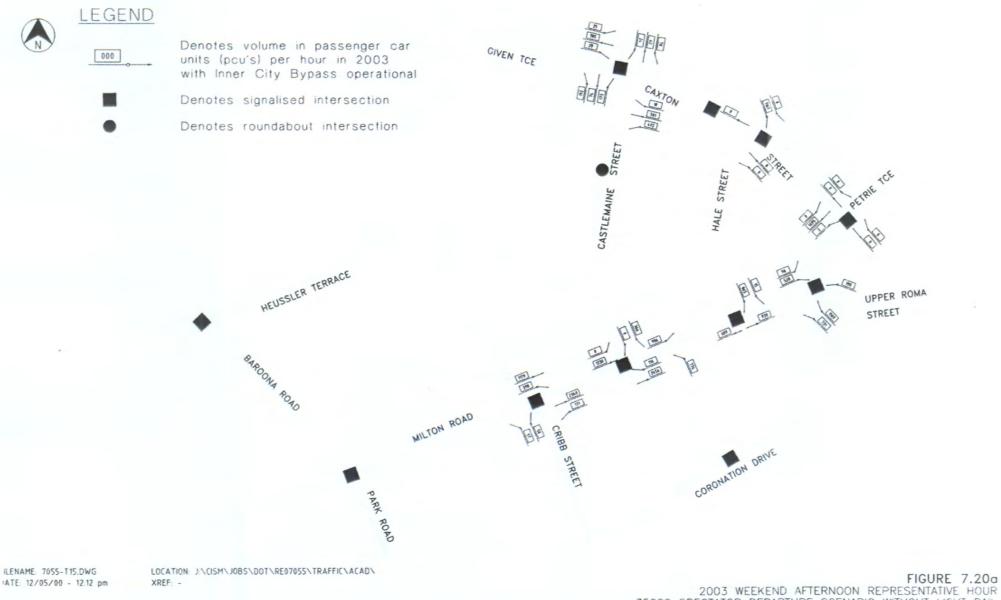
FIGURE 7.19c 2003 WEEKEND AFTERNOON REPRESENTATIVE HOUR 45000 SPECTATOR ARRIVAL SCENARIO WITH LIGHT RAIL



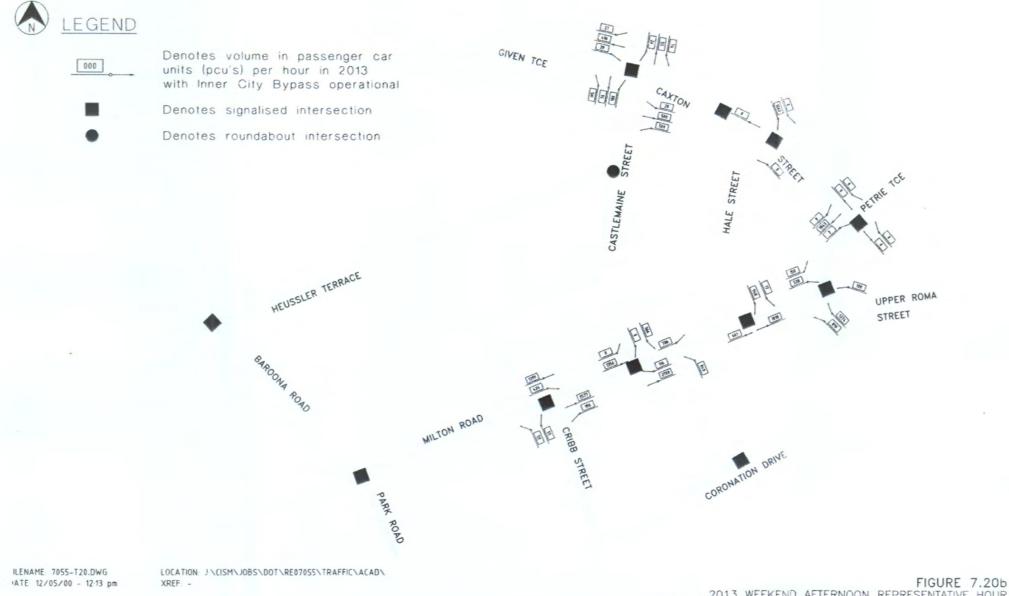


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# FIGURE 7.19d 2013 WEEKEND AFTERNOON REPRESENTATIVE HOUR 45000 SPECTATOR ARRIVAL SCENARIO WITH LIGHT RAIL

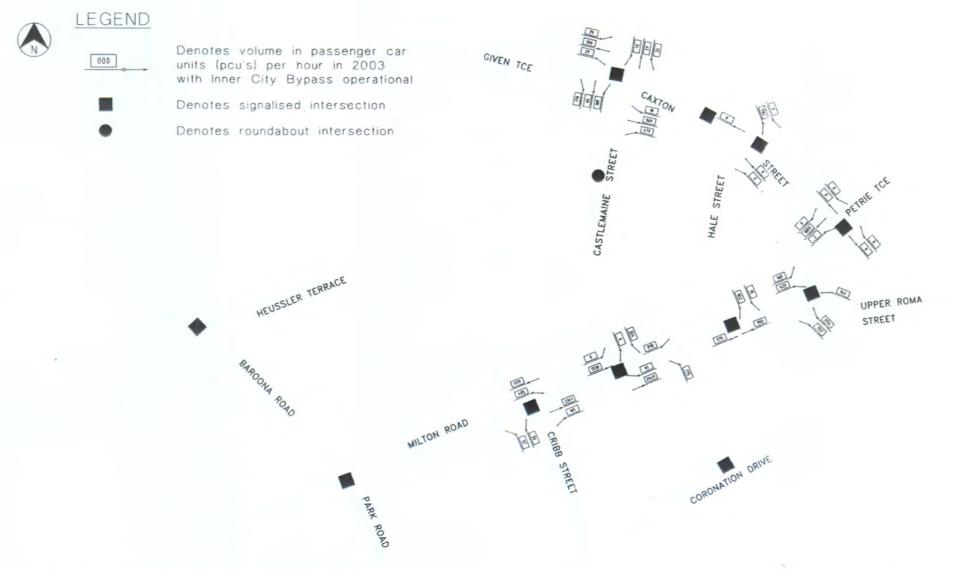


35000 SPECTATOR DEPARTURE SCENARIO WITHOUT LIGHT RAIL



2013 WEEKEND AFTERNOON REPRESENTATIVE HOUR 35000 SPECTATOR DEPARTURE SCENARIO WITHOUT LIGHT RAIL

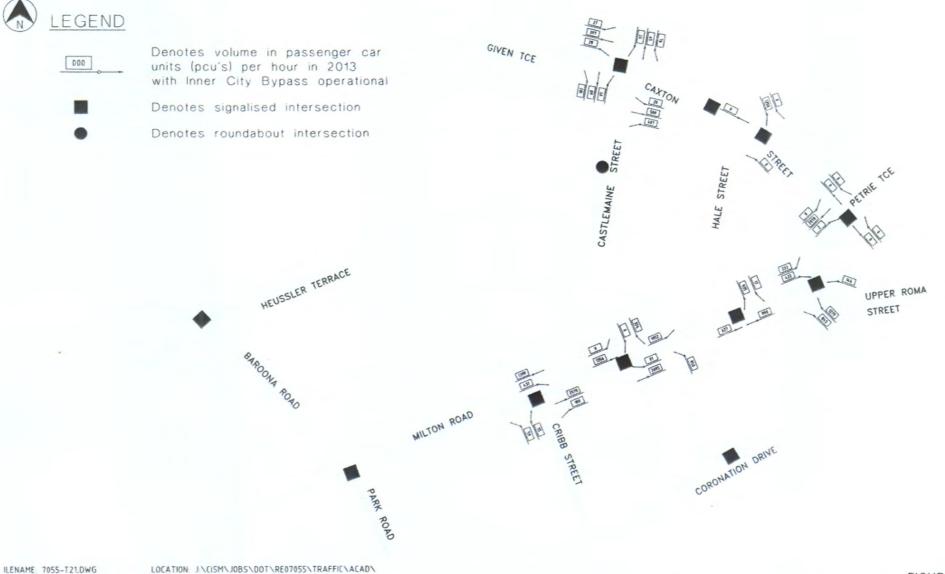




ILENAME: 7055-T14.DWG LOCATION: J:\CISM\JOBS\DOT\RE07055\TRAFFIC\ACAD\ ATE: 12/05/00 - 12:14 pm XREF: -

#### FIGURE 7.20c

2003 WEEKEND AFTERNOON REPRESENTATIVE HOUR 35000 SPECTATOR DEPARTURE SCENARIO WITH LIGHT RAIL



#### FIGURE 7.20d

2013 WEEKEND AFTERNOON REPRESENTATIVE HOUR 35000 SPECTATOR DEPARTURE SCENARIO WITH LIGHT RAIL

ATE: 12/05/00 - 12:15 pm

LOCATION: J:\CISM\JOBS\DOT\RE07055\TRAFFIC\ACAD\ XREF: -



# Draft Environmental Impact Statement

# **VOLUME** 5

Consultation Mitigation & Management Plans Approvals & Licensing

MAY 2000

# SINCLAIR KNIGHT MERZ

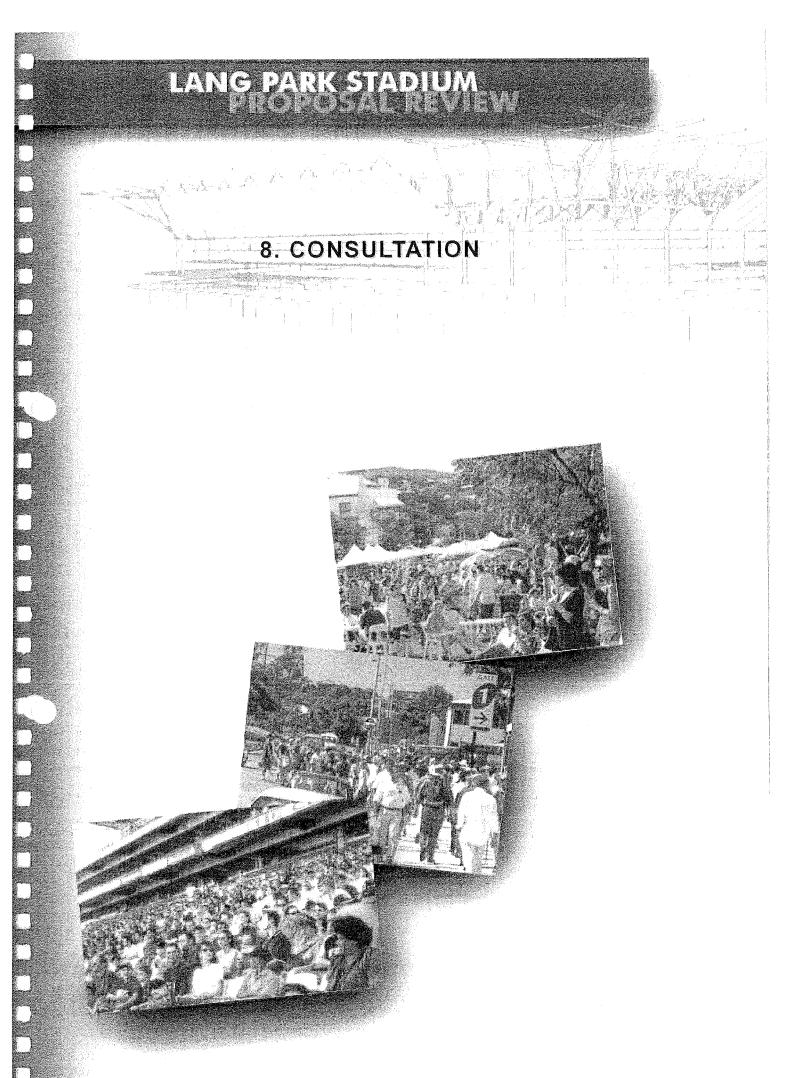
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10.1	Approvals	10-1
	10.1.1 Approval Processes	10-1
	10.1.2 Other State Approvals	10-1

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Figure 10.1 IDAS Flow Chart





# 8. Community Consultation

# 8.1 Introduction

Best practice in impact assessment acknowledges two key strands of assessment: participatory assessment, which is assessment by community members according to their experience and expectations of impacts; and technical assessment, which is assessment by independent consultants. Participatory assessment was particularly important to this project, given local residents' experience and knowledge of stadium impacts. Consultation therefore required an emphasis on linking the technical assessment and participatory assessment processes, and facilitating the information flow between them.

An Environmental Impact Statement (EIS) most often follows the completion of a proposal. The current study was undertaken concurrently with master planning and concept planning for the redevelopment proposal. This allowed integration and iteration between the design and assessment processes, and required the consultation process to address both processes. Consultation aimed to facilitate input from near neighbours, the local community, and the general community.

Section 8 provides an overview of the consultation process to date. A final report on consultation will be completed at the conclusion of the public display period, which commences on 15 May and ends on 23 June 2000.

#### 8.1.1 Background to Consultation

Several features provided a challenging background for the consultation process. The following section outlines these features, and the consultation process' attempts to respond to them.

#### Dynamic Local Area

During the last ten years, changes to life in Paddington and the surrounding communities have included the expansion of Hale Street; an increase in the volume of traffic through the local area; the City Valley Bypass proposal; the construction of the Lang Park Western Stand; the proposal for light rail services through the area to Indooroopilly; a slow increase in population; an increase in residential density; and a high degree of mobility.

Against this background, local residents (many of whom have a well-developed understanding of project planning, decision making and development) have demonstrated a high motivation to be involved in decision making about the future of their suburb. The EIS therefore committed to a process which was extra to that required by statute of consultation, to ensure residents were able to provide their advice to the project teams. Attempts were made to ensure that local residents, who were most concerned, had good access to the consultation process, whilst providing participation options for the general community.

#### □ Previous Experience

A sporting arena of some type has existed at Lang Park since the 1940's. Since 1996, there has been a low frequency of large events at Lang Park. The communities around Lang Park are highly mobile: only 28.6% of residents lived at the same address in 1991 and 1996 (ABS Census Data 1996). Newer residents have experienced the operation of the existing stadium at low frequency;

whilst medium-term residents have experienced the operation of the stadium with more frequent large crowds. Long-term residents have experienced the spectrum of use, plus the gradual social and environmental changes that occur in a community on the edge of a capital city business district.

Residents therefore represent a gamut of environmental experience with Lang Park. Some residents are extremely concerned that the community and the environment will be damaged by an increase in the size and frequency of events at Lang Park. The consultation process has needed to encompass both existing impacts and potential impacts, and to assist the community to understand potential differences in these impacts.

The local community is somewhat wearied by the constant work of participation in planning and decision-making. There is also widespread cynicism about the effectiveness of participating in consultation processes on Government projects, due to a perception that the Government has consistently ignored community input. The consultation attempted to strike a balance between consultation that was sufficient for both technical and participatory assessments. The process also attempted to respect the community's capacity for participation, by providing regular options for participation, and a range of information and consultation strategies extra to the public meetings and workshops.

#### □ Preliminary Consultation

The EIS consultation process was preceded by a preliminary consultation phase to develop the draft terms of reference for the EIS. This process and its results are reported in Sarkissian and Associates, March 2000, and are summarised later in Section 8.1.2. The preliminary consultation identified stakeholders; engaged them in discussion about the proposal; provided information that would assist them to make submissions to the draft terms of reference; and assisted participants to identify values, concerns, and aspirations for their area.

The conduct of the preliminary consultation process yielded a wealth of data and a considerable "head start" in engaging community members. It also established a level of agreement between the Stadium Development Group and the community, on the need for an open, extra-statutory consultation process to assist the conduct of the EIS. The agreement accommodated expectations in relation to information provision, interaction with project managers and members, and participation in impact assessment. The EIS team acknowledged these expectations as legitimate, and attempted to accommodate them.

#### Iterative Process

The impact assessment began shortly after the inception of the master planning and concept planning process. This provided the opportunity for iteration of consultation, design and impact assessment. Draft designs were presented for community review and technical impact assessment, modified and refined, then returned for community review and further assessment, and further developed. Information exchange between the EIS team, the design team and assessment team was an integral component.

Whilst this iteration provided opportunities for "in-built" avoidance and mitigation of impacts, it provoked concern related to some community representatives' fears that the development of a detailed design proposal indicated that the project would proceed; and concern that their input would be used to increase the proposal's chance of success. (Some residents may have chosen



not to participate in consultation for this reason). Others participated in impact assessment and mitigation discussions whilst maintaining opposition to the proposal.

The assumption that iterative design, assessment and consultation processes are in the best interests of community members is predicated on the principle that consultation participants maintain the right to decide that the proposed redevelopment will produce unacceptable impacts, regardless of proposed mitigation measures. The consultation process sought to reflect this principle, particularly after the extent of community concern was made known during the consultation process.

#### □ Integration with Social Impact Assessment Process

Whilst the consultation process sought to service the information needs of all the technical consultants, there were particular synergies with the social impact assessment processes. The methodologies for consultation and social impact assessment were planned as an integrated process, with consultants from each team sharing responsibility for aspects of consultation and analysis of results. Social impact consultation focussed particularly on the issues of near neighbours and local businesses.

#### Public Sensitivity

The project has a high profile in the local community, and a degree of political sensitivity, in that the proposal for a world class rectangular field stadium is an integral part of the Government's plan for major sporting facilities, the site of which has been the subject of some disagreement. This has required particular clarity and detail in communication, and a high level of engagement with the community.

The community was not involved in the selection of the site for the proposed redevelopment, and some members are critical of the process that led to the selection. They are also unsure that need for the project has been adequately demonstrated, and some feel that there are other priorities for major capital expenditure. These issues were outside the terms of reference for the EIS. However, opportunities for the expression of these views were accommodated to an extent, by recording meeting participants' opposition to redevelopment, and providing suggestions on conveying these issues through the appropriate channels.

#### **General Participation**

Seven consultation clinics and two workshops were held during the two months of consultation. Whilst meetings were open to all, they are not an attractive option for many people, for a variety of reasons. The consultation process therefore sought to sample general community responses to and suggestions on the proposal, by undertaking interviews with near neighbours and businesses, focus groups, and a telephone survey of 400 people, and providing a hotline for people to ask questions or make contact with the consultation process.

Interviews and focus groups were conducted early in the EIS consultation process before details on the proposal were available. As such, participants lacked information on which to base their views, and were not as able to make informed suggestions or draw informed conclusions. Similarly, there was a lack of detailed information available in the public domain, and this provided some impairment to survey respondents.

Participants in workshops and clinics had the benefit of a higher level of information, and had the opportunity of participating in question and answer sessions and small group discussions about proposal elements. Clinics and workshops have therefore yielded more detail in the results.

### 8.1.2 Preliminary Consultation Process

Following the project's designation by the Co-ordinator General as one of State significance under the *State Development and Public Works Organisation Act 1971*, draft terms of reference for an EIS were issued for public review and submission. Consultation advisers (Sarkissian and Associates; Andrea Young Planning; and Debra Soule) were contracted to undertake consultation on the draft terms of reference. The objectives of the preliminary consultation were to:

- (i) Help the community understand the nature of the proposal and assessment processes so they could respond successfully to the draft terms of reference;
- (ii) Identify all stakeholders and their respective concerns and suggestions and feed this information into preliminary studies (transport planning, commercial modelling and planning and design); and
- (iii) Identify appropriate ways to consult with the community in subsequent stages of the process.

The preliminary consultation process included identification of key stakeholders; the establishment of a shop front for information and consultation purposes; distribution of newsletters; personal interviews with stakeholders; and a community workshop.

The results of the preliminary consultation process were reported to the Stadium Development Group in the *Preliminary Consultation Process Final Report* (Sarkissian and Associates, 2000). A public workshop (held on 9 February 2000) was central to the preliminary consultation process, and a second report details its outcomes (Sarkissian and Associates (b) 2000).

The results of the preliminary consultation process represent a broad range of community issues, which are summarised below.

- (i) **Community impacts:** crowd behaviour after matches; loss of community character and identity; visual impacts; construction impacts; noise and light; reduction in property values; and risks to community safety.
- (ii) **Traffic and transport:** traffic and pedestrian congestion; public transport opportunities; access for taxis; cyclist access; and street closures.
- (iii) **Parking:** parking problems in residential streets; low confidence in parking restrictions; and potential disruption to community life and businesses.
- (iv) **Community benefits:** potential for community benefits such as retention of local history and local parks; and year-round public transport benefits.
- (v) **Community consultation:** the need for genuine consultation; the need for information on the proposal; and expectations for ongoing consultation if the proposal proceeds.
- (vi) **Design:** avoiding overhangs of Christ Church and Hale Street; quality of design; and integration with precinct character.



- (vii) **EIS:** integrity in the planning process; post construction monitoring; Government competence to manage impacts; investigation of alternatives; and litter.
- (viii) **Integrity of process:** anger and frustration about the site selection process and outcome; and perceived lack of credibility and transparency in Government decision-making.
- (ix) **Justification, site selection and alternative use of the site:** the question of need for an upgraded stadium; the appropriateness of the site in relation to community impacts; achieving good design outcomes, and other potential uses for the site.

There was a strong view expressed by many meeting and workshop participants during the preliminary consultation that no redevelopment should occur.

#### 8.1.3 Submissions to the Draft Terms of Reference

Public submissions to the draft terms of reference provided an additional source of consultation data, particularly in detailing matters that the community believes should be incorporated in the EIS.

66 formal submissions to the draft terms of reference were received. Key issues raised in submissions to the draft terms of reference included:

- Process Issues: the question of need for the redevelopment; dissatisfaction with the site selection process; and requests for clarification of the legislative processes pertaining to the proposal.
- (ii) **Impacts of current stadium:** parking; crowd behaviour; noise; light; and litter; and adverse impacts on safety, amenity and quality of life in the local areas.
- (iii) Impacts of the proposed redevelopment: potential impacts on access and quality of life during the construction process, and on access to businesses; potential increases in magnitude and frequency of light and noise impacts; economic issues including use of capital funds and impacts on local businesses; impacts on the residential character, heritage values and landscape of the local area; impaired access to community infrastructure, including the church, theatre and emergency services; crowd movements and crowd behaviour; a potential increase in patrons parking in the local area; demands for transport infrastructure; and environmental quality.

Submissions were summarised and analysed by the EIS team, and a report was made to the Coordinator General, which then issued the final terms of reference.

### 8.2 Methodology

The EIS consultation process began in early March 2000 and will finish in mid-June 2000. The current report was completed in the first week of May 2000.

#### 8.2.1 Consultation Objectives

The objectives of the EIS consultation are specified in the terms of reference, and include:

(i) Enhance community awareness and understanding of the project and the EIS process;

- (ii) Identify key stakeholders (including representatives of stakeholder groups), their needs, values, aspirations, issues and concerns;
- (iii) Provide the opportunity for an effective exchange of information among stakeholders, the proponent and the EIS project team;
- (iv) Enable issues of concern to the community to be identified and addressed;
- (v) Actively engage community input in constructive and well informed debate;
- (vi) Facilitate the development of appropriate measures with the affected communities to enhance, mitigate, avoid or compensate for potential impacts arising from the proposal;
- (vii) Facilitate input from the community to the final development concept and EIS;
- (viii) Provide feedback to the community on the draft EIS;
- (ix) Ensure that the consultation strategy is strategically linked to key design and information and decision making points during the project; and
- (x) Be accountable by reporting outcomes from the consultation strategy to participants, providing information on the outcomes of the study, and demonstrating that issues of concern to the community have been identified and addressed in the final proposal.

#### 8.2.2 Process Objectives

Process objectives are statements of *how* a process will be undertaken, rather than what specifically will be done. They are a tool to assist in fulfilling qualitative outcomes, such as representative participation, respect for participants, responsiveness, and flexibility. The consultation process was designed to reflect the conditions described in the background to consultation, and to respond to concerns raised during the preliminary consultation process.

The first process objective was to promote open, regular communication between the community and the consultants, by providing regular information sessions and opportunities for interaction with members of the study teams. It included production of newsletters, providing information as requested by phone, feeding back consultation results; and encouraging the community to provide input to the EIS. Whilst tight timelines prevented information flowing more successfully, the consultation team attempted to ensure that all information was offered to the public as it became available.

A second process objective was to respond to technical consultants' information needs, in the areas of social impacts, traffic and transport impacts, economic impacts, and environmental impacts including noise and light spillage. Given the undeveloped nature of the proposal, many questions on the community's experience arose during the technical assessment. Residents' experience also assisted consultants to collect representative data.

A third process objective was to facilitate community input to the design process. This necessitated linking the technical assessment consultants, design consultants, project management staff, and the community, in collaborative exercises to review and improve the proposal as it developed. This iterative process was not appreciated by all members of the community, some of whom feared they were being co-opted into increasing the chances of

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success for a redevelopment they did not want. Others appreciated the opportunity to participate in the development of mitigation strategies. It was then going to be particularly important to ensure that community members had access to consultation during the end stages of the proposal review, which will include a newsletter, workshops, and static displays.

It should be acknowledged that no process could ever satisfy the diverse needs and expectations of all participants. Participants' diverse professional skills and experience in community participation produced several useful suggestions, assisting reflective adjustment of the process during consultation.

#### 8.2.3 Consultation Strategies

A range of strategies was employed to provide for representation of a broad range of views.

#### Newsletters

The purpose of newsletters was to provide information about the proposal to members of the local community and other stakeholders, to invite participation in consultation, and to provide an avenue for contact with project staff.

The first newsletter was issued during the week of March 20, and included an overview of the proposal; an outline of the EIS process; the consultation program; an overview of the decision making process; and project contact information. The second newsletter issued in the week of April 20, and included a background to the proposal; key elements of the design proposal; key dates for the ongoing process; a summary of consultation results; results of consultation; answers to frequently asked questions; the consultation program; and contact information.

The newsletters were hand delivered to 6 500 households in the study area, and posted to all stakeholders on the database (approximately 500 people and organisations). Newsletters 1 and 2 are within Section 12 (**Technical Appendices**). A third newsletter will issue in late May, during the public exhibition period.

#### □ Telephone Survey

A random sample telephone survey was undertaken during the weekend of 18 & 19 March 2000, to identify views about the proposal amongst Brisbane residents. The survey was conducted by telephone, with a total of 400 people (104 people in the local area; and 296 people in the Greater Brisbane area.) The survey identified the level of awareness of the proposal and transport infrastructure elements; attitudes towards the proposal; opinions on potential outcomes of the proposal if it proceeds; interest in football codes; recent or expected attendance at Lang Park; and the likeliness of using public transport to attend the Stadium.

Results of the survey are summarised in Section 8.3.1. The survey report is attached at **Appendix K**.

#### G Focus Groups

The purpose of the focus groups was to obtain a local perspective on questions of access or equity, and to encourage participation from people who may not have had their issues heard in mainstream consultation. Five focus groups were held during the week of 20 March, focussing on the issues of older people; people with disability; women; light industrial businesses and patrons.

Numbers participating ranged from 2 to 8 people. A summary of the results is included in Section 8.3.2.

#### Meetings with Community Facilities

A meeting was held with members of Christ Church Milton, which shares two boundaries with the stadium. This meeting was attended by eight members of the parish, the pastor and the CEO of the diocese, and by representatives of the design team, the EIS team and the Stadium Development Group.

A meeting was also held with La Boite Theatre, which is located in Hale Street. Results of these meetings are included in Section 8.3.2.

Other facilities that were directly affected by the proposal included Oz Sports and the Police and Citizens Youth Club. The Stadium Development Group met with representatives of each of these groups to discuss the plan in detail and identify potential impacts and benefits.

#### Interviews

Interviews with local residents and businesses were conducted in order to identify concerns and attitudes in the areas immediately adjacent to Lang Park. 50 interviews with near neighbours were conducted in the weeks of 20 March and 27 March, and a further 30 interviews with local businesses were held during the same period. The results of these interviews are included in the social impact assessment section of this report. Local Aboriginal organisations, and organisations representing gay people, declined the opportunity of an interview or focus group.

#### Consultation Clinics

Clinics were designed to assist residents to understand the proposal and assess the impacts that may result from a redevelopment; and to develop mitigation strategies for the event that the redevelopment proceeds. Seven clinics were held between March 14 and May 2, ranging from two to three and half hours each evening. Clinics were held on Tuesday nights from 6 pm, at either the stadium (5 clinics) or Sports House (next door, 2 clinics). Project managers and consultants undertaking the impact assessment and design work attended clinics regularly, to provide information about the proposal directly, and to receive input to the design and impact assessment

Whilst clinics were originally intended to be free-range discussion between community members and consultants on topics of any issue, clusters of concerns were revealed through early consultation results. Clinics were then structured around these elements of the proposal and impacts, and included presentations by consultants, question and answer sessions, and small group discussions. General questions and discussions on other concerns were also a feature.

The schedule for public meetings evolved as:

Workshop 1	March 1	Master plan
Clinic 1	March 7	Community safety
Clinic 2	March 14	Traffic and transport
Clinic 3	March 21	Parking and crowd behaviour
Clinic 4	March 28	Master plan
Workshop 2	April 2	Concept plan
Clinic 5	April 11	Crowd behaviour
Clinic 6	April 18	Concept plan & parking scheme
Clinic 7	May 2	Construction impacts

Community Consultation



Clinics were attended by an average of 25 and up to 60 participants per night, and an average of six consultants. The results of each of the clinics are summarised in Section 8.3.4.

The community used clinics in many ways: to express their concerns about the proposal; to record their opposition to the proposal; to seek clarification and detail of particular elements; to explore complex planning and infrastructure issues; to advance public benefit agendas; to network with like -minded individuals and associations; and to seek to enhance potential community benefits.

#### Community Workshops

Two workshops were scheduled to link with developments in the concept and master planning process. These were held on Wednesday 1 March (to follow the expected completion of the draft master plan), and Sunday 2 April (to follow the expected completion of the draft concept plan).

Workshops were planned as an opportunity for presentation of master planning and concept planning outputs; provision of community input to the design process; detailed discussion of potential impacts; refinement of the impact assessment; and development of mitigation strategies. In the event, neither of the plans was developed in sufficient detail to satisfy the community's information needs; however good use was made of the information presented, and the input gained was valuable to both the design and impact assessment processes. Results of the two workshops are summarised in Section 8.3.5.

Two further workshops will be held during the display period, to provide further details on the proposal and clarification if required on the EIS results; and to assist community members to develop processes for continuing involvement, should the proposal proceed.

#### Consultation during EIS Public Exhibition

During the public exhibition period (15 May to 23 June inclusive), the draft EIS will be available for public review, and submissions to the draft EIS will be invited. Static displays of project information will be provided on a regular basis, and workshops are planned for May 16 and May 28. Following the display of the draft EIS, the results of consultation during the display period will be analysed, along with community submissions to the draft EIS. These will be considered during the finalisation of the EIS in late June.

#### 8.2.4 Participants

The preliminary consultation initiated a database of stakeholders and interested people, of approximately 150 people or organisations. During consultation, the database grew to a total of 503 people, through further analysis of potential stakeholders, and the addition of people who made enquiries or participated in clinics, workshops and interviews. The database was used for mail-outs and newsletters, and as a source of information to target consultation and ensure that all critical interests were represented.

Almost two thirds of registered stakeholders lived in the study area, and an additional one-quarter lived in the inner city, indicating the level of interest in the local community. Less than one tenth of database members lived in other areas. Stakeholders' home suburbs are recorded in **Table 8.1**.

SUBURB	NUMBER OF STAKEHOLDERS	% TOTAL STAKEHOLDERS
Paddington	174	34.8
Milton	64	12.8
Petrie Terrace	43	8.6
Red Hill	36	7.2
Study Area	(317)	(63.4)
Adjacent suburbs*	59	11.3
Other Inner City suburbs #	77	15.4
Greater Brisbane	47	9.4
Outside Study Area	(183)	(36.1)
Total Stakeholder Register	500	(99.5)

#### Table 8.1: EIS Database: Stakeholders by Suburb, April 2000

Ashgrove, Rosalie, Bardon, Auchenflower, Toowong

104 local people participated in telephone surveys, as did 296 people from the Greater Brisbane area. These respondents were randomly selected.

Approximately 90 near neighbours and local businesses participated in interviews, and around 30 other local residents participated in focus groups. Interviewees included nearest neighbours to the stadium, and business owners and operators in the area. People who attended focus groups included older residents and church members; members of the Broncos Club and QRL members; people with disability including stadium patrons; women contacted through the local community centre; and light industrial business owners.

People who attended consultation clinics and workshops represent a wide cross section of the community. They include residents from surrounding streets; members of the nearby church; representatives of residents' associations; community organisation staff; representatives of traders' associations; and members of community alliances such as the Public Transport Alliance and People Against Super Stadium. The age of participants ranged from early twenties to late seventies. Many of these people were sufficiently concerned and motivated to attend clinics and workshops on a regular basis.

## 8.3 Results

The following section summarises the results of consultation strategies. More detailed records are included in the **Technical Appendices**. Section 8.4 reports the findings, categorised to particular impacts. Impacts identified by community members were referred to the respective impact assessment consultants.

#### 8.3.1 Results of Survey

A random sample telephone survey was conducted in late March, to identify community awareness of and attitudes to the proposal. 104 local residents and 296 residents from Greater Brisbane participated. The following is a summary of key themes in the results.



- (i) 76% of respondents were aware of the proposal to redevelop Lang Park. 24% said they were aware of the transport infrastructure that would accompany the proposed redevelopment, and when the proposal was described, 61% of all respondents said they would be likely to use public transport if integrated ticketing were introduced.
- (ii) 43.5% of total respondents supported the proposal, 30% opposed it, and 26.5% were indifferent. Of local residents, 31% supported it, 29% were indifferent, and 39.4% were opposed to the proposal. Support for the proposal was highest amongst people under 25 years.
- (iii) 68% of respondents follow one or more of the codes played at Lang Park, and 35% of respondents had attended a game or intended to attend a game (within twelve months) at Lang Park. Approximately 14% of respondents had attended a State of Origin game.
- (iv) 48% of local respondents thought the appearance of the area would be negatively affected, 23% expected no change, and 25% thought it would be improved. 35% of Greater Brisbane respondents thought the area's appearance would worsen, 40% expected no change, and 23% thought it would improve. Local residents are obviously more aware of and more sensitive to changes in the local area.
- (v) A majority of respondents (69%) across all areas thought that the redevelopment would provide benefits for businesses.
- (vi) 30% of respondents thought that crowd behaviour would improve as a result of the redevelopment. 44% thought it would remain unchanged, and 25% thought it would worsen. These percentages were stable across the study area.
- (vii) 55% of local residents thought that street car parking would be worse if the redevelopment and integrated public transport strategies proceeded, and 58% thought that traffic congestion would worsen. This reflects a belief that Brisbane people will not use public transport. Most respondents agreed that pedestrian links would be improved.
- (viii) Almost two thirds of local residents expected that existing problems (noise, light and crowd behaviour) would increase if Lang Park were redeveloped. 52% thought that their lifestyle would be negatively affected, 31% expected no change, and 16.5% believed their lifestyle would improve.
- (ix) A majority of respondents from Greater Brisbane (52.7%) expected increased negative impacts on the local area, and 44% thought that locals' lifestyles would be negatively affected.

A full report of the survey is attached at Appendix K.

### 8.3.2 Results of Focus Groups and Meetings with Community Facilities

Members of focus groups were sourced through requests to organisations such as the local Senior Citizens' centre, Christ Church Milton, disability advocacy groups, Paddington Red Hill Community Centre, local light industrial businesses, and the Queensland Rugby League Supporters Club. The following summarises the results of the five focus groups, which were held during March.

#### □ Women's Focus Group

Four local women participated in this group. Their primary concerns related to safety issues caused by intoxicated patrons after games, traffic congestion, increased parking demand, and car accidents, and noise impacts. Notwithstanding these concerns, they saw value in the redevelopment proposal, and hoped that it would have benefits for the local community.

#### □ Seniors' Focus Group

These six older local residents were negatively disposed towards the proposal, fearing the impacts on parking, traffic movements and personal safety. They were also very worried by the potential impact of the proposed redevelopment on Christ Church Milton's landmark position and heritage value, and expected church members' access to the church to be negatively affected.

#### □ Light Industrial Businesses' Focus Group

Only two of these businesses attended the focus group (from a total of thirty invitations). Their biggest concern was access for delivery vehicles that are scared away by barriers and traffic congestion. They were also concerned by parking congestion problems, particularly relating to large daytime events, and did not believe that people would use public transport. They thought it would be good to have a better stadium, but were concerned by the impacts of the construction period.

#### Patrons' Focus Group

Nine patrons participated in the focus group. They hoped the redevelopment would preserve the good viewing quality, atmosphere and history of the ground, and that working class supporters would not be forgotten in the redevelopment. They were concerned that the redevelopment would have negative impacts on access for Lang Park's traditional supporters. Patrons were also worried by the capacity of the local area to carry large numbers of people, and thought that currently, crowd flows were frightening for families and seniors.

#### □ Disability Focus Group

There were three major concerns expressed by this group. The first was that getting to the stadium is currently difficult, given inadequate public transport for people with disability. Parking was a problem, and access to and within the stadium was also difficult for some people. People were concerned to ensure that good viewing access was preserved, and that people with disability would have some choice of where they sat. Members advocated that any redevelopment should include a substantial improvement in access for people with mobility problems, sight impairments and hearing impairments, and that access provisions should exceed the Australian building standards, as these are only appropriate to domestic and office situations.

A table summarising focus group input in more detail is attached at Appendix D.

Meetings were also held with community facilities adjacent to the stadium.

#### La Boite Theatre

A meeting between representatives of La Boite Theatre, the consultation co-ordinator and the Stadium Development Group was held on 20 March 2000, to identify potential impacts on the operation of the theatre. La Boite has operated in Hale Street since 1972, and is planning to consolidate and expand its reputation for new Australian theatre.

La Boite representatives were concerned by the potential for Lang Park patrons to use up all available car parking, and by the impacts of noise from the stadium during performances (which number up to 220 per year). Currently the theatre experiences an 80% downturn in box office on Lang Park event nights, and is concerned that if the frequency were to increase, their viability on the current site would be compromised.

#### Christ Church Milton

Representatives of the Church attended several consultation meetings. A meeting for other members of the parish to hear details of the proposal was held on 18 April, and a second meeting will be held during the public display period.

The overriding concern of church members was to ensure that the stadium would make no physical incursions onto the site, including overhangs. Having lost part of their heritage Cemetery Reserve to the Hale Street upgrade nine years ago, members were particularly concerned to protect what is left. They were also worried that the fragile fabric of the old church could be damaged, particularly during construction, and that the visual impact of the stadium would restrict visual access to the church.

Other impacts identified by the church members included the pressure on parking, which regularly impedes access to the Church (especially for elderly members), and which has on occasion necessitated mourners needing to park streets away for a funeral; noise during events; the impacts of pedestrian flows past the Church onto the Hale Street plaza, and the access difficulties expected if Chippendall Street is used for buses and trucks.

#### 8.3.3 Results of Interviews

The objective of the interviews was to sample local residents' views on impacts and opinions about the proposal. The results of interviews are documented in detail in the social impact component of the EIS. The following is a summary of results.

- Of the fifty nearest neighbours who agreed to be interviewed, thirty-nine respondents were aware of the proposed redevelopment of Lang Park. Thirty-five respondents identified ways in which the redevelopment of Lang Park Stadium might affect their lifestyle or future plans.
- Positive effects perceived included a board walk over Hale Street, more public open space, appreciation of the fireworks, being able to attend more and better games, and the possibility of the area becoming more "inner city". Negative effects included increased traffic congestion, the increased frequency of events if the Stadium was redeveloped and the effect that this might have on their lifestyle, changes in character and community spirit of the area, the increased number of people in the area, and litter. Three residents were worried that property values would decrease. Twenty-six people thought the construction would affect their lifestyle or

future plans, and raised the cumulative impacts of construction of the city bypass, pollution and dust and the length of time that construction would take.

 Suggestions on improving the proposal included better public transport options, parking restrictions, increasing community use of the Stadium and its surrounding grounds, and better landscaping.

Eighty-nine businesses were invited to participate in an interview, and twenty-eight agreed.

- Twenty-two respondents were familiar with the proposal to upgrade the existing Stadium to a world-class facility, but few knew of the associated traffic and transport infrastructure. Ten respondents identified increased business due to more people in the area as a positive experience with the current operations at Lang Park Stadium. Ten respondents identified only negative impacts associated with events currently held at Lang Park. These included litter, drunken behaviour and rowdiness pre- and post-events, increased traffic, noise and parking problems. Eight respondents did not identify benefits or disruptions.
- Fifteen interviewees identified potential benefits such as increased turnover and increased exposure. Thirteen respondents could not identify any advantages or opportunities associated with the proposed redevelopment of Lang Park Stadium. Thirteen respondents identified possible negative impacts, with parking again a major issue. Seven respondents identified construction phase impacts, including increased traffic congestion, parking demand and road closures, and nuisance effects such as noise and dust.
- Twenty-one respondents offered possibilities for avoidance or mitigation of impacts. These included extending the clean-up area after events, improving public transport, using trains or having only public transport access to events, and increasing parking in the area.

#### 8.3.4 Results of Consultation Clinics

Clinic results express the concerns of local residents and representative organisations. Clinics were attended primarily by residents and representative organisations who opposed the proposal or who were most concerned about potential negative impacts.

#### Clinic 1: Community Safety

The first clinic was held at Sports House, adjacent to Lang Park Stadium, on 8 March 2000. At the community's request, Inspector Steve Davis (Projects Officer) and Inspector Russell Miller (Brisbane City Division) were invited to provide information about community safety issues. Discussion points included:

- (i) the need to police both the internal and external environments of the stadium;
- (ii) planning and implementation of patrols, the need to research policing at other stadia, and the need for improved communication between community members and the police;
- (iii) crowd movements, and the impacts of drunk patrons;
- (iv) impacts of street closures and pedestrian pinch points;
- (v) litter and debris;
- (vi) the need to protect Christ Church Milton from crowd and traffic impacts; and
- (vii) safety around the stadium in no-event periods.

Participants re-iterated strong opposition to the proposed redevelopment.



#### Clinic 2: Transport

This clinic was held at the stadium on 14 March 2000 to present and discuss the results of preliminary work on the traffic and transport strategy. Discussion points included:

- (i) modal splits for public transport;
- (ii) traffic and transport infrastructure required to service the stadium;
- (iii) pedestrian flows;
- (iv) elements of a parking strategy;
- (v) protection of residents' parking rights;
- (vi) protection of business access to parking;
- (vii) community benefits of the proposed transport strategy; and
- (viii) location of proposed light rail infrastructure.

Small group discussions focused on strategies to encourage patrons to use public transport; community views on light rail as part of the transport infrastructure; essential elements of a parking restriction scheme; and community benefits of stadium-related transport infrastructure. Comments continued to reflect strong opposition to any redevelopment of the stadium.

#### **Clinic 3: Parking and Crowd Behaviour**

The third clinic was held at Sports House on 21 March 2000, and focused on parking strategies, crowd control strategies, and mitigation. Inspectors Miller and Davis attended. Discussion points included:

- (i) strategies to reduce hooliganism and threats to safety;
- (ii) demand for and supply of police staff at matches and after matches;
- the police service's capacity to police parking restrictions, traffic infringements and crowd behaviour after matches, particularly after the proposed increase in the stadium's capacity and event frequency;
- (iv) emergency access;
- (v) separation of pedestrians, vehicles and rolling stock;
- (vi) difficulties with controlling parking;
- (vii) the need for mitigation strategies to be in place for current operations;
- (viii) the need for and potential lack of supply of barricades to assist the implementation of parking restrictions; and
- (ix) the need for the proposal to satisfactorily address Brisbane City Council's requirements in relation to parking.

Participants made strong statements regarding their lack of faith in the Government's decisionmaking process; the alleged impartiality of project staff; and the community's disagreement with the site selection process and outcome. The ensuring discussion included criticism of the site selection process, the iterative nature of the EIS process, and the consultation process. Approximately 40 of the 50 participants left the meeting after 90 minutes, and the meeting resumed after a short break. Discussion then centred on:

- (i) management of the effects of alcohol consumption;
- (ii) improvements to the consultation process;
- (iii) public transport and parking strategies;
- (iv) the properness of the EIS process;
- (v) the predominance of site selection as an issue for the community;

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- (vi) the perception that residents could be co-opted into providing mitigation strategies for a stadium they don't want; and
- (vii) community review of the EIS.

Following this event, consultation organisers resolved to include the opportunity to register opposition in writing at the beginning of the meeting.

#### Clinic 4: Master Plan

At the first EIS community workshop on 1 March 2000, community members expressed a clear need for timely information on the project. Clinic 4 was the first opportunity when information would be available, following release of the draft master plan. Approximately 30 community members attended, along with Inspectors Miller and Davis, the project director, members of the architectural team, and members of the EIS team.

A short update on consultation results and process was provided, and the project director spoke on the need for consultation to focus on impact assessment issues.

This was followed by a presentation of the master plan, and discussion of its' elements.

Comments on the master plan included:

- (i) the potential need for barricades to enforce parking restrictions;
- (ii) the need for design work to prevent crime, graffiti, skateboarding;
- (iii) the need for bus parking spaces away from residential areas;
- (iv) potential for pedestrian benefits on the southern side of the site;
- (v) the need for better transport linkages;
- (vi) the feasibility of plaza design reducing pedestrian issues;
- (vii) rights to access and impacts of access through the police barracks; and
- (viii) show linkages to South Bank (transport, rail and parking).

Impacts identified included:

- (i) access to homes if Caxton Street were closed during matches;
- (ii) impeding vehicular access through Hale Street, and emergency access;
- (iii) putting the church into shadow, and the potential for vandalism in the church grounds;
- (iv) impacts of construction period on traffic, accessibility, noise, dust;
- (v) eastern stand will reflect noise from increasingly busy Hale St into Petrie Terrace residential area; and
- (vi) shadowing blocking sun, TV, and radio reception already and will be made worse.

Mitigation strategies identified included:

- (i) reducing impacts on the church;
- (ii) resumption of land between Chippendall Street and Milton Road to relieve pedestrian pressures and conflicts at that end of the site;
- (iii) diversion of people away from the route between the stadium and Caxton Street, and reduction of traffic through Caxton Street;
- (iv) upgrade of the Ithaca Pool;
- (v) year-round public transport benefits;
- (vi) construction techniques (eg using playing surface as the construction site and working outwards);



- (vii) external design and cladding to be investigated for traffic noise amelioration on Hale Street; and
- (viii) co-operative planning with television and telephone service providers.

#### Clinic 5: Crowd Behaviour

This clinic was held on the evening of 11 April 2000 at the stadium, and was attended by approximately 30 participants, EIS project staff, police, and stadium development group staff. It began with a review of consultation results. The EIS Project Manager then gave an overview of stadium patron management practices, and post-match management strategies.

Impacts identified included:

- (i) drunk patrons who have been evicted could cause problems for residents;
- (ii) requirements of the Liquor Act not to tolerate drunken behaviour, and the desirability of the stadium itself holding the liquor license;
- (iii) police street patrols to protect residents;
- (iv) difficulty of imposing conditions on private contractors involved in stadium construction and management;
- (v) lack of response by current management to behaviour of patrons and other issues;
- (vi) families staying away because of behaviour of patrons; and
- (vii) litter.

Mitigation strategies identified included:

- (i) reduction in alcohol consumption, including corporate members, and the need for cooperation between local licensed venues and Lang Park in this regard;
- (ii) professional management trust with principles, structure and processes negotiated, to the satisfaction of the Brisbane City Council and resident associations;
- (iii) monitoring of venue management by community;
- (iv) surveillance back to the city and security measures on walkways at all times;
- (v) Lang Park to pay for extra police external to the stadium to remain in area longer after games, and particularly after State of Origin;
- (vi) EIS to set out Code of Behaviour principles and responsibilities; and
- (vii) bins should extend beyond parking perimeter, and litter clean up should begin early but at a decent hour, cost to be borne by the hirer, boundaries to extend beyond parking scheme limits.

Process issues included:

- (i) no matter how well managed, this site cannot address the structural issues that are problems with Lang Park;
- (ii) residents frightened by discussion of potential land resumptions;
- (iii) relevance of Eden Park as a case study;
- (iv) process being pushed through too quickly; and
- (v) circumstances of passing over public land to private management.

#### Clinic 6: Concept Plan and Controlled Parking Scheme

This clinic focussed on the concept plan and the draft proposed controlled parking scheme. 26 people attended the meeting; several of these were local business people who attended following an invitation hand delivered to them. Presentations were made by the architectural team on the

concept plan, and by the transport impact consultant on the parking scheme. Presentations were followed by brief question and answer sessions, and then by group discussions. Community responses to the information presented included:

Impacts identified included:

- people don't want to have to schedule their lives around Lang Park events on a weekly or fortnightly basis;
- noise escaping from vents, and from the plant room proposed for the south west corner of the building, and noise bounce off the Hale Street façade;
- privacy issues for people living adjacent to the proposed restaurant in the eastern stand, and visual access into people's back yards and houses from elevated walkways and the Hale Street pedestrian plaza;
- difference between scale of the building and the adjacent residential area; and
- impacts of street closures on businesses in Castlemaine Street.

Comments on the proposed parking scheme included:

- 2 hours parking is not long enough for restaurant patrons;
- businesses in residential streets would be severely disrupted;
- too many signs will be needed; don't want the visual impact of the signs or advertising on parking signs;
- noise impacts of multiple parking officers patrolling streets;
- economic impacts of parking scheme on night time businesses; and
- multiple passes for group houses and multiple dwellings.

A number of mitigation measures were proposed, and these are detailed in full in Section 8.5.3.

#### Clinic 7: Construction

The final clinic was held on May 2, and was attended by ten members of the community. A representative of the Stadium Development Group gave an overview of the likely construction process, with the proviso that details would be determined in co-operation with the construction contractors.

Impacts identified included:

- (i) Dust, noise, traffic and parking congestion;
- (ii) Impairment of access for businesses on Castlemaine Street;
- (iii) Construction on Saturdays would be a major intrusion;
- (iv) EPA noise benchmarks are too low for residents' comfort;
- (v) Pinch effect at Black street intersection (as an effect from Milton and Castlemaine Street traffic) could cause gridlock; and
- (vi) Wear and tear on roads

Construction Mitigation suggestions included:

- (i) 5-day construction only (no Saturdays);
- (ii) Maintain pedestrian and cycle access around the stadium during construction;
- (iii) Monitoring by the community to be resourced, with direct communication between the site manager and the residents;



- (iv) Contractor should be required to hire the roads for closures, thereby minimising the time closed;
- (v) Adjust parking restrictions in the area to prevent construction parking;
- (vi) Conditions of delivery contracts to avoid routes through residential streets;
- (vii) Noise constraints on cranes;
- (viii) Stringent conditions on contractors to prevent noise and dust;
- (ix) Prohibition of delivery trucks waiting in residential streets;
- (x) Audit wear and tear on streets regularly and include restoration in contract costs; and
- (xi) Plan construction around community activity and community needs.

Community Liaison Function suggestions included:

- (i) To be established immediately if a decision to proceed is made;
- (ii) Appointment by community of 4 members to form a liaison committee with Stadium Development Group nominees;
- (iii) Ongoing consultation with community members;
- (iv) Facilitation and support for a regular schedule of meetings;
- (v) Provision of space within the stadium or close to it for community members to meet;
- (vi) Publicise community members' contact information;
- (vii) Develop and observe respect for community liaison role;
- (viii) Focus on positive, proactive role rather than reaction to adverse circumstances; and
- (ix) Funding to assist the community to organise, communicate and participate in planning.

Other mitigation suggestions included:

- (i) Enclosure of walkways to prevent missiles being thrown;
- (ii) Cost benefit analysis of traffic congestion;
- (iii) Map emergency access to pedestrian routes; and
- (iv) Increase opportunities for casual surveillance along Hale Street side.

Community benefits required included:

- (i) Strengthen pedestrian link along Boomerang Street and/or alternative routes to South Bank;
- (ii) Improve cycling and pedestrian access; and
- (iii) Better focus on 365 day/year benefits.

#### 8.3.5 Results of Community Workshops

Two workshops were held during March and April. Two more are scheduled for the public exhibition period. The results of the first two workshops are summarised below.

#### Workshop 1: Design Issues

This workshop was held on the evening of Wednesday 1 March 2000 at the stadium. Project staff made presentations on the EIS process, consultation process, design process, and design principles and concepts. This was followed by a question and answer session, and a discussion of the constraints of the site.

Points of discussion included:

- (i) the timeline for the EIS;
- (ii) the process of decision making;
- (iii) the possibility of producing a world class facility in view of the site's constraints;
- (iv) the iterative design process;
- (v) the need for mitigation of noise impacts;
- (vi) traffic access and pedestrian flows;
- (vii) the cumulative effects of major infrastructure projects;
- (viii) frequency of use;
- (ix) use of the western stand; and
- (x) availability of information on the proposal.

There was a strong theme of opposition to the proposed redevelopment on the basis that it would produce unacceptable impacts for local residents.

#### Workshop 2: Concept plan

This workshop was held on Sunday 2 April from 1.30-4.30 pm. It began with feedback from recent consultation and an update on the consultation process. This was followed by a presentation by the architects on elements of the concept plan. Participants then broke into groups to consider details of the concept plan, and discuss it with the architects, the transport impact consultant and the Project Manager.

Design suggestions included:

- (i) provide more accurate representation of green spaces;
- (ii) explore a potential light rail route up Caxton Street;
- (iii) improve pedestrian access at Countess Street;
- (iv) provide better protection of the church from encroachment by stadium activities; and
- (v) move the service vehicle access to reduce traffic conflicts; and
- (vi) crowd management through design.

Assessment of impacts included:

- (i) blocking Caxton Street will produce unacceptable impacts for residents and businesses;
- (ii) policing the parking scheme will be too difficult and expensive;
- (iii) the impacts of traffic congestion on lifestyle and safety are too severe;
- (iv) a large stadium in a finely grained community will produce negative impacts on community character and landscape;
- (v) the potential for crime to occur in unused stadium spaces after hours;
- (vi) the potential impacts of possible resumptions of Milton Road;
- (vii) impacts of deliveries to the stadium on parking, access and congestion;
- (viii) the potential for match patrons to 'park out' South Bank;
- (ix) impact of drunks waiting for taxis outside people's homes;
- (x) the impact of parking restrictions on businesses and potential impacts on their viability if event frequency increases;

- (xi) the overall impact of increased event frequency and magnitude; and
- (xii) potential improvement in noise and light spillage.



Mitigation strategies included:

- (i) increase benefits for the community of proposed light rail service;
- (ii) move large north-bound taxi rank on Castlemaine Street;
- (iii) bring forward Stage 2 of Roma Street parklands project and build a bridge over Countess St; and
- (iv) the need for community benefits to balance the negative impacts.

Process issues included:

- (i) timeframe is unreasonably short for a stadium proposal review period,
- (ii) the credibility of the City West vision;
- (iii) the need for certainty in an EIS;
- (iv) consultants' interest in further work on the project and potential conflicts of interest; and
- (v) the quantum of commercial funding for the project.

# 8.4 Findings

This section presents an analysis of community responses to the proposal and community input to the EIS.

#### 8.4.1 Response to the Proposal

Telephone survey responses from the local area indicated that 32% of local residents were positive towards the proposal, 29% were indifferent, and 39% were negative. 44% of Greater Brisbane residents were positive towards the proposal, 28% were indifferent, and 27% were negative.

Local residents who were interviewed were mixed in their response to the proposal. Thirty-five of the fifty interviewees thought there would be impacts; of these, twenty three people identified only negative effects, four both negative and positive, and eight identified only positive effects.

Focus group members were mixed in their support for the proposal. Many hoped for improved accessibility to the stadium, whilst others had reservations about the costs, the impacts and the need for the proposed facility.

The majority of residents who attended consultation meetings were strongly opposed to any form of redevelopment of the stadium, on the basis that the impacts would be severe, and would irrevocably change the social and physical environment of Paddington, Petrie Terrace and adjacent areas. The reasoning for this was that the impacts of the existing facility are so severe, the impacts of larger and more frequent events would be unacceptable, even with a reconstructed stadium and the proposed mitigation strategies. Community benefits were identified, but were not seen as sufficient compensation for the likely negative impacts.

Inevitably, consultation raises issues that are beyond the terms of reference. In the case of this proposal, participants identified the following reasons for opposing the proposed redevelopment:

Lang Park is the wrong site for stadium because it is too close to residential areas. There was
no community participation in the site selection process, and as a result both the process and
outcome of site selection are flawed;

- The schedule for planning, assessment and approval doesn't allow sufficient time for proper consideration, and the proposal was not developed in sufficient detail for the community to accurately assess it;
- Lang Park doesn't have sufficient transport infrastructure and this would be too expensive to provide; and
- Brisbane does not need another stadium, and there are more important priorities for the use of capital funding, eg. schools and hospitals.

## 8.4.2 Impacts of Existing Lang Park Stadium

The following impacts of the existing facility and operations were identified through consultation during the EIS.

#### Parking

Parking of private cars in the streets around Lang Park during events produces severe impacts on parking supply and demand. Residents currently experience impacts such as not being able to access or leave their homes; the lack of on-street parking; the noise of people returning to their cars; congestion which sometimes prevents people from accessing or traversing streets; and lack of parking for business customers.

#### Crowd Behaviour

The current experience is that the crowd surges from the stadium into the surrounding streets following a match, to access their cars, transport infrastructure and the local licensed venues. Many patrons are affected by alcohol, and by exuberance or frustration. As a result, residents suffer noise, vandalism, litter and property damage; an impairment of their quiet enjoyment of their homes; and perceived and actual threats to community safety. Patrons who have gone on to other drinking venues in the area continue to be a nuisance until the early hours, particularly those who return, intoxicated, to cars parked in local streets. Residents are concerned by the Police Service's perceived lack of capacity to control crowd behaviour after events.

#### Environmental Impacts

The range of impacts which currently detract from the local environment and impact negatively on quality of life include noise (from the public address system, plant, crowds, traffic, and pedestrians); light spillage (from light towers, signage, television lights and the stands); litter from patrons leaving the venue or the pubs and clubs; and disturbance to the heritage fabric of the area.

#### □ Traffic & Transport

Residents believe public transport in the area is lacking, that pedestrian and cycle access is poor, and that the impacts of Lang Park crowds (both in cars and on foot) are unacceptable. The volume of pedestrians detracts from the residents' quiet enjoyment of their homes, and traffic congestion causes severe inconvenience.

#### Character

The size and scale of the existing development is seen as incongruous with the surrounding small lot development, and deleterious to the heritage character of the area.

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## 8.4.3 Impacts Relating to the Proposal

The community's assessment of impacts was based on their experience of the current stadium; their knowledge of other communities' experiences with large stadia; their experience with other large developments; and information provided throughout the consultation process. Community assessment of the impacts of the proposed redevelopment was constrained by the fact that most consultation was undertaken prior to completion of the proposal. The basic proposal presented to the community during consultation was that the proposed redevelopment would:

- (i) remain approximately the same height, and approximately the same footprints;
- (ii) increase in capacity from 42 000 to 52 500 people;
- (iii) be designed to reduce noise and light impacts;
- (iv) include more space for public access around the facility;
- (v) incorporate design features and pedestrian, traffic and transport infrastructure to manage and reduce the impacts of crowds; and
- (vi) increase the size and frequency of events per year.

Impacts identified by the consultation process are categorised as follows:

- (i) construction impacts;
- (ii) environmental impacts;
- (iii) land use impacts;
- (iv) social impacts;
- (v) economic impacts
- (vi) traffic and parking impacts;
- (vii) transport and infrastructure impacts; and
- (viii) community benefits.

#### Construction Impacts

Residents identified the potential impacts of construction as one of the most significant aspects of the proposal.

A construction period of two years is expected, and at different phases there will be demolition, cranage, and concrete construction, with accompanying deliveries of materials. There could also be a number of extra private vehicles parking around Lang Park. Residents were particularly concerned that the short timeframe (given the deadline relating to the 2003 World Cup) will mean that construction will be conducted at maximum activity levels, meaning intense noise, light and airborne contamination for extended periods of time. They were also concerned about a perceived lack of the Government's capacity to manage private contractors responsible for construction to ensure that impacts would be minimised.

Consultation participants expected that the construction workforce would cause significant pressure on parking; traffic congestion, access problems for residents and businesses, and general disruptions to a quiet area. It was also feared that construction of proposed associated traffic and transport infrastructure (eg. re-alignment of Milton Road; construction of walkways and bridges) would cause unacceptable noise and traffic disruptions.

Residents are particularly opposed to seven day a week construction, needing some respite from construction activity. The impacts of construction during the night are of particular concern. Residents requested strict conditions on the contractor to reduce the potential impacts on family

life and residential character, including provision of on-site parking, limited hours for construction and no construction on Sundays.

### Environmental Impacts

The predominant concern relating to the environment was the noise that would potentially be generated by such a facility. Most participants thought that the design of the proposed new stadium would reduce some of the noise associated with crowds inside the stadium, the public address system, services deliveries, and plant operation. However, they were not sure that noise emanating from the stadium would be reduced to acceptable levels at all times. It was thought that other sources of noise would increase, and these would include the noise of patrons arriving at and leaving the games, pedestrian movements on walkways, and potentially plant noise at the southern end of the stadium. The potential noise from helicopters was named as being particularly intrusive. Residents were also particularly keen to avoid the noise of rock concerts.

Light spill was raised as a major environmental contaminant at early meetings. Participants were less concerned by light from the stadium after light towers were ruled out, and the design was shown to incorporate lighting under the roof structure, but were still concerned. They were also concerned that for safety purposes, walkways would need to include lighting that could spill into back yards and houses.

Other environmental issues included the potential for large shadows to be thrown over surrounding streets, houses, yards, facilities and parks, and the potential for breezes to be blocked by the bulk of the facility. Disruption to television and radio reception was an additional concern.

Litter was commonly cited: patrons currently leave a trail of detritus, including broken glass and the by-products of excessive alcohol consumption, as they move through the local area. Both private homes and public areas are affected. Participants did not think that this would be greatly reduced by more bins or the reduction of pedestrian flows through local streets. The potential noise and disruption of clean-ups following games was also identified as a potential concern.

Finally, residents were worried by the potential for a decrease in air quality, as a result of increased traffic, increased use of machinery, fireworks, and bus emissions.

#### □ Land Use Impacts

In the context of surrounding land uses, many participants saw the development and operation of a large modern stadium as incongruous, given the potential traffic, noise, light, traffic and character impacts which could result. Concerns regarding potential changes to the quiet residential character of the area were widespread: "It'll be like (having) 50 000 people at a party next door".

The visual impact of a large building with a significant mass, particularly in a finely grained residential, shopping and entertainment area, was seen as negative. Design treatments to reduce the visual impacts were described by one participant as "like putting lipstick on the Elephant Man".

Related to these first two concerns (incongruence and visual impact) is the concern that the introduction of a larger stadium and its' associated infrastructure would irrevocably change what is arguably an important historical remnant of the early settlement of Brisbane. It was seen that this could occur as a result of both tangible and intangible effects including visual impact, vandalism, property damage, traffic congestion, and 'opening the door' for other non-residential uses.



Residents were also concerned about the cumulative effects on the physical and social environment, as the stadium's impacts interact with those of the planned Inner City By-pass, the proposed redevelopment of the Barracks site, and possibly elements of the City West vision.

Christ Church Milton, bordered by the Stadium to the north and west, Hale Street to the east, and Chippendall Street (the proposed bus and delivery service road) to the south, was seen as particularly vulnerable. This heritage-listed Church and its Cemetery Reserve are a remnant of the area's historic use as a place of worship and as a burial ground for early settlers. The church has an active and devoted membership of 50 or so, and hosts wedding and funerals throughout the year, in addition to regular auxiliary functions.

#### Social Impacts

The primary issue for concerned residents is the expectation that most current impacts (ie crowd behaviour issues, parking demand issues, and traffic congestion) would increase in magnitude and frequency.

The events forecast estimates four or five capacity events each year, around ten events at half capacity, and around ten events of less than half capacity. Residents are extremely concerned that they may face the prospect of weekly and fortnightly events for eight or nine months of the year. They expect that the operations of the stadium will reduce the quality of both the urban and social environments, and negatively impact on their quality of life in both the short and long term.

Purchase and consumption of alcohol was considered to be one of the primary functions of such a facility, and the effects of excessive alcohol consumption were seen as the primary cause of antisocial behaviour. This coupled with the expected increase in crowd size and frequency led many residents to conclude that hooliganism, vandalism, property damage, destruction of the area's heritage values and perceived and actual threats to community safety would increase as a result of the redevelopment.

The behaviour of patrons leaving the stadium, and, later, highly intoxicated groups of patrons who had continued drinking nearby, was a predominant issue. Particular locations where this was expected to be a problem included Petrie Terrace (immediately east of the stadium); Caxton Street; Heussler Terrace and surrounding streets; Upper Roma Street, and Countess Street.

Another major impact is the demand for parking, which residents expect would continue to block their driveways and fill their on-street parking spaces. Their experience of parking control at previous large events, and recent experiences at Ballymore, have produced the expectation that strategies aimed at reducing the impacts of parking will be ineffective. This, coupled with a potential increase in size and frequency of events, contributed to a high level of concern. They were not entirely reassured by the proposed restricted parking scheme, lacking confidence that it could be adequately controlled and policed, and fearing that it would further impact on their lifestyles. One illustrative comment was "we don't want to have to plan our family birthdays around Lang Park".

Traffic congestion was another issue with social impacts: it was expected that the expected influx of private cars (at least in the initial stages), buses, coaches, delivery trucks, waste removal trucks and other traffic would exacerbate heavy inner city traffic around the site and increase travelling times to home, work, shops, and other events.

The combination of parking congestion, traffic congestion, pedestrian movements, noise and increased population on game days was expected to have significant impacts for the character of the area, and on residents' sense of place. The loss of their quiet enjoyment of the suburb was nominated frequently as an unacceptable and unpreventable impact of the proposal's operations. Having a large volume of people flowing in and out of the surrounding areas was stated as a significant impost on everyday life. The proposed restaurant on the Hale Street side of the stadium was also seen as a potential threat to residents' privacy, in that restaurant patrons may be able to see into the backyards and houses of nearby residents.

Community members also feared that they may lose access to community facilities, shops, and businesses, as a result of traffic and parking congestion; physical incursion in the case of the PCYC and Oz Sports facilities; threats to viability (due to noise and parking impacts) in the case of La Boite; or prevention of physical access and the contemplative environment, in the case of the church. Threats to access to the pool, skate bowl and other facilities were not mentioned, except in respect to traffic congestion.

The stadium proposal includes increased open spaces around the stadium, and it was feared that unintended uses whilst the facility is "dark" could introduce a risk to community safety. This extended to the proposal for pedestrian walkways between the stadium and traffic infrastructure.

The combination of the above social impacts was expected to lead to stress in the community, conflict between supporters and opponents, and a protracted battle to ensure that mitigation and monitoring strategies were adequately implemented.

#### **C** Economic Impacts

Residents identified potential decreases in access to businesses as a potential economic impact. This was related to traffic congestion and the proposed parking restrictions. A less commonly expressed concern was the impact of competition between stadium restaurants and bars with existing businesses. Thirdly, there were a few residents worried by the possibility of property values declining.

#### Traffic and Parking Impacts

The primary traffic impact identified by community members was the effect of parking demand before, during and after matches. Few residents believed that 80% of patrons could be encouraged to use public transport. Neither did they expect that the proposed parking restriction scheme would improve matters, particularly in the short term. A common concern is that people can't have visitors or hold events at their homes during event times, due to there being nowhere to park visitors' cars. Access for emergency vehicles and cars rushing to hospital has been a problem in the past, and residents are very concerned to ensure that this doesn't recur.

Access to businesses was another problem identified in discussion of the proposed parking restriction scheme. Residents made the point that there are many small businesses scattered throughout the residential area, and that restricted access would be a serious impediment to their trade.

Traffic congestion, as identified in the section on social impacts, is expected to continue as a feature of life and to increase, particularly in conjunction with the Inner City Bypass. The stress of moving around the community is expected to increase, particularly on event nights where there are large numbers of buses, coaches and taxis, in addition to private cars.

Street closures and diversions cause particular problems for residents and the wider community, particularly when it is major roads that are being blocked either by closures or unrestrained pedestrians (eg Caxton Street, Milton Road and Hale Street). Street closures are also a point of issue for businesses, as customers find them a major impediment. Closing Castlemaine Street would also cause negative impacts for businesses in the area.

#### □ Transport Infrastructure Impacts

The proposal contains several potential improvements to public transport. These include an upgrade of Milton (Rail) Station; integration between transport modes; better pedestrian infrastructure; and the possible introduction of light rail. Additional elements, which could reduce the impacts currently experienced, include better arrangements for taxis, buses and coaches; and the planned increase in people using public transport to and from the stadium.

Safety, affordability and convenience are essentials for families using public transport. Some parents who participated in focus groups and clinics said that families would avoid using public transport if they had to share it with intoxicated patrons.

The possible inclusion of light rail services within the transport infrastructure was a matter of considerable interest. Some people thought that light rail would merely duplicate heavy rail infrastructure. Some thought the route would more usefully run up Caxton Street, whilst the logistical problems of such a route concerned others. The general consensus was that there would be little benefit from the proposed light rail development to the local community, particularly given the likely paucity of light rail trips available when the stadium is not operating, but that it could be useful for patrons.

#### **Community Benefits**

Few participants in clinics, workshops, interviews, or focus groups were able to identify benefits for the local community. Survey participants generally thought there would be benefits for the wider community. Clinic and workshop participants were particularly loath to identify benefits, as they believed any benefits would be minimal, and would not provide any significant offset of the negative impacts.

There are some community benefits that may accrue as the result of design mitigation measures (see Section 8.5.1). These include a reduction in noise and light spill; more controlled pedestrian flows; separation of pedestrians from vehicles at pinch points; better management of parking demand; and a more attractive vista.

Other benefits which may accrue as a result of the proposal include an increase in public open space through the development of a park at the Northern end; better pedestrian paths and linkages; better integration between public transport modes; and increased turnover for some businesses.

# 8.5 Mitigation

To 'mitigate' means to reduce the severity of something. Mitigation measures suggested by consultation participants have been treated in three sections: design measures; construction mitigation measures; and operational mitigation measures.

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#### 8.5.1 Design Measures

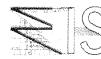
The iterative and integrated nature of the impact assessment and design processes provided the opportunity to modify the proposal at several points in the design process. To this end, the architects responsible for the proposal's master plan and concept plan presented, participated and observed at several clinics and both workshops. Consultation data helped to focus the design process on community concerns, and potential community benefits. It also drew the architects' attention to the strength of feeling on particular issues, enabling them to focus their efforts on avoiding or reducing the severity of potential impacts.

Initial consultation meetings identified concerns about loss of open space, protection of community facilities, impacts of pedestrian flows, transport infrastructure, sympathy with the existing environment, noise pollution, light spill, and site coverage. They also highlighted concerns for the protection of the heritage listed church and cemetery reserve at the southern end of the stadium.

Later meetings provided full and frank feedback on design proposals, and provided some preliminary assessment of the features including pedestrian plazas, walkways, community access, logistics, and appearance. Community members also suggested avenues for refining pedestrian flows, examination of particular forecasts, and alternative locations for transport routes and infrastructure.

Responses to community needs and issues which are reflected in the master plan or concept plan include:

- efficiency in seating and other design aspects, to ensure that the stadium was no higher, longer or wider than absolutely necessary;
- channelling patrons out through the northern and southern ends (on to Caxton Street and to Milton Road), rather than through Castlemaine Street and Hale Street which adjoin residential areas;
- increasing the amount of public space on the site, and encouraging public access to walkways and plazas;
- re-aligning pedestrian links to avoid patrons arriving at and leaving games through local streets, and to reduce pedestrian pinch points;
- confining services and parking to a concourse below ground level;
- maximum possible enclosure of noise, through a continuous roof and avoiding gaps in stands and walls, and adoption of acoustic insulation treatments in several elements of the building;
- locating the plant for the stadium at the southwest corner to reduce noise impacts on residences;
- locating service access to the south, to reduce noise and traffic congestion;
- moving taxi ranks, delivery areas, and drop off zones to avoid traffic congestion;
- no incursion on Christ Church or the cemetery, and a "peeling back" of the building at the church corner;



- sun shading, scaling and the use of vegetation to reduce the visual impact of the building;
- consideration of public safety and access in the design of external areas and associated infrastructure, and enhanced access for police and emergency services;
- accommodating the PCYC and Oz Sports facilities within the stadium building; and
- mature tree plantings to improve the landscape.

#### 8.5.2 Construction Mitigation Measures

Community members' experience of the construction of the western stand, Hale Street upgrade and other inner city projects has led them to expect a range of impacts from the construction phase. The following measures would assist residents to cope with the construction period.

- (i) restricting construction periods to daylight hours during weekdays only;
- (ii) preventing construction activity during church services and other local events;
- (iii) protecting the sanctity of the Cemetery Reserve and church from any physical incursion;
- (iv) exploring methods for constructing the stadium from the inside out;
- (v) warnings for residents well prior to particularly noisy or dusty construction activities;
- (vi) thorough liaison between project managers and community members to assist monitoring and mitigation processes;
- (vii) providing public transport for construction workers to reduce parking impacts;
- (viii) introducing a parking restriction scheme prior to starting construction;
- (ix) adjusting parking restrictions in the immediate area;
- (x) placing stringent conditions on contractors to reduce noise, dust and congestion; and
- (xi) auditing and repairing surrounding streets.

Residents were concerned by a perceived difficulty in imposing conditions on private contractors involved in stadium construction and management. They suggested that management principles and processes should be negotiated to the satisfaction of the Brisbane City Council and resident associations

#### 8.5.3 Operational Mitigation Measures

Operational mitigation measures suggested by residents fell into six categories. These are:

- (i) social environment impacts;
- (ii) community safety and equity issues;
- (iii) noise impacts;
- (iv) traffic and transport impacts;
- (v) parking impacts; and
- (vi) impacts on Christ Church Milton.

#### Mitigation of Social Environment Impacts

The principle coping mechanism for people experiencing any type of negative effect is to have some control over the situation - to avoid being, or feeling like, a helpless victim of the circumstance. In the case of residents living near the stadium, this translates to participation in ensuring that the proposal, if it proceeds, does so on grounds which are tolerable for the community which hosts the stadium.

## Suggested Mitigation Strategies

#### □ Noise Mitigation

Whilst residents thought the proposed design would mitigate some noise impacts, they suggested additional mitigation strategies to ensure that noise pollution is managed at acceptable levels. These included: external design and cladding to be investigated for traffic noise amelioration on Hale Street; ensuring parking officers did not create a new source of noise nuisance; reducing noise from the plant room proposed for the south west corner of the building; mitigation of noise bouncing off the Hale Street façade; and design and insulation to mitigate noise break through vents in the walls or roof.

### Venue Management

Residents stressed the need for professional venue management, and contributed several suggestions as to the content of the management contract. These included

- adopting a risk assessment approach, to identify potential risks to residents' safety and entitlements;
- full compliance with legal and social responsibilities in relation to serving alcohol;
- performance criteria to be developed in co-operation with the community and be incorporated in management contract; and
- consideration of crowd culture and tribalisation in structuring patron management strategies.

#### □ Community Liaison

Residents were willing to consider the establishment of a residents' liaison/advisory structure. There is a considerable amount of work in participating in consultation and on-going discussions; monitoring functions and the implementation of mitigation strategies; and taking action to ensure that satisfactory outcomes are achieved. They requested consideration of resourcing the community to participate in the ongoing process if the redevelopment proceeds.

### Waste Management

Suggestions included that bins should extend beyond the parking restriction perimeter to ensure that the litter is not spread into surrounding suburbs; litter should be removed at an early but decent hour; and the hirer should pay for the cost of litter collection up to and beyond parking scheme boundaries.

### Mitigation of Community Safety & Equity Impacts

One of the primary issues for residents is the impact of intoxicated patrons after a game. These issues are strongly linked to issues of policing and venue management.

### Suggested Mitigation Strategies

### Reduction of Alcohol Consumption

The impacts of pedestrian behaviour could be mitigated by decreasing the stadium's tolerance for intoxication, both on arrival and whilst within the stadium; introducing monitoring of evicted patrons; preventing patrons from accessing residential streets (for traverse, or travel to cars); ensuring



compliance with both general and specific provisions of the Liquor Act; introducing and policing a code of behaviour for patrons; and better management of peak pedestrian flows.

### **D** Patron Behaviour Management

Residents supported a policy of zero tolerance for intoxication upon arrival and whilst in the stadium, but stressed the need for monitoring of evicted people and a police presence to protect residents' property and personal safety, including monitoring evicted patrons all the way out of the area. Implementation of responsible hospitality practices was also advocated, to bring about a reduction in consumption of alcohol, which, they noted, should include corporate patrons. Whilst the potential value of a stadium patron's Code of Behaviour was acknowledged, residents thought it would take some time to have an effect, and would require strong enforcement and policing, and monitoring by residents. This could include establishing an appropriately staffed and advertised hotline for residents to contact the venue management, and a community liaison committee.

### Policing

The need for better policing was strongly linked to management of behaviour. Residents believe that a larger, more obvious and active police presence would decrease the current impacts of pedestrians; further they believe that this needs to be extended into the early hours of the morning. It was acknowledged that current police resources do not extend to deployment of police to the area after a game, and participants suggested that the stadium management or the hirer should pay for this extra police presence.

Improving communication between residents and police in the hours following a game was seen as an essential mitigation measure, to ensure that residents can contact police when they are required, with the expectation that they would arrive within an appropriate space of time. Community members also suggested that policing strategies at other stadia should be researched. They were also keen to ensure an integrated approach to residents seeking emergency assistance and policing services, and an integrated response.

### Caxton Street Precinct

The link between stadium patrons' behaviour after games and nearby licensed premises was frequently drawn, and community members thought it essential that the operators of licensed venues within the precinct were involved in an ongoing, integrated strategy to reduce the impact of intoxicated people on residents' quality of life.

#### □ Increased Space at Southern End

A suggestion was made at a workshop by a community member for the proposed redevelopment to resume some of the land between Chippendall Street and Milton Road, to relieve pedestrian pressures and conflicts at that end of the site, and provide more room for accommodation of bus parking.

#### □ Access for People with Disability

Infrastructure and fit out requirements include priority access for people with disability on buses, disability accessible buses; accessible design for paths and refuge islands; good access on heavy rail services; tactive paths and signs for people with sight impairments; and audio loops and accommodation of visual messages. The management of large crowds will need to have regard for the needs of people with disability.

### Mitigation of Traffic and Transport Impacts

Participants were dubious that the proposed target of 80% usage of public transport would be met. They also hoped that year-round public transport benefits might result for residents as a result of the proposed transport infrastructure.

### Suggested Mitigation Strategies

### □ Traffic congestion

Introducing and adequately policing the proposed parking scheme was a predominant theme. Other strategies included ensuring that projections for modal splits accommodate a "learning curve" for patrons; avoiding street closures wherever possible; providing priority access (perhaps through bus lanes) for residents; introduction of traffic calming measures; improved access and egress for cabs; improved access and parking for cyclists; completion of traffic infrastructure prior to completion of stadium; and use of remote ticketing stations, issuing entry passes to ticketed patrons, to ensure that patrons park at remote locations.

### □ Public transport

Integration was a key theme, including integration of bus and train infrastructure to minimise patron waiting time; integrated ticketing between the venue and public transport providers; and integration into the City-wide public transport strategy.

#### Mitigation of Parking Impacts

Loss of access to parking, streets, homes, business and services is expected to be a significant impact. Residents accepted the need for a parking restriction scheme if the redevelopment proceeds.

### Suggested Mitigation Strategies

- the need for the word "restriction" in the parking scheme nomenclature;
- 25-minute walking boundary minimum, with resident parking protection;
- need transport costs in admission;
- every fine issued should be matched \$1/1 by the stadium operator and put back into the local community for local improvements;
- an environmental levy with risk back to promoters/operators to bear costs of infringements;
- permit parking in certain streets at a toll (\$50) with revenue returned to local community;
- fines of at least \$200 should be levied;
- parking controls should apply to all events (sporting; other) regardless of size;
- exploring alternatives for restaurant and business parking, including for businesses located in residential streets;
- providing clear, logical signage, with minimum visual impact, and prohibiting advertising on parking signs;

- patrolling for off-street parking areas;
- restricting off-street parking in Rosalie restaurant precinct;
- adequate enforcement i.e. more than 20 traffic officers;
- management of multiple pass issues for group houses and multiple dwellings; and
- monitoring by residents.



### Impacts on Christ Church Milton

Some of the potential impacts on the Church would be addressed by design measures, including preventing incursions on the site, increasing pedestrian swell space around the Church; and links to walkways to take people to Milton Station.

### Suggested Mitigation Strategies

Other mitigation measures suggested by church members and other residents included avoiding noise impacts during the hours of worship; proving access to parking; ensuring unimpeded access up Chippendall Street; and upgrading the Rectory Hall as a means of compensation, to allow more use by the community.

### Impacts on La Boite Theatre

Current events have a significant effect on access to the theatre, due to parking demand and traffic congestion. Amenity is also impaired by noise and crowd movements. The proposed parking strategy would decrease parking demand but would also restrict parking access for theatre partons. Noise and pedestrian impacts would be reduced by the design of the proposed and the pedestrian infrastructure. It will be necessary for La Boite to be involved in ongoing discussions with the stadium development group if the proposal proceeds.

# 8.6 Conclusions

Consultation has identified a range of impacts that the community expects to experience in relation to the proposed redevelopment of Lang Park. The experience of impacts varies in relation to individual experience and values, and particularly in relation to proximity to the site.

Community members expect that some of the current impacts (noise impacts and light spillage) may be improved by the proposed redevelopment. The extent to which they improve would be a function of the final design proposal and commercial model, and of the willingness for continuing dialogue on the part of the Government and the community.

Events at a new Lang Park Stadium would be larger and more frequent than for the current stadium. This would produce the inevitable swell of people in and out of the suburb, more frequently, and could intensify current impacts such as traffic congestion, pedestrian flows, litter and pedestrian noise. Many residents are seriously concerned that the redevelopment will have negative effects on their quality of life. The visual impact and change to local character are outstanding concerns.

The proposal would potentially produce some local community benefits, such as better quality facilities, more coherent pedestrian links, increased exposure for some businesses, and improved public transport options. It would also be expected to provide a wider community benefit in terms of attracting better games and increasing the profile of sports.

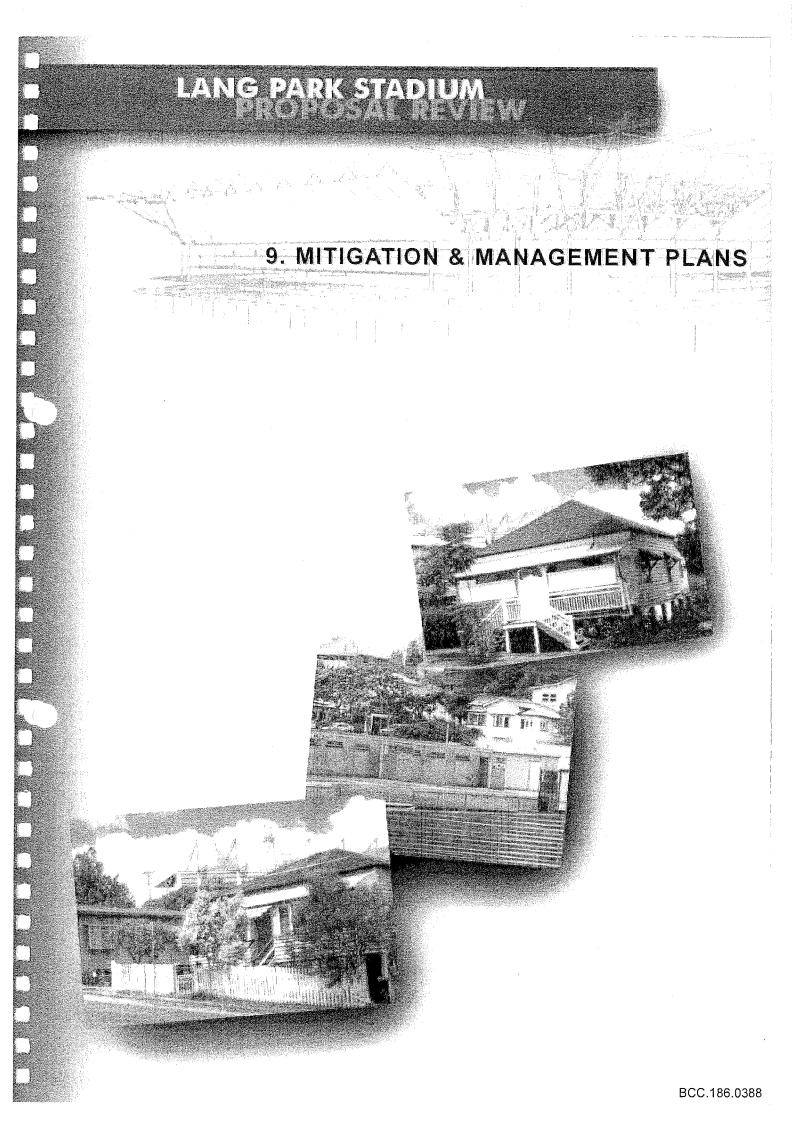
The views of participants in focus group, interviews and surveys, ranged evenly over support for, disinterest in and opposition to the proposal, with varying assessments of the severity of impacts and value of benefits.

There was a high level of opposition to the redevelopment amongst community meeting participants, most of whom were local residents. This is largely attributable to the local

community's expectations that impacts will increase in severity, magnitude and frequency, and will have serious effects on their quality of life. It is also due to the community's distrust in the process that led to the proposal for Lang Park. It was expected that some residents would continue to say no to any and all redevelopment, if they concluded that, on balance, their quality of life would be reduced if the proposal proceeded. Submissions to the draft EIS will be an additional gauge of this feeling.

The consultation process will continue throughout the EIS finalisation period. However it will also be important to continue a consultation and participation process with the local community throughout any further decision-making exercises.

If the proposed redevelopment were to proceed, it would need to incorporate all possible design and operational provisions to protect residents' safety, quiet enjoyment and quality of life. It would also need to seek to protect the intrinsic qualities of the local environment. This would most appropriately be addressed through continuing liaison with the community, and a respected role for residents in monitoring and mitigation.





# 9.1 Approach

The approach to mitigation deals firstly with impacts likely to arise during the construction phase, and secondly with impacts likely to arise during the operations phase.

In both cases, this section identifies the impacts predicted in Sections 6, 7 and 8 of this EIS, and presents possible mitigation measures.

A key element to the overall success of the mitigation of both construction and operational impacts is to gain and maintain effective community involvement.

# 9.2 Further Community Involvement

There is a section of the local community, which does not want the proposed stadium to proceed under any circumstances. For these groups there may be nothing that can mitigate the perceived loss of lifestyle, amenity and character associated with the proposed redevelopment.

In the event that the proposed stadium does proceed, it is important to develop some principles for local community involvement in planning and monitoring of operations, and plans to manage possible social effects (such as drunken behaviour after events, policing of parking restrictions and Police responses to trouble spots).

Community representatives should have regular, scheduled access to stadium management, to raise issues of concern, and to participate in the resolution and mitigation of issues. The effectiveness of the management plans should be monitored. A Community Liaison Group and a Stadium Management Advisory Committee should be formed as vehicles for appropriate community involvement.

### □ Community Liaison Group

A Community Liaison Group would be an important mechanism for the near neighbours to maintain regular contact with the Stadium Management. A Community Liaison Group comprised of representatives from the surrounding locality should be formed to meet 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 debriefing session would enable local residents and businesses to report on the effectiveness of crowd control and parking plans, as well as noise, light spill and traffic congestion.

To be most effective, the Community Liaison Group should:

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

The formation and structure of the Community Liaison Group should be by way of an electoral process to ensure a representative voice from the community. The electoral process itself should be the subject of consultation with the local community, with this process commencing immediately if a decision is made to proceed with the proposed stadium.

The Community Liaison Group should meet monthly from April to September when events are scheduled most frequently at the proposed stadium. The stadium management should contribute towards the reasonable operating costs, such as the production of newsletters, independent facilitating and convening of meetings, obtaining and disseminating information to members, and the making of representations to authorities with regards to non-compliance with development conditions.

## □ Stadium Management Advisory Committee

It is also recommended that a Stadium Management Advisory Committee be established for the development and implementation of management plans regarding potential operational effects of the proposed stadium. This Committee could also be responsible for monitoring social effects during construction and operation. The committee would have an advisory role only.

The proposed Committee should be structured to include representation from:

- (i) City Police;
- (ii) Brisbane City Council;
- (iii) Emergency Services;
- (iv) major user groups (eg QRL, QRU, ARU, ARL);
- (v) a residents' association;
- (vi) a local business association;
- (vii) a member of the Community Liaison Group; as well as
- (viii) stadium management.

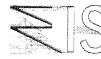
The function of the Stadium Management Advisory Committee will be to:

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

Administrative support and other necessary resources for this proposed Committee should be built into the cost of staging events at the proposed stadium.

### □ Monitoring Programs

The Community Liaison Group and the Stadium Management Advisory Committee should monitor the effectiveness of management plans for the construction and operations of the proposed stadium. Residual social effects of the proposed stadium that may need to be monitored should it proceed, fall into four categories. These are:



- (i) effects on community character and cohesion;
- (ii) effects on nearest neighbours such as noise, dust, light spill, crowd behaviour after an event, privacy, parking difficulties, litter, traffic congestion and parking;
- (iii) effects of potential parking restrictions on local residents and local business; and
- (iv) construction effects such as traffic congestion, noise and working hours during construction.

# 9.3 Construction Mitigation Measures

The construction impacts identified in the impact assessment include:

- (i) hours of work;
- (ii) the potential for diminished air quality;
- (iii) the potential for excessive noise;
- (iv) the potential for intrusive light spill from security lighting and lighting required for out of hours work;
- (v) the potential for ground water and surface pollution through the disturbance of contaminated land, soil erosion and sedimentation;
- (vi) increased demand for car parking for the work force;
- (vii) heavy vehicles moving through the locality to access the job site;
- (viii) the potential for damage to important vegetation, particularly in Milton Road; and
- (ix) the need to conserve aspects of cultural heritage value on listed sites (eg Christ Church, Baroona Special School).

The mitigation measures proposed to respond to each of the anticipated construction impacts are discussed below.

### 9.3.1 Hours of Work

The construction of the existing western stand on Castlemaine Street led to dissatisfaction in the local community, with the extended hours of work being one of the more contentious practices engaged in during that project.

The proposed hours of work for the construction of Lang Park Stadium Proposal would be 6.30am to 6.30pm on weekdays, and 7.00am to 3.00pm on Saturdays. There would be no work on Sundays or other recognised religious holidays, including Easter and Christmas periods.

Out of hours work will be required for logistical reasons, such as transporting large, prefabricated structural elements on to the site without disrupting daily traffic flows. On these occasions, the Site Manager should be required to notify all residents in the following localities of the date, duration and time of out of hours work:

- (i) the area bounded by Milton Road, Petrie Terrace and Hale Street; and
- (ii) the area bounded by Heussler Terrace, Castlemaine Street, Given Terrace and Isaac Street.

The means of notification should be by written notice delivered to each letter box in the nominated localities.

## 9.3.2 Air Quality

The range of impacts on air quality arising from construction will be limited mostly to dust and exhaust fumes from plant and equipment. Dust nuisance is expected to be the more intrusive of the two.

To avoid dust nuisance for nearby properties, the Site Manager should ensure that all exposed surfaces, such as the floor of the construction site, internal haul roads, entry and exist points to the surrounding road network, are regularly and frequently watered.

A dust monitoring station should be established and maintained according to the direction of the prevailing winds on days when dust is likely to be generated (eg demolition or construction, earthmoving and site preparation, frequent movement of heavy vehicles on and off-site). The location of the monitoring station, or stations, will respond to the prevailing wind and need to change in response to variable wind direction.

The Site Manager, with the aid of a qualified person, should maintain and retain the dust logging results for review and compliance checking.

As with the hours of work, the Site Manager should notify the residents of nearby areas of periods of work when the potential for dust nuisance is increased. The notice distributed by the Site Manager should clearly display a contact telephone number for complaints. This telephone should be attended by site staff during periods of increased activity which could lead to dust nuisance. The Site Manager should record all complaints received, and report on corrective action taken to relieve the nuisance.

Both the dust logging data and the complaints register should be retained on site for examination by the Environmental Protection Agency to check compliance against the conditions of approval for the development.

### 9.3.3 Noise

The potential sources of noise during construction have been identified as being:

- (i) plant and equipment during demolition of the McAuliffe stand;
- (ii) plant and equipment (excavators, concrete pumps, tower cranes) during the construction of the proposed stadium; and
- (iii) heavy vehicles entering and leaving the construction site.

The approach to mitigating potential noise nuisance during demolition is to rely upon the retained western grandstand to screen the residential areas to the west, and to work from within the arena to the fullest extent possible. Also, the demolition contractor should be required to engage specially quietened equipment to reduce further the potential for nuisance.

The hours of work recommended in Section 9.5.1 above should be adhered to during the demolition phase of construction.

Plant and equipment for construction, and particularly the tower crane motor should be screened or muffled so as not to exceed measured background noise levels at the boundaries of the nearest residential properties. The location of plant and equipment should provide the greatest opportunity to reduce noise levels for nearest neighbours to at least background noise levels.



To reduce noise nuisance arising from heavy vehicles entering and leaving the site, the principal access point should be in the south-west corner off Castlemaine Street. The principal haul route to and from the site should be along Castlemaine Street to Milton Road. Heavy vehicles should not access or leave the site along Castlemaine Street to or from any of Caxton Street, Heussler Terrace or Given Terrace.

The Site Manager should notify residents of the nearby areas of periods when particularly noisy plant and equipment will be in use, or when a number of different types of noisy equipment will be in use. The method of notification should be by way of a newsletter distributed to all letter boxes in the areas described above. The newsletter should provide a point of contact, including telephone details.

The Site Manager, with the aid of an acoustic consultant, should monitor noise levels at noise sensitive locations, and resident complaints, during periods of high activity involving noisy equipment. The monitoring results should be logged and maintained for compliance checks by the relevant authorities.

### 9.3.4 Light Spill

The impact assessment has identified the potential for light spill from the construction site to affect nearby residences during construction. The sources of lighting will include security lighting and construction site lighting for out of hours work.

The recommended approach to controlling and mitigating light spill during construction entails:

- (i) limiting work hours to daylight times, except where logistical requirements dictate out of hours work;
- (ii) installing lighting which has cut-off characteristics so that the vertical illuminance for residential properties does not exceed 10 lux during pre-curfew hours and 1-2 lux during curfew hours;
- (iii) locating and directing security lighting away from residential properties;
- (iv) notifying of nearby residents of out of hours work where construction site lighting additional to security lighting will be required; and
- (v) the Site Manager undertaking periodic monitoring of lighting and light spill for out of hours work to ensure that standards are being met.

The contractor, with the aid of a qualified person, should be required to undertake background light measurements prior to the commencement of any out of hours work and maintain a log of recorded measurements.

The Site Manager should maintain a register of all complaints received and the corrective action taken in relation to complaints regarding light spill intrusion, and for compliance checks by BCC officers.

### 9.3.5 Contaminated Land, Soil Erosion & Sedimentation

The impact assessment has identified potential environmental impacts arising from the disturbance of the site soils. The previous use of the site as a landfill raises concerns over the potential for contaminated leachates being mobilised during site works. Also, the earthworks associated with site preparation give rise to the potential for soil erosion and sedimentation in drainage lines and water courses.

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### Contaminated Land

The impact assessment indicates that up to 100,000m<sup>3</sup> of landfill material could remain on the site. Prior to the commencement of site preparation, the construction contractor should have prepared a Site Management Plan prepared in accordance with the relevant guidelines produced by the Environment Protection Agency. At the least, the Site Management Plan should:

- (i) identify the nature and quantities of landfill and contaminants remaining on site;
- (ii) identify groundwater flows and chemical properties;
- (iii) identify the means and location for disposal of contaminated material; and
- (iv) propose a method for site remediation acceptable to the Environment Protection Agency.

Prior to and during remediation works, background monitoring of groundwater properties should be established and maintained by the Site Manager. The Site Management Plan should clearly establish the reporting and responsibilities protocols in the event that contamination levels in groundwater are elevated.

### Soil Erosion & Sedimentation

The impact assessment indicates that the potential for soil erosion and sedimentation on the site is not great due to the grades and the redirected stormwater flows in the locality. To minimise the risk of soil erosion and sedimentation during site preparation, the contractor should be required to prepare and adhere to an approved Soil Erosion and Sedimentation Control Plan.

This plan should establish standard operating practices and procedures for the containment of surface water flows arising from rainfall events and dust suppression and construction activities to BCC or EPA standards.

### 9.3.6 Work Force Car Parking

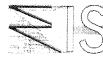
The construction work force is expected to peak at approximately 450 during the project. Residents have expressed concerns that the car parking demand arising from this influx of workers will diminish the on-street parking supply to an unacceptable level, with adverse consequences for residents and local businesses.

The proponent has offered to require of the contractor that construction workers be conveyed to the site in shuttle buses from a number of designated car parking stations around the City. The cost of this service is to be borne by the contractor.

The construction site will include up to 180 car parking spaces for use by designated staff, delivery vehicles and permitted sub-contractors.

Part of the local area is situated within the City Traffic Area, so that normal car parking restrictions will continue to protect these areas.

The contractor also should be required to educate and ensure all workers, including subcontractors, make use of public transport or the shuttle service. In the extreme, this could extend to site access being denied to workers who have not used either public transport or the shuttle bus service.



The success of this proposal should be monitored by the Site Manager in consultation with the Brisbane City Council. Should the scheme be found to be not working, the Site Manager should liaise with the Brisbane City Council and the Community Liaison Group with the view to preparing and implementing a local parking control scheme, with say, a 2 hour parking limit for streets within 500 metres of the site.

# 9.3.7 Heavy Vehicle Traffic and Pavement Issues

The potential for nuisance from heavy vehicles is expected to arise in their gaining access to and leaving the site for the delivery of large structural elements of the proposed stadium. In this context, concrete delivery trucks are not considered to be heavy vehicles. In as much as they impact on local residents, concrete delivery trucks should nonetheless be prevented from accessing residential streets.

To avoid the potential for nuisance, all heavy vehicles should access the site via Milton Road and Castlemaine Street, such that they approach and leave via the southern end of Castlemaine Street.

Should vehicles carrying particularly heavy loads be required to access the site out of hours, the Site Manager is to advise the nearby residential community accordingly. Such advice is to describe the number of vehicles, the duration of the particular operation, and the hours over which the operation is scheduled to run. Out of hours deliveries by heavy vehicles should not occur on Saturday or Sunday nights, and should not exceed more than three nights in any two week period.

The potential for adverse impacts during construction on the Castlemaine Street pavement have been identified.

As part of the general TMP submitted by the Contractor a detailed review of the pavement life along Castlemaine Street should be carried out. The impacts of the construction traffic should also be clearly addressed and mitigation strategies recommended should these impacts be severe. At the construction contract letting stage, detailed estimates of vehicle numbers should be available which would allow this detailed assessment to be undertaken.

In addition to the above assessment it is also recommended that should damage to any localised pavement or street furniture be attributable to construction vehicles associated with Lang Park that this be reinstated as part of the construction contract.

### 9.3.8 Road Closures

The impacts of construction activities will be dependent upon the final detailed design requirements and construction program.

The demolition of the existing eastern stand may impact on Hale Street traffic movements. To facilitate removal of elements attached to the rear of this stand there may be a need for the temporary location of mobile cranes on Hale Street resulting in the need for partial closure.

The construction of a grade separated pedestrian crossing of Milton Road could be accommodated under normal traffic flow conditions, however some temporary diversions or temporary lane closures may be required. The lifting of precast deck units for the pedestrian overpass sub-structure may require temporary closure of all or part of Milton Road. The construction of the pedestrian concourse and pedestrian footway over Hale Street may require partial closure of Hale

Street for similar reasons. The construction of the pedestrian walkway and necessary widening of the Caxton Street overpass may also require the partial closure of Caxton Street.

The construction of grade separated pedestrian links across Roma Street, Upper Roma Street, and Countess Street are likely to require at least partial road closures for the positioning of overhead deck units.

Road closures will occur during off-peak periods (typically between 1am and 5am) and a suitable level of public notification will be provided.

Noise generated by construction activities associated with these road closures will potentially impact upon adjacent residential areas. Impacts of road closure will be addressed through a detailed Construction Traffic Management Plan (CTMP) prepared by the contractor which will address the details of the proposed closure, time period proposed, impact on traffic flow, and temporary mitigation measures. Throughout the construction process the closure or part closure of any road network elements will adhere to the existing procedure being applied to other major projects in central Brisbane which involves co-ordination through the joint BCC/QT "Taskforce 3" this forms part of the *Inner City Major Projects Construction Management Traffic Permits Assessment Process*.

### 9.3.9 Vegetation Protection

With the extension of pedestrian walkways along Milton Road and the construction of a pedestrian plaza adjacent to Caxton Street, care should be required to protect the roots of nominated trees. Nominated trees include:

- (i) the fig trees along Milton Road between Hale Street and Petrie Terrace; and
- (ii) the trees within the Sports House site.

The trees adjacent to the existing western stand in Castlemaine Street would be moved or removed.

Where construction will approach the trees in Milton Road and in Sports House site, care should be taken to avoid disturbance of the root system within the drip zone of any tree.

The trees adjacent to the western grandstand should be relocated to the proposed open space to be established adjacent to Caxton Street. The cost of relocation should be borne by the stadium construction contractor.

Should any nominated trees be lost during the construction phase, the construction contractor should replace them with mature plantings of the same species, in locations agreed to by stadium management and the Brisbane City Council. In this regard, the Council must be satisfied that the mature plantings offered in replacement, are suitable and satisfactory for the purpose.

The contractor should ensure the on-going good health of nominated trees for the duration of the construction period.

### 9.3.10 Cultural Heritage

The consultation process has raised concerns that the construction phase will result in structural damage or other forms of degradation to the Christ Church site. Also, the re-orientation of the



classrooms in the Baroona Special School would require careful treatment and monitoring to ensure the cultural heritage values are retained in conjunction with Education Queensland and the EPA.

### Christ Church

Prior to commencement of demolition and construction works, the contractor should undertake an audit of the structural condition of the Christ Church and have this signed off by the Queensland Heritage Council and the relevant authority in the Anglican Diocese of Brisbane.

The demolition and construction contractors also should prepare Site Management Plans for the Christ Church and cemetery precinct to ensure no damage to the precinct, the vegetation or buildings on it occurs during work, including vibrations resulting from excavation or construction.

The community of Christ Church should be notified of the working hours, and of particular stages in the work programs which might lead to possible impacts on their activities. The work program should be modified to accommodate regular scheduled activities in the Christ Church precinct, and in a process of consultation, unscheduled activities, such as weddings, should also be accommodated in the work program. The Church Community should be encouraged to communicate regularly with Stadium Management.

### Baroona Special School

The potential impacts of the Baroona Special School will arise through the proposed re-orientation of the R G Suters classrooms on the corner of Hale Street and Milton Road, and through the construction of the pedestrian walkway partially within the school land along the Milton Road frontage.

The contractors should prepare a Site Management Plan and Building Plans for construction work on the school site for approval by the Queensland Heritage Council, Education Queensland, the Environment Protection Agency and the Brisbane City Council. These plans should ensure that the cultural heritage values of the Baroona Special School site are retained.

Also, the construction work should ensure that the health of the existing fig trees and frangipani trees along Milton Road frontage is not compromised. To this extent, the contractors should be required to have on site during construction work which might affect these trees, an arborist to oversee works.

Construction noise could impact on La Boite's operations, both matinees and night performances being affected. Contractors should be required to liaise with La Boite managers in relation to noise impacts exceeding background levels in Hale Street.

### 9.3.11 Construction Waste Management

Construction will involve the demolition of components of the Ron McAuliffe Stand and the northern and southern terraces, as well as site preparation and stadium construction.

Construction wastes will include concrete, excavated soil (if uncontaminated), old equipment, grease traps, scrap metal, plastics, timber, wall sheeting, packaging, glass, office waste, organic waste such as food scraps and cleared vegetation, and bricks or blocks depending on actual materials used in construction.

Waste minimisation strategies during the construction strategies should include:

- (i) the purchase of materials cut to standard sizes to minimise construction waste off-cuts;
- (ii) the reuse of concrete formwork where practicable;
- (iii) source separation as well as segregation of all recoverable materials;
- (iv) the reuse and recycling of concrete reinforcing, structural steel and plastic seating wherever possible; and
- the provision of separate waste removal skips to maintain segregation and ensure maximum economic reuse and recycling and diversion from landfill.

### 9.3.12 Sites Services

### Water

The trunkmains, particularly those in Hale Street will require avoiding during construction. Care is required that any adjacent construction eg piling for footings does not disturb the water mains.

### □ Sewerage

The sewerage mains require careful identification to avoid clashes during construction. The condition of the 225 mm earthernware sewer from Hale Street to Castlemaine should be checked as it may be susceptible to damage from vibration or other construction impacts.

### 🗆 Gas

During the construction phase, and in particular the construction of the footings for the elevated walkways and plazas along and over Hale Street and along Castlemaine Street between Milton Road and Chippendall Street, care must be taken to avoid damage to the existing gas mains in these areas. The service provider, Origin Energy, should be contacted to confirm the location of services before commencing works. If relocation of gas mains is required, Origin Energy will undertake the relocate at the developers expense.

# 9.4 Operational Mitigation Measures

### 9.4.1 Operational Impacts

The impact assessment identified a number of potential operational impacts for which mitigation measures are required. Not all impacts can be addressed completely through mitigation measures, so that some impacts can only be minimised. The potential operational impacts include:

- (i) car parking in the local streets and in business car parks;
- (ii) anti-social behaviour from crowds moving to and leaving the proposed stadium;
- (iii) public safety along the walkways between the proposed stadium and the City outside event times;
- (iv) social and privacy impacts of stadium operations (eg local behavioural patterns, amenity, seasonal changes, access and movement, State and local government services, social and cultural values);
- (v) visual impacts of the proposed building and transport and pedestrian infrastructure;
- (vi) impacts on the cultural heritage values of significant places, such as Christ Church, the Baroona Special School and the former Police Barracks site;



- (vii) other impacts on the cultural heritage values of listed sites;
- (viii) municipal drainage problems; and
- (ix) stadium noise breakout.

### 9.4.2 Crowd Behaviour

Crowd behaviour is as much a function of management as it is a function of design. To address the core issues arising now and likely to arise in the future operation of Lang Park Stadium, the following mitigation measures are recommended:

- (i) establishing and adhering to a Code of Behaviour;
- (ii) maintaining effective crowd surveillance during events;
- (iii) establishing Lang Park Stadium as licensed premises as an entity;
- (iv) with the input of Police and the Licensing Commission, establishing, monitoring and maintaining adequate and co-operative crowd management strategies for the Caxton Street and Given Terrace entertainment precincts; and
- (v) providing a hotline to Police and/or Stadium Management for residents before and after a fame.

### **Code of Behaviour**

To achieve an acceptable experience for patrons of Lang Park Stadium and an acceptable level of amenity for residents of the locality, the following Code of Behaviour is recommended, with modifications, on the basis of its successful implementation at Westpac Trust Stadium in Wellington, New Zealand.

### □ Conditions of Entry

Patrons may be refused entry if they:

- (i) are intoxicated or under the influence of drugs;
- (ii) fail to comply with security and gate staff requests; and
- (iii) have been banned or evicted for bad behaviour at previous events.

### □ Behaviour in the stadium

Patrons will be evicted from the stadium if they:

- (i) become intoxicated or use drugs;
- (ii) use obscene language or become verbally abusive;
- (iii) become physically abusive or violent;
- (iv) throw any object in the air or onto the pitch including during Mexican waves; and
- (v) bring alcohol, glass bottles, cans, weapons, sound amplifiers, eskies or cool boxes, or hot food into the stadium.

### General Rules

Patrons must not:

- (i) Invade the pitch at any time before, during or after an event, except when directed to do so in an emergency;
- (ii) Stand on seatings, hand rails or stairs during events;

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- (iii) Enter the players' rooms, officials' rooms or associated facilities; and
- (iv) Fail to obey the directions of Police and stadium security staff.

In implementing the Code of Behaviour, stadium management must maintain a log of incidents for review after each event, and must maintain a log of patrons who breach the Code of Behaviour. Stadium management must assist Police by making available copies of any video recording of a crowd incident.

### □ Surveillance

For crowd control, surveillance of the stadium, pedestrian plazas and walkways should be maintained for at least one hour after an event, with direct radio contact between the surveillance personnel and the Police and security staff.

The stadium and pedestrian plazas will be under 24 hour surveillance, with this service proposed to extend to the pedestrian walkways connecting the stadium with the City so that all external pedestrian infrastructure associated with the proposed stadium is available for everyday community use. The cost of surveillance is to be borne by the operator. However, the operator will not be responsible for the safety of pedestrians, but will make contact with the appropriate authorities when an incident is witnessed. Surveillance personnel will make available any video or other recordings of incidents to the Queensland Police Service upon request.

### □ Littering

The build-up of litter in the streets surrounding Lang Park after major events, in the past, has caused concern and dissatisfaction from local residents.

As part of its pre-match preparations, the stadium management should distribute rubbish bins along the major pedestrian routes, including those local streets known to carry pedestrian flows. Those streets would include:

- (i) Given Terrace and Heussler Terrace; and
- (ii) in the service trades area to the west of Castlemaine Street where the long-distance coaches are to be stored.

Rubbish bins should be placed in strategic locations along the pedestrian walkways back to the City and to South Bank.

Security staff within the proposed stadium and along the walkways also would be responsible for encouraging patrons to use the rubbish bins provided. The stadium management would be responsible for the clean-up and removal of these bins after 08.00 hrs and before 14.00hrs on the day after a major event.

The Community Liaison Group and the Stadium Advisory Management Committee should monitor the success or otherwise of this preventative and clean-up measure.

### Property Damage

A concern raised frequently during the consultation process is that of property damage caused by unruly patrons and others after matches at Lang Park. There is a combination of a design response and two mitigation measures proposed to address this concern.



The design response is the provision of safe pedestrian walkways linking the proposed stadium with an integrated public transport system and facilities. This will encourage the crowd to leave the venue and the locality quickly.

The mitigation responses include:

- (i) the careful management of the sale and use of alcohol within the proposed stadium;
- (ii) the adherence to the code of behaviour, particularly with regards the consumption of alcohol; and
- (iii) the role of stadium security staff, working with the Queensland Police, to encourage patrons to leave the locality as quickly after an event.

The Queensland Police Service has advised, during the consultation program, that the behaviour of patrons is a policing matter when it becomes likely that a law is about to be broken. Vandalism and other forms of property damage are included in this.

There is an expectation that, with the adherence of the Code of Behaviour, the majority of patrons will be attending and leaving the proposed stadium without being intoxicated. As a result, the propensity for patrons to commit property damage is reduced.

### Licensed Premises

The Contract Caterer is to hold the liquor license for the stadium premises. To assist in controlling the sale and use of alcohol within the stadium premises, the premises should be wholly included in the licensed area. The implication of this recommendation is that it would be an offence for the caterer to serve intoxicated people and for the stadium operator to admit intoxicated people to the proposed stadium.

#### **Caxton Street Licensees Agreement**

A common thread to the consultation inputs has been that much of the anti-social behaviour in the locality occurs well after the completion of an event at Lang Park and on non-event days. The community view is that this later anti-social behaviour derives from excessively intoxicated people moving through the residential areas around Caxton Street and Petrie Terrace in the early hours of the morning. While this anti-social behaviour occurs on Friday and Saturday evenings, the community has advised that it also occurs after major events at Lang Park during the week.

There is an existing community need for a management plan to govern the sale and use of liquor in the Caxton Street and Given Terrace entertainment precincts. The preparation and implementation of this management plan should be the responsibility of the Queensland Licensing Commission, working in conjunction with the Community Liaison Group, Lang Park Stadium Management and representatives of licensed venues.

### 9.4.3 Public Safety & Emergencies

There are potential for impacts upon residents of the local community in the event of an emergency situation (eg fire, motor vehicle accident) in a local street where access is either blocked or constrained as a consequence of heavy traffic attending a stadium event, or uncontrolled car parking by stadium patrons.

Other public safety issues include:

- (i) safety on the pedestrian walkways, including those around the proposed stadium and the transport station, outside event times;
- (ii) fire or other emergencies within the proposed stadium during an event; and
- (iii) emergencies on Hale Street or Milton Road, involving a vehicle carrying Dangerous or Hazardous Goods.

### □ Emergency Vehicle Access to Local Streets

The key mitigation strategy to maintaining clear traffic paths in local streets is the controlled car parking scheme. It must be enforced and continue to be enforced for the life of the proposed stadium.

The stadium management will be required to establish and maintain a community complaints hotline as part of the crowd control strategy. This hotline should be widely and frequently advertised. The hotline also could then be used for fielding complaints from residents concerning uncontrolled on-street car parking. Brisbane City Council parking officers then would be directed to the trouble spot to issue an infringement notice, or in the instance of a parked vehicle blocking a street, call for the Police to have the vehicle removed.

The key mitigation strategy for facilitating emergency vehicle access in heavy traffic is the public transport strategy in which up to 80% of stadium patrons will arrive and leave by public transport. The stadium management must actively promote the use of public transport for events, and should investigate the introduction of integrated ticketing which includes the cost of public transport and car parking at inner city parking stations.

The emergency services also should reinforce their existing protocols for the use of appliances from other stations to attend situations in the vicinity of Lang Park. Liaison with stadium management regarding ticket sales will assist in determining the likely crowd sizes and consequent traffic flows.

### □ Safety on Public Walkways

The proposal for Lang Park Stadium has been modified in response to community input during the consultation process to include CCTV monitoring of all dedicated public walkways constructed as part of the proposal. Surveillance of these walkways will be maintained on a 24 hours basis, with direct communications links to the City Police Station and the Brisbane City Council.

The detailed design of the walkways should include the provision of removable bollards to admit emergency vehicles to attend situations along the walkways. Communications with the Queensland Police and stadium security staff will be required for crowd control on the walkways, particularly after events, to assist the emergency services to access people in difficulty. The detailed design of the walkways should take into account the need for emergency services and vehicle access.

Privacy impacts for resident living close to the proposed elevated walkways could be partially mitigated by providing visual impermeability at those points on the walkway.

#### Emergencies within the Proposed Stadium

Potential emergencies within the proposed stadium could include fire, flooding, structural damage or collapse, transport failure due to a major storm event, loss of power, or civil strife. The probability of any of these emergencies is considered by the emergency services to be very low.

The emergency services also do not consider there to be any structural or network constraint upon their ability to respond to such situations at Lang Park.

The recommended approach to planning for any of these possible emergencies is the conduct of a full emergency hazard and risk assessment on the detailed designs, should the proposal proceed. This assessment should be based on the Risk Management Standard (AS/NZS 4360:1999).

### **Off-site Emergencies with Dangerous or Hazardous Goods**

Hale Street is part of the designated route for the transport of dangerous and hazardous goods. The Queensland Chemical and Emergency Hazards Unit (CHEM Unit) considers the risk of an emergency due to an accident in Hale Street to be very low.

In the instance of an emergency involving dangerous or hazardous goods in Hale Street, an Emergency Action Plan would need to be implemented. An Emergency Action Plan should be prepared by the stadium management and be approved by the relevant agencies prior to commencement of operations.

### 9.4.4 Other Social Impacts

The proposed stadium will lead to changes in the local amenity as a consequence of the likely increased frequency of events, which will introduce crowds to the locality. The impacts upon the amenity also include environmental matters (visual, noise, light spill, traffic, car parking controls) which have a cumulative effect of changing the nature of the locality.

The mitigation measures for changes on the amenity are documented in relation to the specific issues raised above. There is no particular mitigation strategy for the cumulative effects of these impacts.

Inputs from the consultation process suggested that a proportion of the revenue raised from parking infringements be channelled back into community development programs, and that the stadium management also should make provision for an annual contribution towards local community development.

While the idea of a local community development program has some merit, it has not been discussed and tested in the consultation process, nor has it been discussed with the Brisbane City Council who would have carriage of the re-allocation of revenue. This concept should be raised by the Community Liaison Group and considered in discussions with stadium management and the Brisbane City Council.

The following project modifications and recommendations have been developed in consultation with the project team and from the consultations with the local community. They are designed to mitigate these effects to the greatest extent possible.

### Project Modifications to Address Social Impacts

The Master Plan for the proposed stadium has been modified in response to community concerns about the possible social effects of the proposal and in response to community needs identified in the social profile. The Master Plan modifications based on community concerns include:

- (i) ensuring the Christ Church at Chipendall Street will remain physically unaffected by the proposed stadium and the building design will minimise the incongruence between the large structure and the small, heritage listed church building. In addition, a pedestrian plaza over Hale Street has been included in the design to minimise the effects of large crowds near the Church and to reconnect the Church with its Petrie Terrace locus;
- (ii) providing exits only at the southern and northern ends of the proposed stadium, away from Castlemaine Street and Hale Street, which adjoin residential areas;
- (iii) modifying the seating design, and other design aspects to ensure the building will be no longer, higher, or wider than necessary;
- (iv) providing a public open space at the northern end of the proposed stadium for additional green space for the local community, and to encourage public access to walkways and plazas;
- (v) re-aligning pedestrian links to avoid the use of local streets by patrons before and after events, and to reduce pedestrian "pinch points";
- (vi) adding a concourse below ground level to accommodate services and parking in a way that reduces noise and disturbance for nearby residents. The service access to this concourse is from Castlemaine Street to the south, away from nearby residents;
- (vii) using a continuous roof and avoiding gaps in stands and walls, as well as acoustic insulation treatments in the building to contain noise and light spill at levels far superior to those currently experienced by nearby residents;
- (viii) locating the plant for the proposed stadium at the south-west corner to reduce noise impacts on local residents;
- (ix) locating taxi ranks, delivery areas and drop off zones to reduce congestion and disruption of residents;
- (x) the sun shading, scaling and vegetation to reduce visual impact particularly on the Hale Street facade;
- (xi) designing the external areas and associated infrastructure to accommodate public safety and access;
- (xii) ensuring Police and emergency services have enhanced access;
- (xiii) planting mature trees in strategic locations to improve the urban landscape; and
- (xiv) incorporating the existing recreation facilities Ozsports, PCYC and Sports House in the design to maintain the sporting and recreational focus of this area.

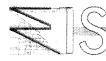
Other proposed mitigation measures:

- (i) providing Stadium schedule information to residents for on an annual and monthly basis to enhance residents capacity to plan around Stadium events;
- (ii) consideration of a community event at the Stadium during an off peak period; and
- (iii) ongoing discussions with La Boite Theatre.

### Monitoring for Social Impacts

The near neighbour surveys and telephone surveys collected as inputs for the EIS have provided useful baseline data regarding community experiences and perceptions of potential social effects of the proposed stadium. A monitoring program should be established at interim points, if the proposal goes ahead, based on collection of this data. This would identify the social effects during the construction and operational phases. These monitoring activities should address resident's perceptions of:

- (i) noise and light spill;
- (ii) crime and safety relating to stadium patrons;



lang park stadium proposal review

- (iii) business operations on event nights; and
- (iv) parking and traffic congestion during events.

#### □ Changes to Local Community Facilities

The existing community facilities in the PCYC and Ozsports premises are well used and relied upon by certain elements of the local community for sport and recreation. Both the construction and operations phases have the potential to impact upon these facilities. Also, any potential option to resume the Hogs Breath Café on Petrie Terrace to facilitate the extension of the pedestrian walkways from the proposed stadium to the City, would result in the loss of a well-known local entertainment facility.

Both the PCYC and the Ozsports premises are proposed to be incorporated into the stadium building. The master plan provides for the relocation of the beach volleyball courts to a position closer to Castlemaine Street. There is some potential for the functional nexus to be weakened between the operation of Ozsports activities and the beach volleyball courts.

The actual relocation of these facilities will entail a period of disruption and disturbance. This would be minimised by a requirement on the construction contractor to ensure the facilities are accommodated on or near the site.

The responsibility for these investigations lies both with the proponent and the operators of PCYC and Ozsports.

La Boite theatre patrons would be affected by parking restrictions. It should be possible for La Boite to lease a local car park on an as-needed basis, costs to be recovered on a user-pays basis.

### 9.4.5 Noise Impacts

The impact assessment identified four key sources of operational noise from the proposed stadium, namely:

- (i) stadium noise;
- (ii) vehicle noise;
- (iii) pedestrian noise; and
- (iv) helicopter noise.

#### □ Management of Stadium Noise

The continuous roofed grandstands around the pitch will significantly reduce noise from the crowds and public address systems. Additional management of crowd noise therefore, is not required. However, public address system noise has been raised by various environment agencies across Australia as a potential source of disturbance. The use of public address systems to commentate during matches should be regulated to meet Stadium Australia's usage levels as a benchmark.

Fixed plant and equipment such as the cooling towers must be designed to ensure that noise does not intrude above the background noise in neighbouring noise sensitive places. An appropriate maximum noise level for all fixed plant is 44 dB(A) at any residential premises as this is below the background noise measured at the closest residences. Compliance with this noise level will ensure that noise at residences further from the proposed stadium does not exceed the lower background noise levels at those residences.

Mitigation & Management Plans

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### Vehicle Noise

The Lang Park Stadium is proposed with minimal private parking facilities as part of a strategy to ensure that the majority of patrons arrive and depart using public transport.

Residents around the existing stadium have referred to noise and other issues associated with private parking in the surrounding residential streets. This issue will be managed by strategies to prevent parking for other than residents and their guests in the vicinity.

### Management of Vehicle Noise

The limited car parking for private vehicles will assist in minimising vehicle noise. Also the management of parking around the proposed stadium during major events will reduce both vehicle noise and noise from patrons leaving and returning to their cars.

### □ Transport Node Noise

The principal potential noise source associated with vehicles will be the shuttle buses. These generally will travel along major roads at low speeds. Therefore they will generally be compatible with existing traffic noise levels. However, they will use Castlemaine Street to access the transport station located at the southern end of the site. The transport station will be at the furthest location from residences. It will also be located below the proposed pedestrian plaza and will be semi-enclosed. This will further minimise noise intrusion to the existing residential areas.

The detailed design of the transport station should take into account the effect of vehicles entering and leaving the facility as well as the noise of vehicles and announcements associated with the node.

### Pedestrian Noise

Crowds entering and leaving the proposed stadium will mostly travel along Milton Road and Caxton Street on dedicated pathways to Roma Street and the City.

Prior to a major event, patrons will generate some noise as they move towards the proposed stadium. This noise, which will occur during the day or early evening, may occur over an hour or more but is unlikely to be significantly high. However, after an event a large number of patrons will leave at the same time and this noise will be higher than during arrival, although it will occur for a significantly shorter length of time. As part of the transport and pedestrian strategy patrons will be confined to the major pathways and directed towards their selected mode of public transport.

### Patron Noise Impacts

Noise is an integral part of a crowd of people. It arises from the many voices, which on occasions may be raised, and from the impact of shoes on the pathway. It is difficult to predict levels but it is reasonable to assume that at the edge of a pathway noise would be in the order of 50 to 65 dB(A) with occasions of higher noise where an exuberant person or group of people are talking, singing or laughing loudly.

Patrons arriving or departing the proposed stadium will generate noise that will be above the background noise, particularly during the evening. However, the overall impact of a crowd of people is not just related to the level of noise. Instead it is also likely to be related to the behaviour of the crowd, and to the existence of a larger number of people in a usually quiet area. Noise from



patrons entering and leaving the proposed stadium may be audible, particularly at close residences in Hale and Caxton Streets. However, there are no environmental standards that relate to the noise of people walking to and from a venue.

### Management of Noise due to Patrons Arriving and Departing

As the impact of patrons arriving and departing is related to the overall behaviour of the crowd it is not appropriate to manage this as a noise issue. Instead crowd behaviour must be managed as a single issue and not just the noise that it may cause. This will be achieved by monitoring crowd behaviour, particularly at the end of a match, to prevent unruly behaviour and to prevent patrons leaving the designated walkways and entering quiet residential area. The crowd behaviour management strategy has been constructed with this outcome in mind.

#### Helicopter Noise

The impact assessment also identified helicopter noise as a potential impact.

The use of helicopters should be avoided in favour of alternative technological solutions. Should this not be possible in the short term, helicopters should be confined to the high altitudes and southern end of the stadium, for short periods of time, in accordance with a management strategy to be designed in consultation with the Community Liaison Committee.

### 9.4.6 Visual Impacts

In addressing the potential visual impacts, consideration has been given to the proposed stadium design, adjoining streetscapes, possible enhancement of open space, the transport and pedestrian infrastructure, and the prevention of crime through urban design.

### Proposed Stadium Design

The following mitigation strategies should be applied for the design of the stadium:

- (i) consideration should be given to the long term maintenance of any timber used in the structure to avoid future damage and vandalism;
- (ii) consideration should be given to the introduction of landscape planting to the stadium edges which may include climbing structures and feature tree planting in order to soften the facades and introduce another local contextual reference;
- (iii) alternative design solutions should be explored to resolve the scale contrast between the proposed stadium and Christ Church in order to achieve a more harmonious relationship, including translucent roofing and increased setback;
- (iv) methods to minimise the overshadowing of Christ Church should be examined;
- (v) Chippendall Street should revert to its original name of Church Street;
- (vi) an integrated signage strategy for the proposed stadium should be prepared which:
  - provides guidance on sensitive and effective stadium signage;
    - does not detract from the building's appearance; and
    - ensures that the proliferation of uncontrolled graphic elements is avoided;
- (vii) adherence to Brisbane City Council Local Planning Policy 9.02 with respect to light reflectivity and heat transmission should be observed, through selection of materials and treatments.

### Treatment of Adjoining Streetscapes

The following strategies should be considered for streets adjoining the site:

- a streetscape scheme should be developed for the park to be developed adjacent to the Caxton Street frontage of the site. This scheme should address the connectivity between the two entertainment precincts located on upper Caxton Street and Latrobe Terrace; and
- (ii) development of a co-ordinated streetscape strategy for streets adjoining Lang Park, particularly Hale Street, Castlemaine and Chippendall Streets. Such a strategy should address street tree planting, feature paving designs, lighting, integrated street furniture and urban artworks.

### Open Space Enhancement & Improvements

The proposed park adjacent to Caxton Street will improve local open space provision and amenity. The detailed development of this important area of local open space should be undertaken in consultation with the local community. Specific strategies should include:

- (i) consideration of the removal of Sports House to provide a more complete park setting;
- (ii) establishing a recreational hub through accommodation of the PCYC and Ozsports facilities within the stadium and adjoining the park area;
- (iii) integration with adjoining areas of open space such as Neal Macrossan Park and the skate park; and
- (iv) improving the use of external areas eg pavement markings for ball games.

### □ Transport Infrastructure & Pedestrian Walkways

The transport and pedestrian infrastructure associated with the proposed stadium are likely to generate visual impacts. The impacts would be mitigated by the following strategies:

- (i) application of sensitive architectural treatment of the design and integration of the proposed elevated Light Rail Station above Milton Road;
- (ii) preparation of architectural schemes for all pedestrian plazas and overpasses to ensure no negative visual urban design impacts are generated; and
- (iii) consideration of common or themed treatments to transport infrastructure to establish a reference to Lang Park's cultural heritage.

### Crime Prevention through Urban Design

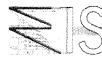
There are several elements of the proposed stadium that require attention for the prevention of crime through good urban design. These include:

- (i) avoidance of isolated, sheltered or contained unlit spaces on pedestrian concourses;
- (ii) minimising opportunities for vandalism and graffiti within the proposed stadium, along the pedestrian walkways and on transport infrastructure; and
- (iii) provision of vibrant activity areas in new pedestrian links rather than 'dead zones'.

An overall crime prevention audit and plan should be prepared for the project. Safety during the Stadium's quiet months should be a particular focus.

### 9.4.7 Cultural Heritage Impacts

The potential for operational impacts on places of cultural heritage significance is greatest at:



- (i) Christ Church;
- (ii) Baroona Special School; and to a lesser extent; and
- (iii) the former Police Barracks on Petrie Terrace.

### Christ Church

The impact assessment identified a number of impacts upon Christ Church and the cemetery precinct, including:

- (i) overshadowing by the roof of the proposed stadium in the winter months;
- (ii) overwhelming of the precinct by the physical scale of the proposed stadium building;
- (iii) loss of views of the Church from the north and north-western residential areas in Paddington and Red Hill;
- (iv) a potential loss of privacy and utility for the Church community wanting to use the facility during events at the proposed stadium;
- (v) a potential for damage and vandalism of the precinct by unruly patrons, particularly after an event; and
- (vi) difficulty in accessing the precinct immediately prior to and during an event at the proposed stadium including lack of parking.

To address these potential impacts, the following mitigation measures are proposed, noting however that not all the anticipated impacts can be mitigated:

### □ Overshadowing

In the detailed design of the proposed stadium, consideration should be given to design treatments which would admit direct sunlight to the Church and cemetery for at least the hours of 10.00 to 14.00 during the winter months. Without imposing limitations on the possible range of design responses, consideration could be given to reducing the extent of the roofline along the common boundary with the precinct, or using a transparent roofing material (providing that stadium lighting can be contained).

#### Physical Scale of Proposed Stadium

The proposed stadium is a large building, which will stand above the Church building. Possible mitigation measures to address this impact include:

- (i) designing the external wall to reduce the sense of height and bulk along the common boundary; or
- (ii) incorporating light materials and variations in the facades to reduce the sense of height and bulk; or
- (iii) using glass, possibly embellished with a stained glass motif of the Church's design, or inscribing the names of people known to have been buried in the Lang Park graveyards.

None of these treatments is expected to completely mitigate the impact of building scale and bulk in comparison to the Christ Church. However, a similar comparison exists in the City with the Ann Street Uniting Church sitting adjacent to a very tall building, such that the comparison now highlights the significance of the church building.

Loss of Views

The proposed stadium will screen the Christ Church from view for the areas of Red Hill and Paddington. This will result in the Church being severed visually from these areas. The proposed stadium design does not permit this impact to be mitigated directly.

The proposed master plan addresses the severance by off-setting it with the re-establishment of the visual and functional connection back into the historic Petrie Terrace residential area by way of the proposed pedestrian plaza over Hale Street. The historical connection is stronger between the Christ Church site and Petrie Terrace.

However, this does not completely overcome the impact of the visual severance from Red Hill and Paddington.

### Loss of Privacy & Utility

There will be a distinct and severe loss of privacy, and utility therefore, for the Church community should it wish to engage in religious activities during an event at the proposed stadium. This loss will increase in severity with the larger crowds.

The proposed mitigation measure for this impact is for the stadium management to advise the Church community well in advance of its intended event schedule. In consultation with the Church, the stadium management should modify the timing of events wherever possible to avoid conflicting times of use. This should be monitored by the Community Liaison Group and the Stadium Management Advisory Committee. Events during periods of particular significance including Good Friday, Easter Sunday and Christmas should also be avoided.

#### Damage & Vandalism

The provision of generous pedestrian plazas will make the Church much more open and accessible to stadium patrons and members of the general public than is presently the case. Consequently, the potential for damage and vandalism will be increased.

The possible mitigation measured proposed are:

- (i) provide effective security fences around the Church and cemetery precinct;
- (ii) provide a visible and active security presence around the precinct before and after matches at the proposed stadium; and
- (iii) install CCTV and security lighting, and maintain 24 hour surveillance of the precinct by stadium security personnel.

The provision of security fencing is considered to be a solution of last resort should the security lighting and 24 hour surveillance be found wanting.

### Difficulty in Access

At present, access to the Church is from Chippendall Street. Chippendall Street will be the main access point for the carpark within the proposed stadium. Mini-bus parking on the southern kerb would restrict parking availability during events.

Again, the most effective mitigation measure will be for the stadium management to advise the Church community well in advance of its intended event schedule. This should be monitored by the Community Liaison Group and the Stadium Management Advisory Committee.

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### Baroona Special School

The impact assessment identified a number of impacts on the Baroona Special School. These impacts are:

- (i) the resumption of some land along the Milton Road frontage to provide a pedestrian walkway between the proposed stadium and the City;
- (ii) the need to re-orient the R G Suters classrooms situated in the corner of Hale Street and Milton Road to accommodate the walkway; and
- (iii) the possible loss or damage to the existing fig trees along the Milton Road frontage of the school site.

### Resumption of Land

To mitigate the loss of land from the frontage of the site, it is proposed that the walkway be effectively screened from the school, thereby retaining the cohesiveness of the remaining area. This will also have the effect of limiting the potential intrusion on the site by litter left by pedestrians.

### □ Re-orientation of Classrooms

Rather than relocate the Suter classrooms, it is proposed to re-orient them on an east-west axis. This will enable the building to remain largely within its present location, relative to the rest of the site.

As noted in dealing with the construction impacts, care must be taken to ensure the architecture attachments and detail of these rooms are not lost.

#### □ Loss or Damage of Fig Trees

The fig trees and frangipannis provide widely-recognised landscape punctuation to the north-western entrance to the CBD.

It is proposed that these trees be retained by incorporating them within the pedestrian walkway. To succeed in this, it will be necessary for the walkway to go into structure to avoid compaction around the roots of the trees. With an increased walkway width, each of these trees could be retained and conserved.

A subsequent impact of this strategy would be that the trees would be effectively isolated from the site by the screen wall.

#### **D** Former Police Barracks

The potential impact identified with regards the former Police Barracks site entails the resumption of land for pedestrian walkways extending from Caxton Street and the possible extension through the Hogs Breath Café from Petrie Terrace.

The design and construction of these walkways should ensure that:

- (i) pedestrians stay on the walkways;
- (ii) the heritage values of the place are retained and are able to be appreciated by pedestrians, even outside event times;

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- (iii) CCTV surveillance by stadium security personnel includes these walkways; and
- (iv) the potential to re-use the listed former Police Barracks building is not compromised as a consequence of extending the walkways.

### 9.4.8 Site Services

### Water

The potential peak demand overload is able to be overcome by either installing an additional main along Hale Street or installing on site balancing storage of the order of 100 000 litres.

On-site storage can also be used to improve security for fire supply services.

Other mitigation measures which may be investigated is part of the detail design is on-site retention of stormwater for use as irrigation water to the playing surface and surrounds. This would offset the increase in average demand for water.

### □ Sewerage

The existing 225 EW sewer crossing the oval from Hale Street may become overloaded with increased demand.

An alternative to upgrading these sewers is to provide temporary retention capacity as the peak demand only occurs over a short period a few times a year.

### 🛛 Gas

To avoid disruption to the operation of the existing gas mains in the area, the mains must not be damaged. If relocation is required, Origin Energy will undertake the relocation to suit the continuity of their operations.

## 9.5 Transport Mitigation

In Section 7 of the EIS, a comprehensive assessment of the impacts of the Lang Park Stadium Proposal has been undertaken. This review has identified the need for a range of measures involving travel demand management, transport infrastructure provision, service operating strategies and service promotions initiatives to achieve, in a co-ordinated manner, both:

- 1. The greatest opportunity for success of a public-transport focussed strategy for the proposed stadium; and
- 2. Mitigate against adverse traffic and transport impacts associated with the strategy and proposed stadium in general. These impacts generally arise from the proposed controlled parking scheme, temporary traffic management/pedestrian arrangements and the management of coach parking and taxi operations.

Mitigation measures recommended for the proposed stadium, in conjunction with the proposed transport strategy, are as follows:



- Milton Station infrastructure improvements and upgraded pedestrian systems to Milton Station and Roma Street Station that are identified in the proposal should be implemented prior to the opening.
- The proposed contribution towards the fit-out of the proposed Countess Street Bus Station on the Inner Northern Busway is appropriate as the early provision of this facility would be of benefit to stadium patrons and the general community.
- Intersection upgrading and associated traffic signal modifications should be undertaken at the Milton Road/Upper Roma Terrace/Petrie Terrace intersection to provide for bus priority measures to allow for access between Milton Road and an inbound contra-flow bus lane and adjacent outbound bus lane along Upper Roma Street.
- An inbound contra-flow bus lane and outbound bus lane on Upper Roma Street should be provided in association with the proposed Light Rail alignment. These works should connect to planned Queensland Transport works associated with the Inner Northern Busway and Brisbane Light Rail Project in Roma Street.
- Directional guidance signage which is integrated and themed with signage within the Stadium and around the stadium concourse should be provided on the external pedestrian routes to transport nodes, avoiding unnecessary visual impacts where possible.
- Streetscaping works, including provision of a landscaping buffer in the median, should be undertaken in Castlemaine Street between the Heussler Terrace roundabout and Caxton Street as a mitigation treatment associated with the taxi rank.
- Arrangements should be pursued in conjunction with Queensland Transport, Brisbane Transport and Queensland Rail for the implementation of integrated event/public transport travel ticketing.
- A scheme that provides for the management of demand for carparking in the local street system around Lang Park should be implemented as a travel demand mitigation strategy to support the public transport- focussed strategy for the stadium. Recommended features on the controlled parking scheme are:
  - (i) The scheme could be implemented as a Brisbane City Council Local Law which defines The Lang Park controlled Traffic Area. The object of the local law would be to provide for Council's regulation of parking by time in a particular part of the City (a "traffic area");
  - (ii) The traffic area should extend approximately 1.5 to 2.0 kilometres around Lang Park as shown on **Figure 7.11**;
  - (iii) Parking in the streets should be regulated by a 15 minute time limit during events;
  - (iv) Special 2 hour on-street parking zones in the vicinity of businesses during event times should be provided;
  - (v) An infringement penalty of \$ 250 is recommended; and
  - (vi) All necessary infrastructure including electronic signage should be provided as part of the Lang Park Stadium Proposal.
- A Public Transport Operational Plan should be established to ensure that for each event;
  - (i) appropriate special train services are organised in conjunction with the service provider (Queensland Rail);
  - (ii) appropriate shuttle bus and direct bus services are organised in conjunction with the service provider Brisbane Transport;

- (iii) permits are issued by Queensland Transport for coach parking in the designated nonresidential street areas adjacent to the Stadium or the Cribb Street precinct as shown on Figure 7.3;
- (iv) an area for remote coach parking is organised if required;
- businesses in the streets used for coach parking arrangements are advised one week prior to each event via letter-box drop of the planned arrangements to apply for each particular event;
- (vi) if co-ordinated event/public transport ticketing is not operational that management arrangements are undertaken to ensure that fare collection is not required on shuttle buses; and
- (vii) adequate public transport information is provided and pre-event publicity/marketing is undertaken to encourage patrons to use public transport.
- A Traffic Management Operational Plan should be established to ensure that for each event: (i) appropriate kerbside allocations are provided in conjunction with control measures for
  - Brisbane Transport buses to marshal as shown on **Figure 7.3**;
  - (ii) appropriate kerbside allocations are provided for coach parking;
  - (iii) appropriate kerbside allocations are provided for taxi and limousine parking;
  - (iv) temporary traffic management measures including the closure to through traffic of Castlemaine Street (between Heussler Terrace and Cordova Street) and adjacent local streets west of the Stadium proposed for coach parking are implemented;
  - (v) properties in Castlemaine Street and adjacent local streets west of the Stadium affected by the Castlemaine Street temporary closure, coach parking and taxi parking are advised one week prior to each event via letter-box drop of the planned arrangements to apply for each particular event;
  - a Caxton Street Temporary Pedestrian/Traffic Management scheme is implemented for each event. The need for Stage 1 management prior to the event (if required at all), and the need for Stage 1 or 2 management post-event would be determined based on the expected event crowd size;
  - (vii) business and residents in the streets affected by the Caxton Street Temporary Pedestrian/Traffic Management scheme are advised one week prior to each event via letter-box drop of the planned arrangements to apply for each particular event; and
  - (viii) arrangements are made for special duty police control of specific signalised intersections and pedestrian management points in close proximity to the Stadium for the period immediately post-event to ensure the safe and effective management of pedestrian and traffic movements.
- A Parking Management and Enforcement Operational Plan should be established to ensure that for each event:
  - (i) Parking restrictions in the area surrounding the proposed stadium are applied via the provisions of the proposed Local Law for all events at the Stadium expected to be attended by more than 5 000 persons;
  - (ii) The appropriate time period for which parking restrictions are to apply for the particular event are determined based on the characteristics of the event (eg kick-off time);
  - (iii) The parking restrictions to apply in the proposed Lang Park traffic area for each event are advised on the electronic signage 24 hours prior to the start time of the application of the relevant time limits;
  - (iv) Similarly the parking restrictions are to be advised on static signage via the appending of a plate or sticker 24 hours prior;
  - (v) The implementation of special 2 hour parking zones around businesses is carried out via the folding out of the signs in these areas prior to the event;



- (vi) The enforcement of the parking restrictions is carried out via the organisation of staffing for enforcement duties an appropriate number of Brisbane City Council parking officers (Local Law officers);
- (vii) Residents in the Traffic Area are advised one week prior to each event via letter-box drop of the planned time restrictions to apply for each particular event; and
- (viii) The general public and thus patrons are advised on the parking restrictions through use of extensive publicity.

# 9.6 **Project Modification**

### 9.6.1 Need for Project Modification

The project proposal, as presented in the master plan, is considered a workable solution for a stadium at Lang Park, noting however, that the proposal itself will raise some impacts for which there are no complete remedies.

Most of the impacts relate to impacts on the nearby residential area, and they are already generated by the operation of the existing Lang Park facility.

The proposal to increase the capacity of Lang Park from about 42,000 to 52,500 people and increase frequency of events requires substantial improvements to:

- (i) transport infrastructure;
- (ii) the overall approach to crowd accommodation and management; and
- (iii) provision of wider community benefits than those relating solely to three codes of football.

The existing facility is considered to be inadequate with its present capacity and is considered to be grossly inadequate for the task with an increased event schedule. The mitigation measures proposed above are considered to be adequate for their respective purposes, but as noted with some of them, certain impacts will not be completely overcome.

The master planning and concept design processes, which have run concurrently with this EIS process, have raised a number of key design, development and impact issues. A number of these issues, or related matters, have been raised during the consultation process conducted for this EIS. The master planning and concept planning issues are:

- the need for an improved "southern address" for the proposed stadium to give the pedestrian and public transport strategy the greatest opportunity for achieving the travel mode target;
- (ii) the need for improved pedestrian milling and meeting space at the southern end of the proposed stadium so as to ease pressure from crowds upon the Christ Church precinct;
- (iii) the need for a substantial southern pedestrian plaza and public space to emphasise the focus of activity to an area of the site with a non-residential interface;
- (iv) the need to incorporate a mezzanine level between the southern pedestrian plaza and the transport station for safe pedestrian access;
- the potential for pedestrian conflict between vehicles entering and leaving the transport station, with coach passengers crossing Castlemaine Street from the Cordova Street marshalling area;
- (vi) the desirability of opening up the address of Christ Church for greater visual emphasis and to restore the precinct more effectively in the local context and patterns of activity; and

(vii) the desirability of providing crowd marshalling areas along the pedestrian routes from the City for pre-ticketing, surge control, enhanced pedestrian space ratios and enhanced visibility and public safety.

The project would benefit from certain modifications relating specifically to the provision of transport infrastructure, crowd management, and enhanced community facilities.

### 9.6.2 Scope of Proposed Modifications

The modifications proposed for the Lang Park Stadium Proposal include:

- (i) a larger southern pedestrian plaza extending over Chippendall Street and the land between Chippendall Street and Milton Road;
- (ii) 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;
- (iii) direct flow pedestrian access from the enlarged southern pedestrian plaza to the possible light rail station and pedestrian walkway to Milton Station;
- (iv) 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; and
- (v) Modifications as previously suggested in relation to Christ Church.

The form and extent of these modifications are presented on the modified project master plan included in this section of the EIS (refer to Hok + Lobb, PDT drawing Mitigation Master Plan numbered MP-SK-00-02C).

## 9.6.3 Benefits of the Project Modifications

### Enlarged Southern Plaza

The enlargement of the southern pedestrian plaza would entail the construction of an elevated deck from the concourse level of the proposed stadium over Chippendall Street and over land bounded by Hale Street, Milton Road and Castlemaine Street. This deck, or plaza, would represent a continuation of the northern pedestrian plaza off Caxton Street, through and around the proposed stadium building, across Chippendall Street to bridges over Milton Road linking with the possible light rail station and the Milton Station.

The enlargement of the southern pedestrian plaza is expected to achieve the following benefits:

- more generous, and therefore more attractive pedestrian connections to the proposed transport station, the pedestrian walkways and the Milton Station and possible light rail station;
- (ii) greater space for patrons to mill and meet before and after events, lowering the demand on pedestrian walkways, entries and exits within the proposed stadium;
- (iii) greater opportunity for a controlled departure of patrons from the proposed stadium;
- (iv) a sense of address, and a sense of place, for the proposed stadium, such that it is likely to become the focus for pre-event and post-event congregations of patrons;
- (v) ability to draw a larger proportion of patrons away from the Caxton Street (northern) plaza, with benefits for residential amenity;



- (vi) a more open situation for the Christ Church, so that visually it can be restored more effectively to its locality and so that functionally, its community can benefit from the enhanced space on its eastern, southern and western sides; and
- (vii) larger public space which could be put to multiple uses throughout the year.

### Enlarged Integrated Transport Station

The enlargement of the transport station would entail its relocation from under the southern pedestrian plaza and southern grandstand to the land on the southern side of Chippendall Street. Lifts and stairs would provide access to the platforms. Vehicle access would be from Chippendall Street. Street.

The enlargement of the transport station is expected to achieve the following benefits:

- (i) a more effective integration with the pedestrian network, and with a possible future light rail station and the Milton Station;
- (ii) greater set-down, manoeuvring space and storage capacity for shuttle buses, with standing room for an additional four (4) shuttle buses at any time from the eleven (11) able to be accommodated in the initial proposal;
- (iii) more generous crowd storage area could be incorporated into the enlarged station;
- (iv) improved separation of the coach patrons pedestrian flows from the Cordova Street area and the transport station traffic;
- (v) opportunity for the Brisbane City Council to use the transport facility as a near City marshalling area for peak hour buses; and
- (vi) if the light rail extension proceeds, the opportunity to provide a year-round public transport interchange serving bus and light rail traffic primarily serving the congested western suburbs.

### Pedestrian Connections to Milton Rail

The modifications would entail a considerable enlargement of capacity for the pedestrian connections to the possible light rail station and the Milton Station. The proposed connections from Castlemaine and Hale Streets would be put aside in favour of integrated connections from the southern pedestrian plaza, straight across Milton Road as two separate bridges feeding the platform of the possible light rail station from both the eastern and western ends.

The following benefits are expected to be achieved:

- (i) less crowding on the proposed light rail station platforms, with enhanced comfort and safety for patrons;
- (ii) subject to detailed design, possible reductions in platform space required for the light rail station could result;
- (iii) greater space for pedestrian flows from the proposed stadium across Milton Road to the Milton Station;
- (iv) greater accessibility to the possible light rail station and Milton Station for patrons and residents of the locality;
- (v) structural design advantages which could reduce the need for expensive structures to support the possible light rail station; and
- (vi) better visual integration of the possible light rail station within the proposed stadium, and less visual intrusion of the light rail station along Milton Road.

# D Police Barracks Pedestrian Plaza

The modification of the proposal to include the former Police Barracks site, combined with the resumption of the Hogs Breath Café site, would enable the creation of a large open pedestrian plaza and public space separating the former Police Barracks building and the railway corridor.

The Hogs Breath Café is situated in the former Officers Mess of the Police Barracks. Neither the building nor the premises are included on the Queensland Heritage Register.

The extension of the pedestrian walkway through the site of this well-known café, restaurant and bar would require, at least, its temporary closure. However, the resumption of the premises need not necessarily result in the loss of the Hogs Breath Café, as there are a number of alternative sites in the Caxton Street precinct. In particular there is a vacant restaurant and bar site on the premises of the former Underground Night Club.

The following benefits are expected to be achieved with the creation of this public space:

- (i) improved control over crowd arrival and departure;
- (ii) the opportunity to provide advance ticketing booths to avoid queuing and crowding at turnstiles at the proposed stadium;
- (iii) greater space for pedestrians to orient themselves before completing the walk to the stadium, (ie do they need to go to the northern or southern end to gain access to their seats most conveniently), thereby reducing the potential from counter-flow pedestrian movements during peak periods;
- (iv) provide greater space for crowd management and surveillance, with reduced opportunities for crime and vandalism;
- (v) enhanced opportunities for presentation of the former Police Barracks building as a local cultural heritage icon;
  - (vi) opportunities for some superb vistas down Skew Street to the Brisbane River, South Bank and the inner southern suburbs, and conversely, open up views of the former Police Barracks building to those places; and
  - (vii) elimination of the need for a "skewed" pedestrian movement across Petrie Terrace during peak pedestrian flow periods.

### 9.6.4 Impacts of the Modified Proposal

The potential impacts of the modifications to the proposal include:

- (i) the economic and social losses caused by the resumption or acquisition of the existing businesses on the expanded site;
- the possible loss of business and a possible diminution of the entertainment opportunities in the Petrie Terrace / Caxton Street precinct as a result of the suggested resumption of the Hogs Breath Café, to accommodate the extension of the pedestrian walkway;
- (iii) the potential for petty crime and vandalism in the large public space during down times;
- (iv) the potential to attract undesirable elements in the absence of effective policing of the area;
- (v) the possible loss of views to Christ Church arising from the construction of bridges over Milton Road;
- (vi) the alienation of vehicular access to Christ Church, even though access would still be available from Chippendall Street; and
- (vii) overly exposing the Christ Church to views and public interaction such that the privacy and spirituality of the place would be diminished.

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#### 9.7 Outline Construction Management Plan

#### 9.7.1 Introduction

The Draft Construction Environmental Management Plan (EMP) contains aspects of the environmental management of the construction of the proposed Lang Park Stadium as identified in the EIS. This document outlines procedures that will be used to monitor and control the effects that the construction will have on the site and surrounding environment. The EMP will provide the proponent, the Construction Contractor, Local and State Authorities and the community (through the proposed Community Liaison Group), with a framework to confirm environmental management commitments, compliance and correction where necessary.

The Construction EMP will be part of the overall Environmental Management System (EMS) for the project identifying issues addressed in the EIS. Other aspects of the EMS will include specific construction management plans as a subset of this overview construction EMP (such as Soil Erosion and Sediment Control, Traffic Management, Construction Parking Management and Site Management Plans for Heritage Structures). These detailed plans will be prepared by the Construction Contractor as part of their contract arrangements and will be subject to community referral and consultation through the Community Liaison Group. These specific Management Plans will be prepared in accordance with any direction identified in this overall Construction EMP.

The EMP at this stage is a draft. The final EMP will contain all notified conditions of the development permit and associated environmental license requirements and conditions associated with other relevant approvals following their receipt and consideration by the proponent.

#### 9.7.2 Purpose of the Construction Management Plan

The Construction EMP will be used to facilitate compliance of the project with the conditions of the Development Permit under the *Integrated Planning Act 1997*, and other environmental management approvals under other relevant legislation, in particular the EPA 1994. The Construction EMP will aim to implement the following objectives:

- To encourage good management practices through planning, commitment and continuous improvement of environmental practices;
- To define how the management of the environment during construction is reported, and performance is evaluated;
- To provide rational and practical environmental guidelines so as to:
  - Minimise the pollution of air, land and water resources;
  - Protect the amenity of surrounding residents and business operations;
  - Minimise local and regional traffic disturbance;
  - Protect important vegetation;
  - Conserve identified cultural heritage values;
  - Comply with all applicable laws, regulations, standards and guidelines for the protection of the environment; and
  - Adopt the best management means available to prevent or minimise adverse environmental impact.
- To describe monitoring procedures required to identify impacts on the environment; and

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To train proponent employees and contractors in regard to environmental obligations.

The Construction EMP will be a dynamic document. It will be updated to incorporate changes in environmental management procedures in the light of ongoing monitoring results, new techniques, legislation and environmental policies, in consultation with relevant authorities and the community.

#### 9.7.3 Environmental Legislation, Regulations and Guidelines

The EMP includes all relevant environmental legislation and controls which can be used to address significant environmental risks which may affect the site (and surrounds) during the course of the project. Hence, the plan is devised to ensure that potential construction related environmental impacts are avoided or minimised. The plan also ensures that works related to site development meet or exceed wherever possible, the environmental expectations of the community identified during the community consultation process for this EIS.

This plan contains details of best practice source documents. The documents should be referred to prevent or address significant environmental risk. The requirements presented in this plan are applicable to all on-site activities related to the construction works. All staff working on the site, including subcontractors and suppliers, are bound to comply with the requirements of this plan in terms of their applicability to the nature and scope of their work.

A list of applicable legislation is identified below. A range of best practice guidelines and associated standards relevant to construction works and environmental protection is also listed below. Copies of the legislation, guidelines and standards listed will be held on site by the Project Environmental Management representative.

#### Relevant Legislation

- The Integrated Planning Act 1997
- Environmental Protection Act 1994
- Environmental Protection Regulations 1998
- Environmental Protection (Water) Policy 1997 (EPP)
- Environmental Protection (Air) Policy 1997
- Environmental Protection (Noise) Policy 1997
- The Queensland Heritage Act 1992
- The Cultural Records (Landscape Queensland and Queensland Estate) Act 1997
- The Land Title Act 1994
- Transport Infrastructure Act 1994
- Traffic Act 1949 (and associated regulations)
- Transport Operations (Road Use Management) Act 1995

#### Erosion and Sediment Control

- Soil Erosion and Sediment Control, Engineering Guidelines for Queensland Construction Sites (Qld Div of IEA)
- Erosion and Sediment Control Manual, Queensland Dept of Main Roads, 1998.
- Environmental Best Management Practices for Environmental Impact Assessment, Erosion and Sediment Control, Waterways and Wetlands, Parks. Brisbane City Council, 1996.
- NSW Department of Housing, Soil and Water Quality Management for Urban Development, 1993

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#### □ Storage of Hazardous Materials and Fuel

- Australian Standard 1940 The Storage and Handling of Flammable and Combustible Liquids
- Australian Code for the Transport of Dangerous Goods by Road and Rail, 5th edition 1992
- Australian Dangerous Goods Code

#### □ Water Quality and Monitoring

- EPP (Water) 1997
- Australian Water Quality Guidelines for Fresh and Marine Waters, ANZECC, 1992 and Draft 1999
- Guidelines for Sewerage Systems, Acceptance of Trade Waste, ANZECC National Waters Quality management Strategy, November 1994
- EPA Water Quality Sampling Manual, 3rd Edition (1999)
- Guidelines for Sewerage Systems, Acceptance of Trade Waste, ANZECC National Waters Quality management Strategy, November 1994

#### Noise

- Environmental Protection Regulations (1998)
- EPP (Noise) 1997

#### 🗆 Air

- NEPC (National Environmental Protection Council) PM10 Guidelines
- EPP (Air) 1997

#### □ Contaminated Site Management

- Australian and New Zealand Guidelines for the Assessment and Management of Contaminated Sites, ANZECC 1992
- Guidelines for the Analysis of Contaminated Soils, ANZECC, 1996

#### 9.7.4 General Requirements

#### □ Management Structure and Responsibilities for Environmental Management

The Draft Construction EMP has nominated specific persons to take responsibility for implementing various aspects of the plan. The owner of the site is ultimately responsible for ensuring that emissions and activities generated by the construction of works have agreed or licensed impacts off the site. Generally the proponent establishes a contract with a capable construction company to develop the site in accordance with agreed requirements of the contract. This contract will include meeting the requirements of the final Construction EMP.

To ensure that the Construction EMP is effectively controlled and maintained, there are a number of key responsibilities that should be followed by key project personnel. A brief description of typical key personnel to be working on this project and their likely major responsibilities has been detailed below:

#### Construction Manager

will have overall responsibility for environmental management. The manager will ensure that

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the requirements of the EMP are implemented and in particular that the requirements are not second to other construction requirements.

#### Environmental Manager/Representative

will have the responsibility to establish, maintain and implement the EMP. The environment manager will be required to conduct monthly environmental management meetings and prepare environmentally related reports. They will provide all the necessary training, including induction of all project personnel to environmental project matters and co-ordinate the activities of specialist sub-consultants, testing sub-contractors and project personnel with environmental assessment/monitoring/audit responsibilities. They will review any construction plans to ensure that adequate environmental management measures have been incorporated into the planning of particular construction processes and should report/liaise with the EPA as required.

#### Site Manager (Foreman)

will ensure that all site engineers are familiar with the environmental management plan and their responsibilities contained within the plan. The foreman will also ensure that resources are allocated to meet the requirements of the EMP.

#### Design Manager

will ensure that all applicable environmental standards and regulations are recognised in the design brief for each design lot. If there are engineering changes proposed subsequent to a design being 'issued for construction' then the design manager will ensure that environmental issues are recognised in the changes.

#### Site Engineers

will co-ordinate the implementation of the EMP by ensuring that all employees/contractors receive site specific environmental training before working on the site. The site engineers will undertake site inspections and hence identify any potential environmental risks. They will identify resources required for the implementation of the EMP and let the foreman know what they are. Pollution control measures will be implemented and maintained by the site engineers and should there be a site emergency, the engineers will be required to implement a control action as necessary and allocate resources if required. The site engineers will co-ordinate and refer any environmentally related complaints to the environment manager. Audits of the action plans will be undertaken by the site engineers on behalf of the environment manager. Reports will be prepared on relevant issues. Compliance or non-compliance with the EMP will be reported to all personnel and subcontractors engaged on the project.

#### Subcontractors

will follow the requirements of the EMP. They will be trained to a level to ensure they implement sound environmental practices in their day to day work. They will also be required to report any environmental issues to the site engineers for action.

#### Community Liaison Group

The Community Liaison Group will be established prior to construction as a means for formal communication between key stakeholders and the project representatives. The role and function of the Community Liaison Group has been described in Section 9.1.1.

#### Training and Induction of Employees and Contractors

The proponent has a responsibility to ensure all those associated with the project are aware of and familiar with the EMP and the associated issues of community concern.



Training will be conducted to ensure management, staff and contractors are fully conversant with the environmental issues as well as emergency procedures and general workplace health and safety requirements.

All new personnel will be inducted prior to commencement of work. Job descriptions will include environmental requirements. The nominated manager will ensure that records of all staff induction and training will be subject to the environmental audit requirements.

#### Complaints Register

Complaints may be received from the community during the construction of the project. Appropriate contact numbers will be made available to the community. An administration team on site will receive complaints and ensure that all complaints are recorded on a Complaint Register and the appropriate manager is informed. The Complaints Register will be made available to the Community Liaison Group.

The following information will be recorded:

- Name, address and contact phone number.
- Time, date, form of communication and nature of complaint.
- Response and investigation undertaken.
- Action taken, date and signature of responsible manager.

All complaints will be investigated and a prompt response given where possible. Where complaints or concerns may take extended periods to address, the complainants will be kept informed of the situation. A nominated manager will be given responsibility to review all complaints, ensure the Register is made available to the Community Liaison Group, and ensure progress towards the resolution of each matter. Should a complaint be mismanaged, the cause will be investigated and appropriate actions taken.

Where it is evident that an activity becomes a recurrent problem, the nominated manager must develop policies and procedures to correct the situation.

#### Construction EMP Auditing

Internal audits will be carried out to verify compliance with the EMP. The audit will also encompass work carried out by suppliers and subcontractors. The audit program will be managed by the environmental manager who will either undertake the audit on their own or make arrangements for the audits to be carried out by either the site foreman or site engineers.

In relation to audits of the EMP, the environmental manager will maintain a forward schedule of audits planned (in six-monthly periods), maintain records of all audits, and ensure that corrective actions are properly implemented.

The audit will, among other things, determine whether daily, weekly or periodic inspections and monitoring are being undertaken and if there are problems with meeting specified guidelines or regulations. Audits will be carried out on a three to six monthly basis.

An example of the various items at the construction site which will require daily, weekly or periodic inspection by the site manager or site engineers has been presented in **Table 9.1**. These recommendations should be taken as minimum frequencies and monitoring may need to be more frequent if circumstances dictate.

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Item	Inspection frequency	Responsibility	Potential problems
silt fences (temporary or permanent sediment control devices)	weekly (or three times daily during prolonged rainfall)	Site engineer	If silt fence or control devices are damaged, material can be washed into river/stormwater drain or wider environment as sediments are not effectively removed
drainage	daily in areas where earth- moving is occurring and weekly elsewhere	Site engineer	Existing drainage lines may become blocked due to earthmoving. New drainage lines may not be controlled.
stockpiles	weekly	Site engineer	Soil erosion and possible dust generation
haul roads	at least twice per day during dry and windy weather or at least daily	Site engineer	Dust and soil on public roads
chemical/fuel storage area	weekly	Site engineer	If bunds/drip trays contain leaks or maintenance is required, there may be spills of material on site
spills on-site	daily	Site engineer	Spills may contaminate water or soil
litter controls	daily	Site engineer	Litter or waste on-site may generate odours, attract vermin or enter stormwater system and areas off-site
rumble grid and truck exit areas	daily	Site engineer	Grid may be clogged with material and exit area may be dirty resulting in tracking of material onto public roads
vehicles and machinery	initially when vehicle or machinery first used and thereafter monthly	Site engineer	Noise pollution and exhaust emissions

#### Table 9.1: Environmental Site Inspection Checklist

The site foreman or engineer who undertakes the daily inspections will need to complete a site inspection record to prove that the inspection has taken place and to show that no non-conformances have been noted.

The Construction EMP will also be subject to a six monthly environmental compliance audit by a third party auditor. A component of the audits will seek to verify the ongoing suitability of the environmental management strategies outlined in this EMP. The audit will be internally reviewed by the proponent and the construction contractor and recommendations addressed.

#### □ Monitoring

Regular monitoring of air, water and noise is required to determine whether standards established by the EMP are being complied with. Monitoring will begin prior to construction to provide a baseline against which data collected during construction can be compared.

Chemical measurements will be conducted by a National Association of Testing Authorities (NATA) registered laboratory, with in-situ measurements made under the supervision of a suitably qualified person from a NATA laboratory.

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The areas which will require monitoring have been presented below in **Table 9.2**. This table also gives a recommended frequency for monitoring. These frequencies should be treated as minimum monitoring requirements related only to the impact of construction activities. Additional monitoring may be required if deemed necessary by the environmental manager.

item statistics <u>en statistics</u> and the	Purpose	Monitoring frequency
Noise	Determine whether noise from the site is an environmental issue (nuisance)	Continuously at a representative residence near construction activities or as required by complainants at their homes
Dust	Determine whether dust from the site is an environmental issue (nuisance)	Daily during dry weather at locations that may impact on adjacent residents or at site boundary
Sediments controls/silt fences	Determine whether installation is operating effectively	Measure turbidity on the input and output side of the control devices during wet weather inspections
Water discharge from site	Determine whether retention structures are effectively removing sediment	Weekly for suspended solids, pH, and dissolved oxygen. Increase monitoring to daily during rainfall period.
Excavated material	Determine whether fill material contains contaminated soil or rubble	Daily in areas being excavated using a monitoring frequency (i.e. number of samples per stockpile or square metre) and analytical plan approved by the EPA or site auditor

#### **Table 9.2: Monitoring Requirements**

#### Environmental Management Plan Structure

The Construction EMP is set out according to the particular environmental issues that it addresses. These include:

- (i) construction working hours
- (ii) noise and vibration
- (iii) air quality
- (iv) light spill
- (v) soil and water management
- (vi) work force parking
- (vii) heavy vehicle access
- (viii) vegetation protection
- (ix) cultural heritage conservation
- (x) waste management.

Each of these issues is then addressed under a number of subheadings and an associated table identifying specific environmental mitigation strategies and actions. These headings include:

- Background: Brief outline of key points to assist the reader to understand the issue;
- Operational Policy/Objective: Identifies what the mitigation strategies and associated actions of the EMP are trying to achieve in relation to the issue being addressed;
- Performance Criteria: Specifies the parameters that will be used to assess impacts;

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- Management Strategy: Identifies the work methods or tasks that will be implemented to achieve the performance criteria;
- Monitoring: Specifies the monitoring requirements which will measure actual performance (specified limits to pre-selected indicators of change);
- Reporting: Defined the timing and responsibility for reporting monitoring results and corrective actions;
- Corrective Action: Defines the action to be implemented in case a performance requirement is not reached; and
- Responsibilities: Identifies the person/manager responsible for the identified actions.

#### 9.8 Outline Operation Plan

#### 9.8.1 Introduction

The Draft Operational Plans will outline procedures that will be used to monitor and control the effects that the operation of the stadium will have primarily on the surrounding area. The Operational Plans will provide the Stadium Management, the State Government, Local and State Authorities and the community (again through the proposed Community Liaison Group), with a framework to confirm management commitments and compliance, and provide opportunities for changes to policy and implementation where necessary.

The final Operational Plans will need to address all notified conditions of the development permit and other associated approvals following their receipt and consideration by the proponent.

#### 9.8.2 Purpose of the Proposed Operational Management Plans

The Operational Plans will be used to facilitate compliance by the project with the conditions of the Development Permit under the Integrated Planning Act 1997, and other environmental management approvals under other relevant legislation. The Operational Plans will also help to strengthen trust between the stadium management and the local community, which in part is dissatisfied with past operational experiences from major events. As such the Operational Plans will aim to implement the following objectives:

- (i) To encourage good management practices through planning, commitment and continuous improvement of operational practices;
- (ii) To define how the management of the stadium and associated events is reported, and performance is evaluated;
- (iii) To provide rational and practical operational guidelines so as to:
  - Minimise car parking difficulties for local residents and businesses during events;
  - Protect the amenity of surrounding residents and business operations;
  - Minimise local and regional traffic disturbance; and
  - Protect the public from inappropriate and unwanted behaviour;

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- (iv) To comply with all applicable laws, regulations, standards and guidelines for the operation of the stadium;
- (v) To adopt the best management means available to prevent or minimise adverse social and public amenity impacts;
- (vi) To describe monitoring procedures required to identify impacts on the public; and
- (vii) To train stadium management and operational staff in regard to operational obligations.

As for the Construction EMPs, the Operational Management Plans will need to be dynamic documents. They will be updated to incorporate changes in management procedures in the light of ongoing monitoring results, new techniques, legislation and social/environmental policies in consultation with stadium management, relevant authorities and the community.

#### 9.8.3 Management Structure & Responsibilities

#### Management Structure and Responsibilities for Operational Management

Specific persons will be nominated to take responsibility for implementing various aspects of the operational plans. The stadium management, and specifically the General Manager is ultimately responsible for ensuring that events are properly managed in accordance with agreed or licensed conditions and community expectations.

There are a number of key management players that will carry the day to day responsibility for the management of operational impacts associated with the use of the stadium, including:

- General Manager;
- Operations Manager will have day to day management responsibilities for all operational issues including; catering, security, lights, entertainment, player/official access and security, VIP safety, ticketing, administration, crowd behaviour, liquor licensing, compliance, carparking etc;
- Security Manager will report to the Operations Manager and will have major role in security and crowd behaviour management;
- Maintenance/Grounds Manager ground control and management including waste management, clean up and litter control and management.

#### □ Community Liaison Group

The Community Liaison Group established during construction as a means for formal communication between key stakeholders and the project representatives will be encouraged to continue. Changes to the representatives will be required to reflect changing issues once events are underway. The community liaison group will convene prior to the commencement of operations. The role and function of the Community Liaison Group has been detailed in Section 9.1.1.

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#### Training and Induction of Employees and Contractors

The stadium management will have a responsibility to ensure all those associated with the stadium are aware of and familiar with the operational plans and the associated issues of community concern.

Training will be conducted to ensure management, staff and concessionaires are fully conversant with the management issues as well as emergency procedures and general operational requirements.

All new personnel will be inducted prior to commencement of work. Job descriptions will include operational management requirements. The nominated manager will ensure that records of all staff induction and training will be subject to quality audits.

#### Complaints Register

Complaints may be received from the community during the operations of the stadium. Appropriate contact numbers will be made available to the community. An administration team on site will receive complaints and ensure that all complaints are recorded on a Complaint Register and the appropriate manager is informed. The Complaints Register will be made available to the Community Liaison Group.

The following information will be recorded:

- Name, address and contact phone number;
- Time, date, form of communication and nature of complaint;
- Response and investigation undertaken; and
- Action taken, date and signature of responsible manager.

All complaints will be investigated and a prompt response given or action taken where possible. Where complaints or concerns may take extended periods to address, the complainants will be kept informed of the situation. A nominated manager will be given responsibility to review all complaints, ensure the Register is made available to the Community Liaison Group, and ensure progress towards the resolution of each matter. Should a complaint be mismanaged, the cause will be investigated and appropriate actions taken.

Where it is evident that an activity becomes a recurrent problem, the nominated manager must develop policies and procedures to correct the situation.

#### □ Monitoring

Regular monitoring of operational conditions will be required to determine whether standards established by the plans are being complied with. Monitoring will begin prior to events to provide a baseline against which data collected during operation can be compared.

The areas which will require monitoring have been presented below in **Table 9.3**. This table also gives a recommended frequency for monitoring. Additional monitoring may be required if deemed necessary by the operations manager.

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#### Table 9.3: Monitoring Requirements

	Purpose	Monitoring frequency
Noise	Determine whether noise from the event is an environmental issue (nuisance)	Continuously during events at a representative residence near stadium or as required by complainants at their homes
Light Spill	Determine whether light spill from the site is an environmental issue (nuisance)	During events
Parking Infringements	Determine whether parking management plan is operating effectively	Following each event
Parking problems on the edge of the parking management area	Determine whether area boundaries need to be amended	During events
Business impacts from parking area restrictions	Assess impact on business functions during events	During events

#### 9.8.4 Operational Management Plan Structure

The Operational Plans will be set out according to the particular management issues being addressed. These include:

- (i) general operations and community liaison (including ticketing);
- (ii) parking management and enforcement including restricted car parking in the local streets and in business car parks;
- (iii) traffic management;
- (iv) public transport co-ordination;
- (v) crowd and pedestrian management including the management of anti-social behaviour from crowds moving to and leaving the proposed stadium;
- (vi) public safety and emergency procedures including public safety along the walkways between the proposed stadium and the City outside event times;
- social impacts of stadium operations (eg local behavioural patterns, amenity, seasonal changes, access and movement, State and local government services, social and cultural values);
- (viii) land use impacts such as on the Christ Church operations, Caxton Street and the Police Barracks site; and
- (ix) operational noise and lighting management.

Each of these issues will then be addressed under a number of subheadings identifying specific operational mitigation strategies and actions. These headings include:

- Background: Outlines in brief the key points to assist the reader to understand the issue;
- Operational Policy/Objective: Identifies what the mitigation strategies and associated actions
  of the Operational Plan are trying to achieve in relation to the issue being addressed;
- Performance Criteria: Specifies the parameters that will be used to assess management impacts;

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- Management Strategy: Identifies the work methods or tasks that will be implemented to achieve the performance criteria;
- Monitoring: Defines the monitoring requirements which will measure actual performance (specified limits to pre-selected indicators of change);
- Reporting: Specifies the timing and responsibility for reporting monitoring results and corrective actions'
- Corrective Action: Defines the action to be implemented in case a performance requirement is not reached;
- Responsibilities: identifies the person/manager responsible for the identified actions.

#### 9.8.5 Operations Waste Management

Operational wastes will be principally generated during stadium events and from the stadium office and maintenance of the stadium.

#### Event Wastes

Wastes produced during events at the proposed Stadium will be of comparable type to those produced during event at the existing stadium. These wastes are described in Section 5.

The additional capacity of the proposed stadium will result in larger quantities of wastes produced during stadium events. **Table 9.4** provides an estimate of waste generated from a full capacity event at the proposed stadium.

#### Table 9.4: Project Stadium Event Waste Generation Potential

aste (m <sup>²</sup> )/ per Patron	Total Waste	Total Waste
	(m <sup>3</sup> )	( <b>kg</b> )
0.002251	90	. 6 750
0.002251	118	8 860
	0.002251	0.00225' 90

Note: <sup>1</sup> The average quantity of waste per patron was estimated from the 1998 and 1999 State of Origin events. The average density of waste was assumed to be 75 kg per m<sup>3</sup> of waste (Cleanevent, 2000)

#### Office & Maintenance Wastes

Wastes will be generated from the office and maintenance of the stadium. The type and quantity of wastes generated by the Project would be comparable with the existing stadium. These wastes are described in Section 5.

#### □ Stormwater

The stormwater system will be designed to treat water on-site to an acceptable standard prior to discharge to the stormwater.



#### Waste Collection and Disposal

Waste collection and disposal methods must be described in the Waste Management Plan. Waste management practices which may be incorporated include:

- (i) **Organic Materials -** Food scraps will be generated from office facilities, stadium patrons and caterers. Food scraps will be disposed by a licensed contractor to an approved facility;
- (ii) **Oily Wastes -** Waste oils will be collected for reuse or recycling where possible, or disposed of off-site in an approved manner;
- (iii) **Sewage -** Domestic sewage will be generated mainly during stadium events and discharged to the Council's sewer system;
- (iv) Waste Waters such as waters used to wash down stadium waste collection areas, will be treated to an acceptable level prior to discharge into the sewer system. Any wastes removed on-site from waste waters will be segregated or reused or recycled where possible, or disposed of off-site in an approved manner.

#### 9.8.6 Emergency Procedures Plan

An Operational Plan is required to address Emergency Procedures similar to the current Emergency Procedures Plan. The Plan needs to be developed by the Lang Park Trust in close consultation with relevant emergency service authorities. The QFRA have advised that to ensure efficient and effective responses from the QFRA, the Emergency Procedures Plan should include the following considerations:

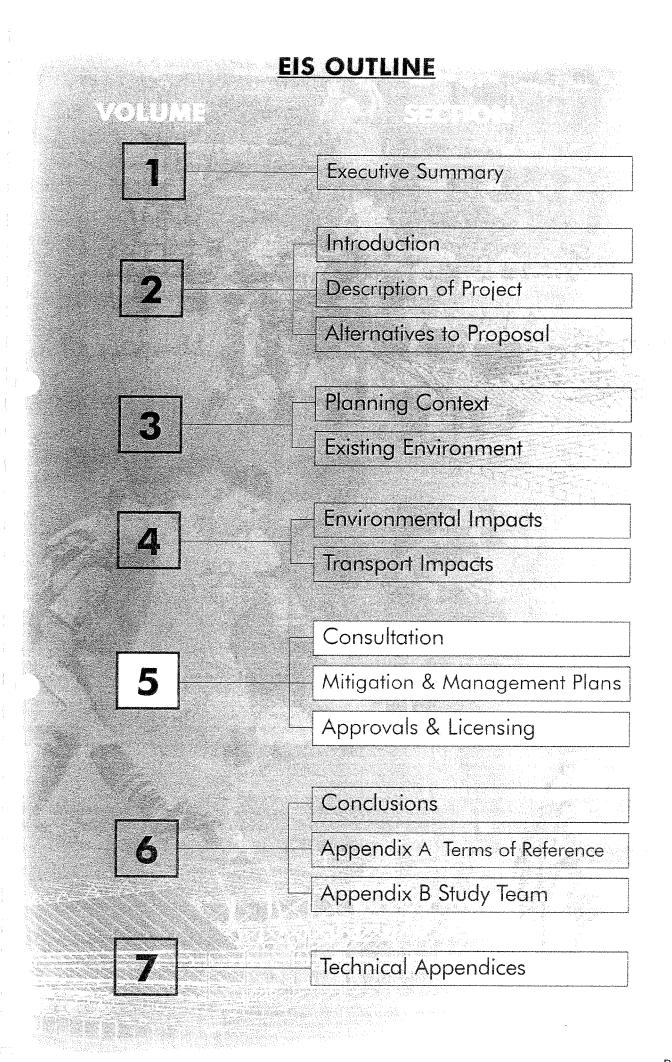
- (i) Provide adequate access for Fire Appliances, especially in regard to height and length restriction, so that any appliance is no more than 30 metres from a fire hydrant and no more than 60 metres from the furthest part of the building;
- (ii) Ensure that the sprinkler and hydrant booster is readily accessible and that it has sufficient inlet and outlet connection points for worst case scenarios (near main vehicle entrance);
- (iii) Ensure that the main fire indicator board and/or fire control room and any sub-boards are readily accessible and adequately marked and sign posted;
- (iv) Ensure that **external** hydrant locations are clearly marked eg. ground painted or sign posted, and that there is an adequate number of external hydrants. (NB: the Building Code dictates the number of **internal** hydrants and the locations and markings);
- (v) Provision of lighting/emergency lighting in the area of the booster point and external fire hydrants (pillar or ground type);
- (vi) Establish an emergency planning committee and ensure that they liaise with Community Safety/Building Inspectors so that they can implement plans that include all of the right firefighter friendly points with relation to:
  - exit doors;
  - fire fighting equipment;
  - manual fire alarms;

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- smoke/thermal alarms;
- fire indicator boards;
- type of fixed systems;
- early warning information systems. EWIS;
- (vii) Ensure access inside the ground so that all stands and facilities can be easily reached for both fire fighting and evacuation;
- (viii) Ensure adequate fire fighting facilities/water reticulation as per Australian Standards 2419.1;
- (ix) Ensure there are no temporary or permanent barriers making areas inaccessible for the fire fighting crews;
- (x) Ensure that there are adequate exits or evacuation points for safe egress of the public in an emergency situation;
- (xi) Provision of emergency access lanes outside of the immediate complex for emergency vehicle access and staging of Pumpers, Ambulances, Police vehicles, and other emergency support vehicles; and
- (xii) Ensure any traffic calming devices in the approach to the venue or in the general area do not impede emergency vehicles, especially aerial appliances and medium/large urban tankers.





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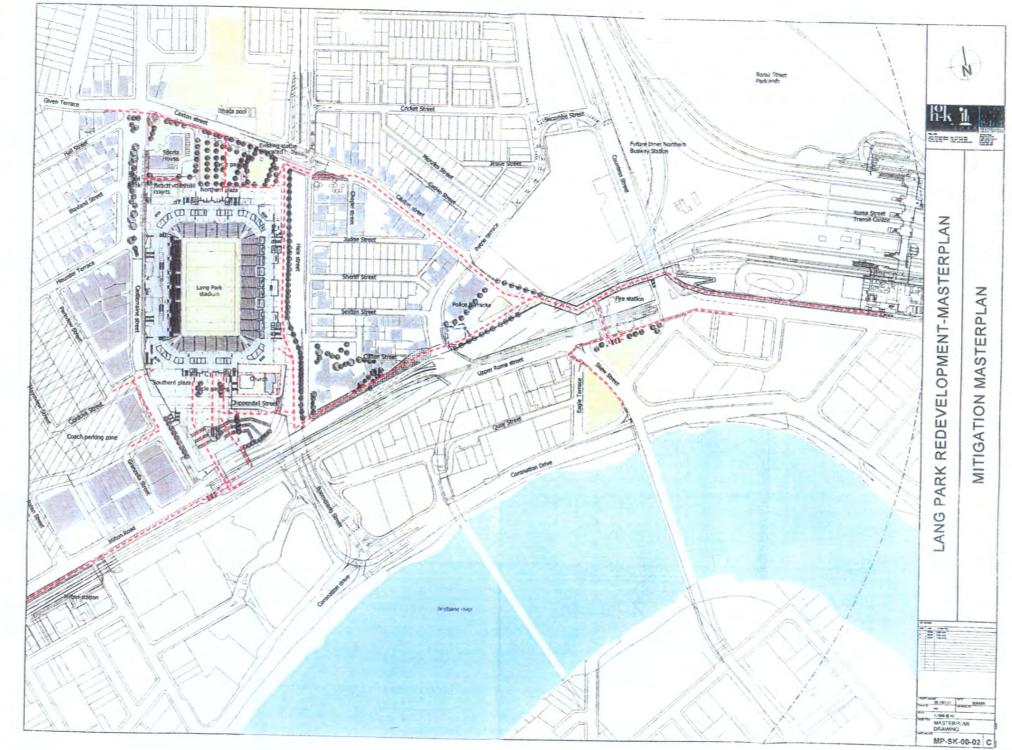
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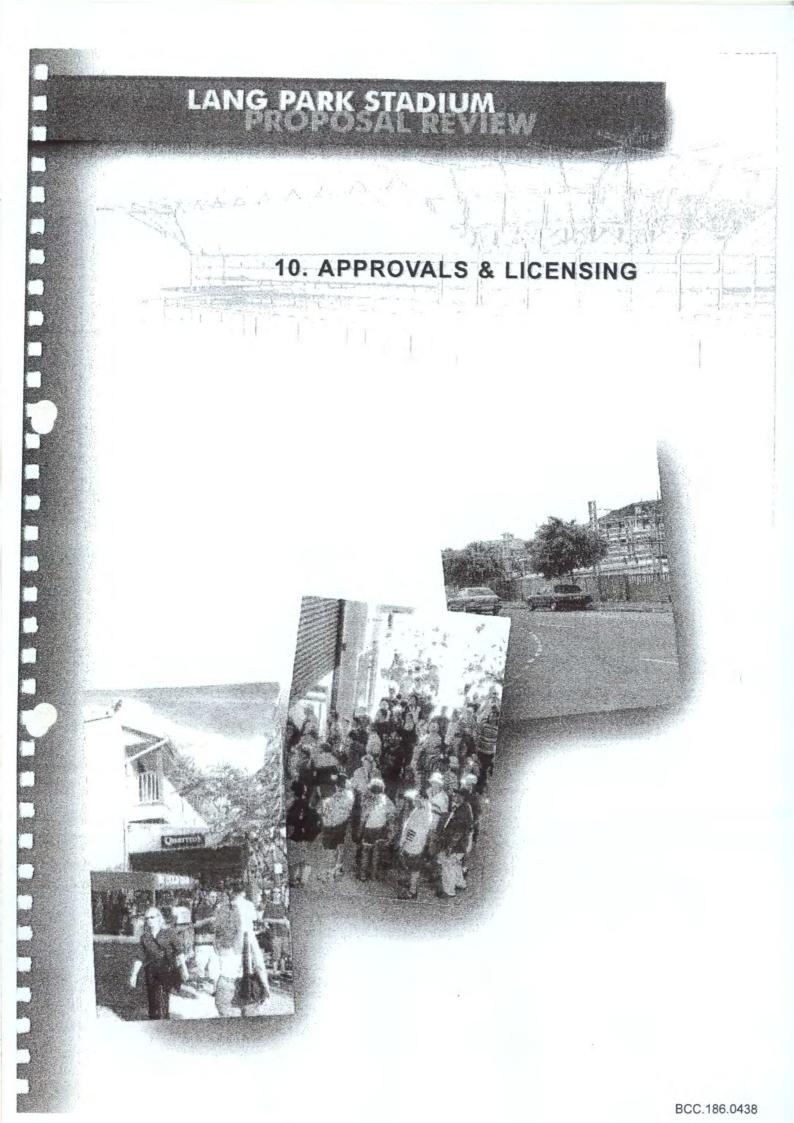
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# 10. Approvals & Licensing

#### 10.1 Approvals

#### **10.1.1 Approval Processes**

The Lang Park Stadium proposal was declared by the Co-ordinator General as a "significant project". As such, the proponent is required to undertake an Environmental Impact Statement (EIS) in accordance with the provisions of Sections 29B - K of the *State Development and Public Works Organisation Act 1971* (SDPWOA). The proposal is also "assessable development" under the *Integrated Planning Act 1997* (IPA). Some aspects of the proposal such as transport infrastructure, which may be undertaken by Government irrespective of the proposed stadium (eg light rail), may be exempt from assessment as specified by the IPA.

An application for a development permit will need to be made in which there is both an "assessment manager" and an "assessing authority". IPA defines the assessment manager as the entity who administers the application for the development permit, which in this case, will be the Brisbane City Council (BCC). The "assessing authority", is defined as the concurrence agency, where the development permit is subject to conditions imposed by a concurrence agency. The concurrence agency for the Lang Park Stadium proposal is the Coordinator-General.

The EIS is to be undertaken in accordance with the Terms of Reference (TOR), and placed on public exhibition. During the period of public exhibition (30 business days), public submissions on the proposal can be made to the Coordinator-General. This EIS process essentially covers the notification and referral stages for the application for a development permit under the Integrated Development Approval System (IDAS) of the IPA.

The Coordinator-General's assessment of the EIS, and any properly made public submissions, is then passed to the "assessment manager" for a decision on the application for a development permit under the IPA.

There are appeal rights that attach to the decision for that part of the application involving "impact assessment", for those who made proper submissions during the exhibition of the EIS. Should the application be made under the proposed City Plan, there will be no statutory appeal rights, which flow from the EIS submissions for those aspects of the application requiring only code assessment.

Figure 10.1 outlines the assessment process as defined under the SDPWOA and the IPA.

#### **10.1.2 Other State Approvals**

Other responsibilities and possible approvals by way of permits and licences are provided for in State legislation other than through the IPA. The majority of these responsibilities and approvals are related generally to environmental protection, cultural heritage, public amenity, land titling and traffic works.

Environmental protection legislation is also provided by the Commonwealth government. The Commonwealth legislation is however focused on their responsibilities for Commonwealth land and certain areas of national interest governing international obligations, and also Aboriginal and Torres Strait Islander responsibilities, including for Native Title. These interests are not considered to be affected by the proposal stadium redevelopment.

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Table 10.1 lists relevant Legislation, trigger mechanisms and legal obligations that could apply.

Legislation and application stages	Responsibilities/Trigger Mechanisms	Requirements / Approvals
Environmental Protection Act 1994 Environmental Protection Regulations 1998	General Environmental Duty Duty to Notify of Environmental Harm	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.
Planning, Design, Construction and Operation	Level 2 Environmentally Relevant Activity (ERA) Number 39 – Constructing Premises or Civil Engineering Structures (constructing or demolishing).	Approval for ERA devolved to Local Government.
	"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.	Contaminated site investigation in accordance with EP Act required and approved site management plan required. Approval for the removal of contaminated soil.
Environmental Protection (Water) Policy 1997 Planning, Design, Construction and Operation	Management of wastewater and stormwater and contamination of water from specified agents, including build up of sediments. 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. Section 32 prohibits the deposition of sand silt or mud which could reasonably be washed into gutters, stormwater drains or watercourses.	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.
Environmental Protection (Air) Policy 1997 Planning, Design, Construction and Operation	Defines unreasonable release of contaminants. Establishes indicators and air quality goals for environmental values	There are no specific approvals. Provides guidance to the approval of environmental authorities or ERAs. Administering authorities are obliged to respond to complaints. Provides for "show-cause" and "abatement notices". Compliance with general environmental duty in accordance with the indicators and goals established in the EPP.

Table 10.1: Other	Environmental	Responsibilities	& Approvals
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Legislation and application stages	Responsibilities/Trigger Mechanisms	Requirements / Approvals
Environmental Protection (Noise) Policy 1997 Planning, Design, Construction and Operation	<ul> <li>Defines unreasonable noise where it causes unlawful environmental harm and is unreasonable having regard to its characteristics, its intrusiveness, the time at which it was made, where it can be heard and the background noise environment.</li> <li>Establishes desirable noise levels.</li> <li>Policy does not include specific requirements for noise from construction activities or outdoor sporting venues.</li> </ul>	duty in accordance with the aritaria
Environmental Protection (Nuisance) Regulation 1999 Construction and Operation	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". Qualities of an acceptable acoustic environment are: Free from annoying intrusive noise Conducive to undisturbed sleep Conducive to passive recreation Conducive to conversation without undue interference from noise	Provides local and state governments with powers to resolve nuisance complaints Does not apply to outdoor sporting events. Abatement notice can be issued for outdoor concerts if it exceeds 55dB(A) over a 15 minute interval outside an affected noise sensitive place. 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).
<i>Queensland Heritage Act 1992</i> Planning, Design and Construction	Provides for a register of cultural heritage places and regulates their development. "Development" includes substantial alteration to the appearance of a registered place.	Development by the Crown requires the approval of the Heritage Council. Public notification is required and allows for objections to be lodged. The Heritage Council must consider the objections and make recommendations to the Minister. The Heritage Council may only recommend that development should be carried out if there is no prudent and feasible alternative to the proposed development.

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Legislation and application stages	Responsibilities/Trigger Mechanisms	Requirements / Approvals
Cultural Records (Landscape Queensland and Queensland Estate) Act 1987 Planning and Construction	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) Cultural heritage assessment survey Collection of artefacts.	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. Permit from EPA (s 27) for survey
Land Act 1994 Planning, Design and Construction	Registration of land titles Making State land available in fee simple/lease/permit/reserve	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 Land Act 1994
Land Act 1994/ Land Regulation 1995 Planning, design, construction	Permanent and temporary closure of roads	Approvals to be obtained from the Minister under Chapter 3, Part 2, Division 2 of the Land Act 1994 for the permanent or temporary closure of roads.
Acquisition of Land Act 1967/State Development & Public Works Organisation Act 1971 Planning, design, construction	Acquisition of land for public purposes	Acquisition of land by the contracting authority pursuant to the <i>Acquisition of</i> <i>Land Act 1967</i> or, alternatively, by the Co-Ordinator General under Part 6, Division 78
Workplace Health and Safety Act	State Department of Development, Training and Industrial Relations	Registration of workplace with three or more employees. Portable Long Service Leave Legislation provides for Construction Workplace Registration and Industrial Workplace Registration.
Local Government Act 1993 Brisbane City Council Local Law Streets) Operation	Responsibility covered by Local Laws include a wide range of powers to control issues such as: • street maintenance; • protection of vegetation; • control of advertisements; and • entertainment venues and events	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 issue for the surrounding communities. It is noted however, that if the owner of the venue holds a Liquor License, then a permit is not required.

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Legislation and application stages	Responsibilities/Trigger Mechanisms	Requirements / Approvals
Explosives Act 1952 Operation	Carriage, Storage and Use of explosives	Licence or permit required for storage and carriage of explosives.
		Temporary storage approved by chief inspector of explosives in accordance with conditions.
		People using explosives are licensed
Health Act 1937 (and associated regulations) Design and Operation	Vermin Control	Prevent the entry of vermin into buildings. Prevent access to food by vermin.
Transport Operations (Road Use Management) Act 1995	Queensland Department of Transport and Department of Main Roads	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.
		Permits may be required for mass transport by road or rail.
Lang Park Trust Act 1994	Restrictions on selling Trust land without Governor-in-Council approval	Part 3, Lang Park Trust Act 1994.
Transport Infrastructure Act 1994	Entering Railway land to carry out works (including pedestrian structure), temporary use of land	Approvals required to enter QR land in accordance with the <i>Transport</i> Infrastructure Act.
Transport Infrastructure Act 1994	Carry out changes to rail system	In accordance with parameters and responsibilities under the <i>Transport</i> Infrastructure Act.
<i>Transport Operation (Road Management) Act 1995</i> Construction and Operation	Regulation of transport of dangerous goods	Approval processes and regulations as prescribed by Transport Operations (Road Use Management – Dangerous Goods) Regulation 1998
Traffic Act 1949 and Traffic Regulation 1962 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 General Purpose Permit (for organisations which do not hold a liquor licence). Public Function Approval (for licensees
		catering for a one-off public event away from their main licensed premise). Approvals issued by the Liquor Licensing Division, Department of Tourism Sport and Racing.

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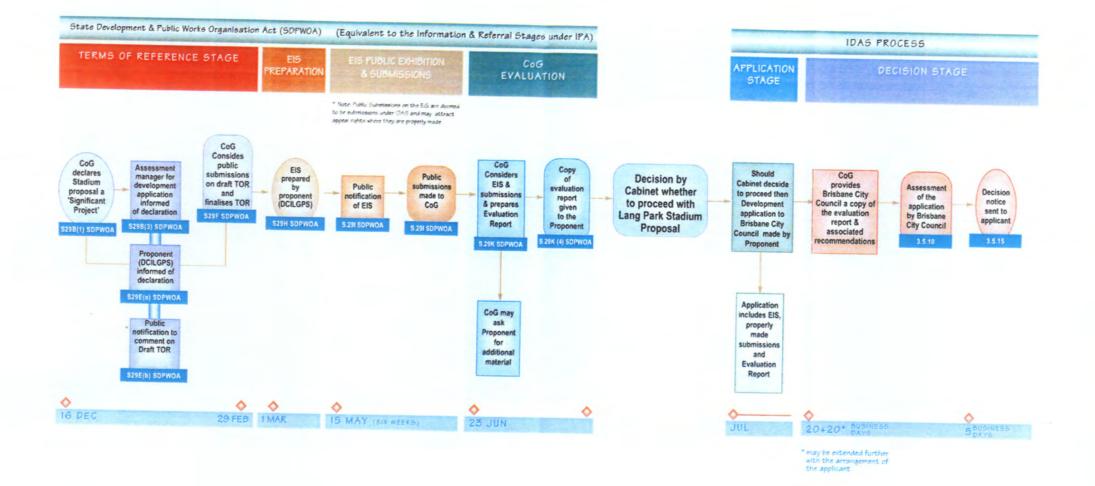
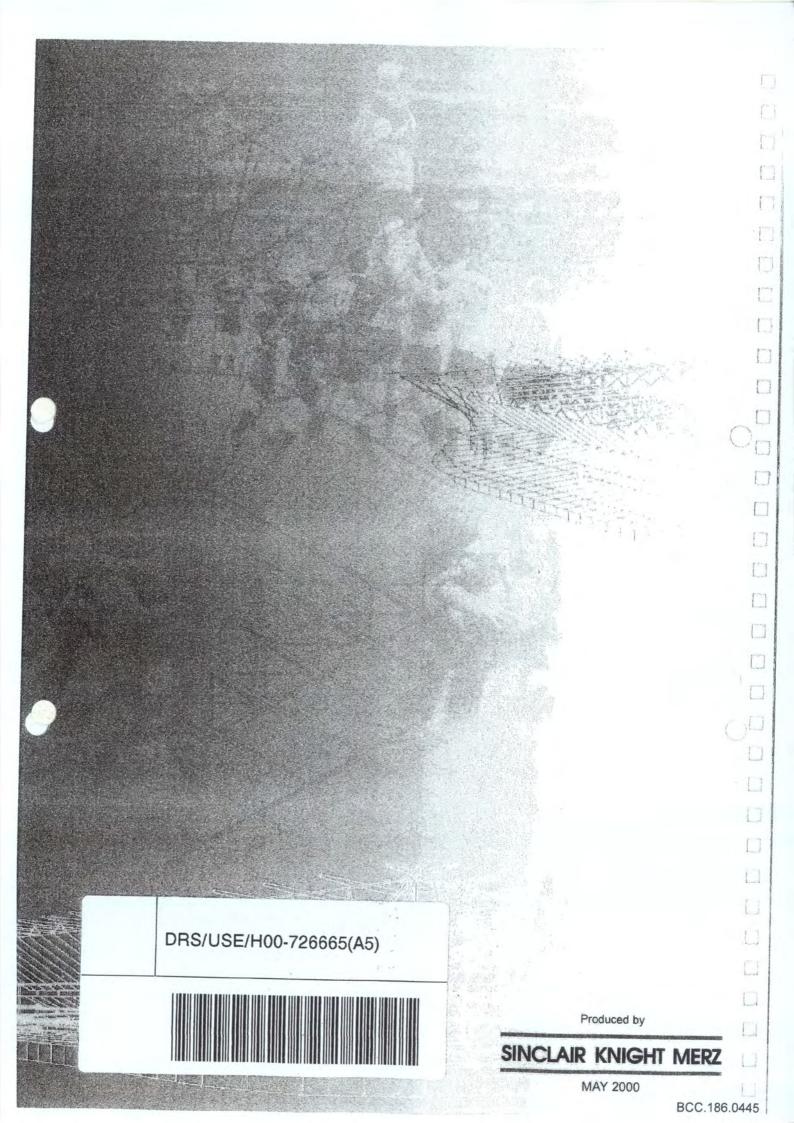


Figure 10.1 Indicative Development Assessment Process





# Draft Environmental Impact Statement

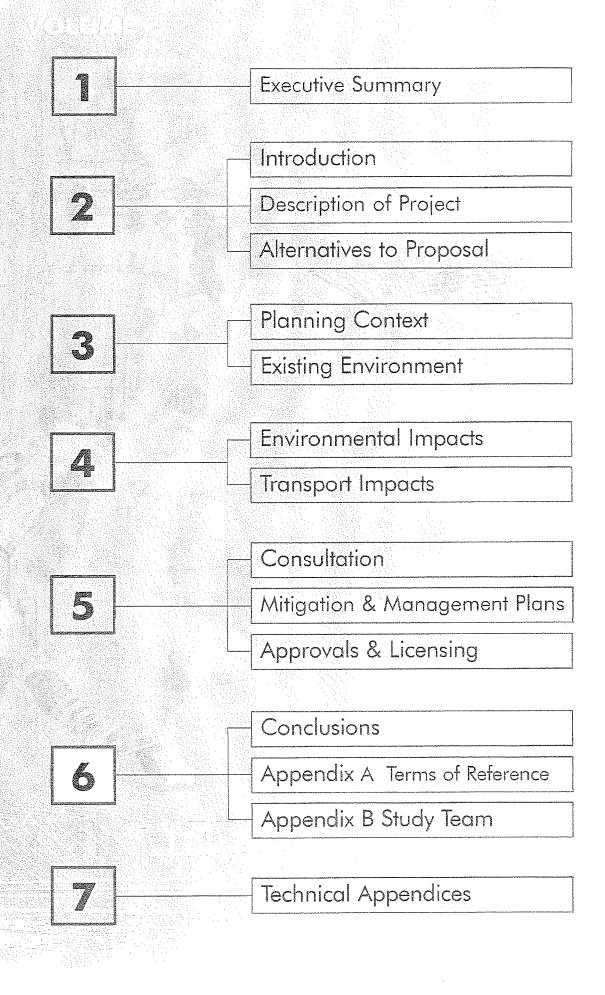
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SINCLAIR KNIGHT MERZ

### EIS OUTLINE





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igure 7.100	With Light Rail
Figure 7.18d	2013 Evening Post Event Representative Hour 52000 Spectator Departure Scenario
gane	With Light Rail
Figure 7.19a	2003 Weekend Afternoon Representative Hour 45000 Spectator Arrival Scenario
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Figure 7.20c	2003 Weekend Afternoon Representative Hour 35000 Spectator Departure Scenario With Light Rail

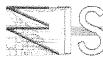
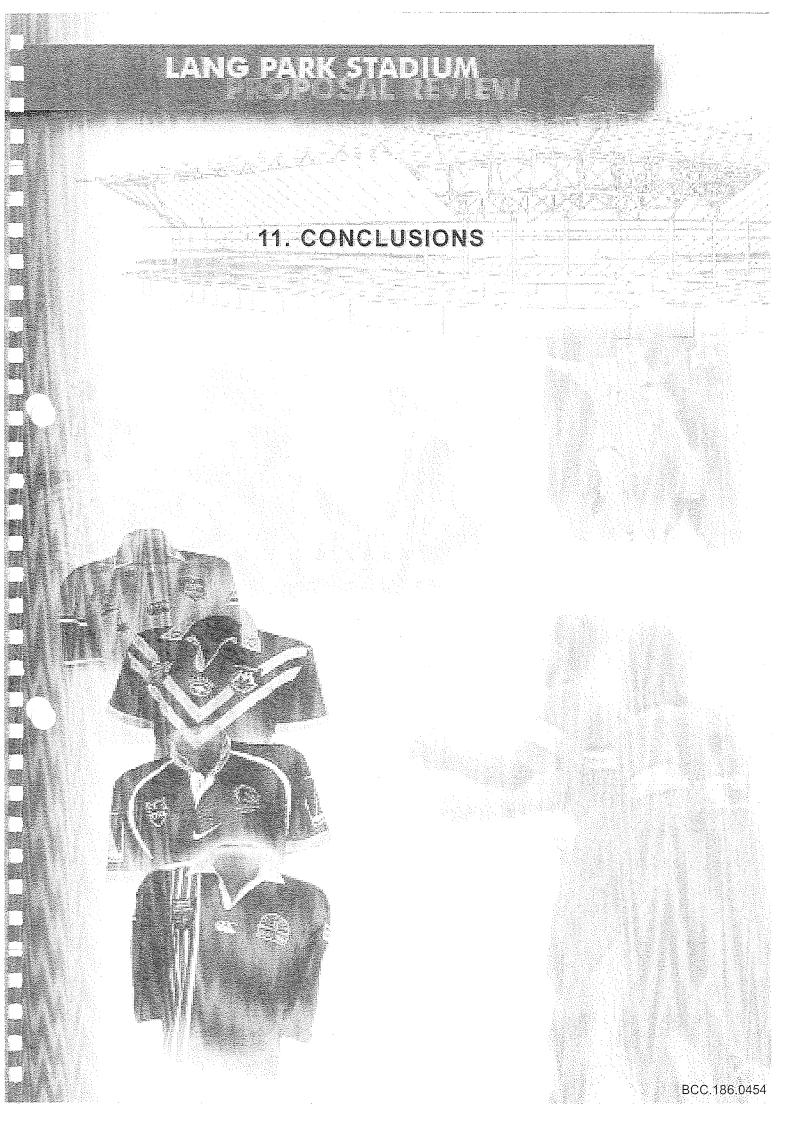


Figure 7.20d 2013 Weekend Afternoon Representative Hour 35000 Spectator Departure Scenario With Light Rail

Figure 10.1 IDAS Flow Chart







# 11. Conclusions

The conclusions to be drawn from this environmental impact statement are presented in point form to assist with a clear understanding of the issues, the responses and the outstanding matters to be considered in weighing the merits of the Lang Park Stadium Proposal.

#### **11.1 Existing Situation**

- □ Lang Park is a cultural icon of long standing to the City of Brisbane, as well as for Queensland and Australia 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 attended Lang Park only for major events such as the State of Origin interstate rugby league matches and recent rugby union internationals.

□ With comparatively low utilisation, the impacts of the existing Lang Park stadium are barely tolerable for the local community, only because of their infrequent occurrence.

- □ The impacts caused by a major event at the existing Lang Park Stadium include:
  - considerable and widespread traffic congestion in local streets, and on the arterial road network, before and after the event;
  - 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; and
  - the occasional use of helecopters for live broadcasting purposes.
- □ The existing Lang Park Stadium is an inadequate facility for staging major sporting events involving a large crowd. Even with a small crowd, say of less than 10,000 (eg Rugby 7s), the impacts on the local residential area are still significant.

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□ If the existing Lang Park Stadium and currently available infrastructure and transport services were to increase its events schedule with the inclusion of more major events, the impacts on the immediate residential areas would be severe.

## 11.2 The Lang Park Stadium Proposal

- The terms of reference to which this EIS responds, refer to a possible crowd design capacity of 60,000 patrons. The preliminary commercial investigations conducted concurrently with the EIS process have indicated that a seating capacity of 52,500 is more likely to be sustainable. Consequently, the concept plans for the proposed stadium have been prepared on the basis of a capacity of 52,500 patrons, net of media, management and disabled patrons and their carers.
- The proposal includes a fully enclosed structure with a continuous roof form around a rectangular pitch, integrated with a transport interchange and pedestrian walkway system linking back to the Roma Street railway station and the Brisbane CBD. The proposed stadium also is to be completely integrated, by way of elevated walkways, with a light rail station on the southern side of Milton Road and with Milton Station.
- The proposal includes the integration of several community facilities including local open space adjacent to Caxton Street, the relocation of the PCYC and Ozsports facilities into the stadium building, the retention of the beach volleyball courts adjacent to Sports House, and the provision of linked pedestrian plazas and concourses enabling all-hours pedestrian movement through the site.
- The proposed stadium will amount to a continuation in the evolution of the development of sporting facilities at Lang Park. The EIS consultation process indicates that some of the residents in the immediate locality are of the strong view that the proposed stadium represents an over-development of the site, and that the evolutionary process will have gone too far if the proposal proceeds.
- The Lang Park Stadium Proposal is considered to present a workable solution to the enhancement of the existing facility provided that the recommended mitigation strategies are adopted and adhered to for the life of the project. The most critical mitigation strategies relate to:
  - continued consultation with the community;
  - the transport strategy for crowd movement:
  - the controlled car parking scheme throughout the nearby residential areas; and
  - the crowd control and behaviour codes.

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ANG PARK STADIUM PROPOSAL REVIEW

### 11.3 Alternatives to the Proposal

- □ The site selection process for the preferred site for a world-class stadium for rectangular pitch sports was completed in August 1999. The Queensland Government selected Lang Park as the preferred site for further investigations into the feasibility of redevelopment for a world-class stadium.
- □ The EIS terms of reference relate specifically to the Lang Park site, such that the consideration of alternatives is limited to alternative strategies for Lang Park. The alternatives considered included:
  - the retention of Lang Park in its present form; a strategie and the present region of the strategies of the strategies
  - improvement of Lang Park with a range of low cost options; and
  - the use of Lang Park for activities other than sport and recreation.
- The existing facility at Lang Park is considered inadequate to attract world-class sporting events and to provide patrons with the standards of facilities that are expected at such events. Furthermore, in its present open configuration, the existing stadium impacts on the residents of the immediate locality. Car parking and traffic impacts, and crowd behaviour impacts, relating to major events are considered unacceptable. This alternative also entails the present low levels of utilisation of a major public facility and is not supported.
- The low cost improvement alternative has a number of benefits for patrons and hirers of Lang Park, particularly in terms of facilities. It is possible that these improvements could attract major hirers to Lang Park, with a resulting increase in the frequency of major events. However, this alternative will not resolve such issues as:
  - noise intrusion and light spill;
  - undirected pedestrian movement through local streets;
  - inadequate footpath widths in Milton Road, Upper Roma Street, Petrie Terrace and Caxton Street;
  - unsustainable parking demand in local streets; and
  - constrained opportunities for effective crowd management.
- The use of Lang Park for purposes other than sports and recreation was raised in the EIS consultation process. The suggested range of uses included returning Lang Park to public open space, developing multiple uses such as sport and recreation, residential and commercial and developing additional "pub and café" venues to link Caxton Street with Given Terrace.
- Both the public open space option and the multiple use option would over-ride the strong cultural heritage values of Lang Park as a sporting venue of State, national and international significance. Also, they would conflict with the intentions of the current Town Plan and the advertised modified draft City Plan.
- □ The 'pubs and cafes' option would give rise to many of the impacts already causing concern for residents of the immediate locality, namely anti-social behaviour and uncontrolled car parking.

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### 11.4 Predicted Benefits of Lang Park Stadium Proposal

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 productioninduced employment arising from construction activities, leading to a total direct and productinduced 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 the possible light rail station 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 travellers to Lang Park. Bus operations concentrated in this location have a minimal impact on road network efficiency;
  - Countess Street bus station facilities which will provide the local community with a quality busway station earlier than programmed;
  - pedestrian accessibility and safety between the proposed stadium and transport nodes which will be vastly improved on the current situation;

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LANG <u>PARK STADIUM PROPOSAL REVIEW</u>



- 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 in conjunction with the proposed light rail link to the proposed stadium yield travel benefits for public transport vehicles for both stadium and general use.
- The proposed stadium could also achieve other positive impacts for the local community. These include:
  - reduction in current noise impacts and current light spillage;
  - improved pedestrian access around the proposed stadium between Caxton Street and Milton Road to improve accessibility for people with a disability;
  - improved amenity for the PCYC and Ozsports;
  - a contemporary appearance for the proposed stadium which responds to the local architecture;
  - an increase in useable public open space;
  - a potential decrease in parking conflicts;
  - a potential improvement in patron behaviour after games; and
  - Improvement in communication between the community and the stadium management.

## 11.5 Predicted Impacts of Lang Park Stadium Proposal

- □ The Lang Park Stadium Proposal will give rise to a range of environmental impacts including:
  - construction impacts; and
  - operational impacts.
- □ The impacts of the proposed stadium, particularly during the construction phase, are likely to be most noticeable for the residents of the immediate locality, and specifically the residents of the following areas:
  - the residential area bounded by Milton Road, Petrie Terrace, Caxton Street and Hale Street; and
  - the residential area bounded by Castlemaine Street, Heussler Terrace, Isaac Street and Given Terrace.

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#### 11.5.1 Construction Impacts

□ The construction impacts are expected to include:

- 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 from the construction of the possible light rail extension will have to occur in off-peak rail transport hours, most likely to be after midnight and concluding before 4.30 am. Noise impacts from this construction work will extend over much of the immediate locality;
- 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 will 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 work force 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 Baroona Special School could be affected by inappropriate construction techniques leading to structural damage, or irreparable damage to the setting of these places; and
- 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.

#### 11.5.2 Operational Impacts

□ The major operational impacts of the proposal are expected to include:

- occasional noise impacts from crowds moving along the pedestrian walkways back to the City, where such impacts are likely to be most noticeable on the three residential buildings along Milton Road between Hale Street and Petrie Terrace;
- 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 will be substantially improved on the existing facility and will 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 contained within the stadium;
- car parking in the local street network is expected to be substantially improved on the existing facility if the recommended parking control scheme is implemented effectively;
- the standard of crowd behaviour inside and outside the proposed stadium is expected to be substantially improved on the existing facility if the recommended code of behaviour is implemented effectively and the sale of alcohol managed carefully;
- the over-shadowing of the Christ Church by the roof of the proposed stadium will have an adverse impact on the utility, and the cultural heritage values, of the church;
- the provision of a pedestrian plaza over Hale Street will 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;
- the re-orientation of the classrooms in the Baroona Special School will not detract from its cultural heritage values;
- the visual impact of the proposed stadium upon the residential area immediately to the east of Hale Street will be adverse and not readily mitigated, such that the proposed stadium will present a façade of overwhelming length, height and bulk;
- the visual impact of the proposed stadium from other vantage points will be much less intrusive because of the lack of clear and uninterrupted sight lines;
- the visual impact of the possible light rail gantries over the Western Railway and the possible light rail station over Milton Road will be adverse and not readily mitigated;
- the visual impacts of the transport station off Chippendall Street and the pedestrian walkways back to the City are expected to be insignificant due to the screening effects of vegetation and buildings;
- the increased frequency of events at the proposed Lang Park Stadium will 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 provision of accessible local open space and public spaces on the site will impact positively on the locality; and

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the provision of convenient and accessible pedestrian linkages to the City and to the possible light rail station and to Milton Station will provide benefits to the local residents, provided that public safety issues are addressed in the detailed designs.

#### 11.5.3 Traffic & Transport Impacts

- □ The traffic and transport impacts of the proposed stadium and the proposed transport strategy are :
  - The proposed controlled parking scheme will 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 will be more heavily utilised in conjunction with events and special train services will be required;
  - Provision of pre-event special direct bus services and shuttle services will require use of some reserve buses from the Brisbane Transport fleet for events that coincide with commuter peaks;
  - There will be minimal overall impact on the regional road network however, there will 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 major events, and after typical size events to provide pedestrian access improvements will result in delays for local traffic for short periods;
  - The proposed Caxton Street temporary traffic/pedestrian traffic management will 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 will be improved compared to the current situation.

#### **11.6 Mitigation Measures**

A key recommendation for the mitigation of impacts upon the residents of the immediate locality is the establishment of a Community Liaison Group to participate in developing the





management plans for the construction phase and providing input to the management of the proposed stadium during the operational phase.

- Another important recommendation is the establishment of a Stadium Management Advisory Committee to provide co-ordination of the relevant authorities and for the community to provide direct input to the management of the proposed stadium during the operational phase.
- There are a number of mitigation strategies dealing with the impacts of crowd behaviour, onstreet car parking, traffic and transport. The success of these strategies is critical to the ability to reduce the predicted impacts to acceptable levels.
- □ The transport strategy relies upon an 80% mode split to public transport for patrons attending events at the proposed stadium. If this strategy is not achieved, pressure will build on the capacities of the pedestrian walkways linking the proposed stadium with the City. Furthermore, pressure will build on local streets for on-street car parking. There must be active and effective notification and marketing of the transport strategy.
- □ A major source of concern to residents of the immediate locality is the effect of anti-social behaviour on amenity, safety and property. There must be active and effective implementation of the recommended crowd management strategy, including the recommended approach to the sale and use of alcohol within the proposed stadium.
- Although beyond the scope of this EIS, it is apparent from the consultation process that the sale of alcohol in the Caxton Street and Given Terrace entertainment precinct requires careful management to ensure amenity and social values in the nearby residential streets are not adversely affected.
- □ To achieve the project objectives and provide more effective mitigation of the impacts, the EIS process, in conjunction with the master planning and concept design process, has responded with a number of project modifications which would improve the overall performance of the proposal and assist greatly 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;
  - direct flow pedestrian access from the enlarged southern pedestrian plaza to the possible light rail station and pedestrian walkway to Milton Station; and
  - 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.
- These project modifications would result in a number of substantial improvements to the proposed stadium, improvements to the amenity of the immediate locality and improved urban spaces and facilities. The expected benefits of the proposed modifications include:
  - 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:

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- achieving greatly improved control and management in pedestrian movements to and from the proposed stadium, such that surges and crowding will be able to be better managed and minimised;
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- providing greatly improved functionality for the integrated transport station and connections to the possible light rail station and Milton Station;
- providing greatly enhanced public spaces and pedestrian walkways which will be available for community use outside event times;
- achieving high standards in urban design, particularly adjacent to the Christ Church precinct, Baroona 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.
- □ There are only a few impacts expected as a consequence of the proposed modifications to the project. 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;
  - the alienation of vehicular access to Christ Church, even though access would still be available from Chippendall Street; and
  - overly exposing the Christ Church to views and public interaction such that the privacy and spirituality of the place would be diminished.

## 11.7 Overall Conclusion

- The Lang Park Stadium Proposal presents a workable solution to the provision of a world-class rectangular pitch sporting venue which is integrated with the metropolitan transport network and which can sit reasonably comfortably in its setting. There are a number of impacts for which there are no effective mitigation strategies. The relative importance of these impacts varies with the distance from the site.
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- A notable aspect of the social impact assessment, revealed through a community survey across South East Queensland, was that even though resistance to the proposed development

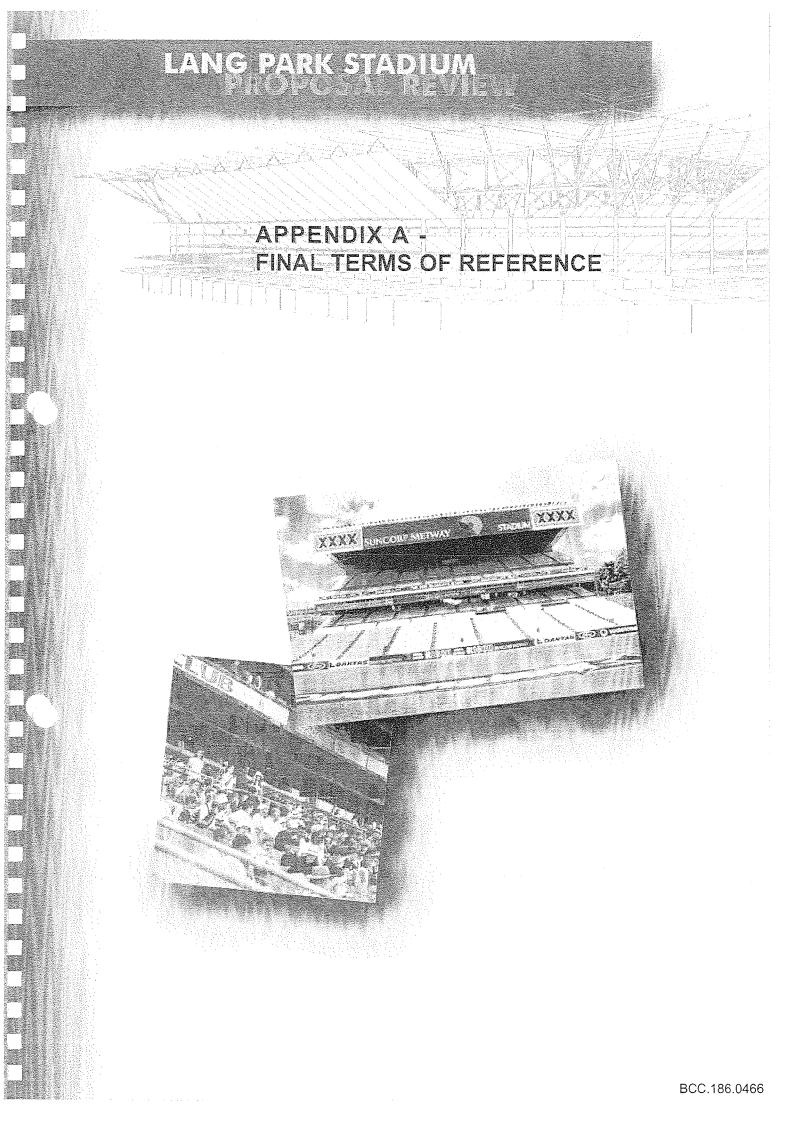
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Conclusions



was greatest in the immediate locality, the strength of resistance was not overwhelming. On the other hand, even though the support was greatest in the more distant communities, the level of support also was not overwhelming.

- □ In terms of the predicted environmental impacts, the Lang Park Stadium Proposal depends on the successful implementation of the mitigation strategies recommended in this EIS, namely:
  - the continued involvement of the community in planning, monitoring and mitigation;
  - the public transport strategy;
  - the construction mitigation measures and management plans; and
  - the operational mitigation measures and management plans.
- □ The proposed project modifications will:
  - achieve the stated project objectives;
  - greatly assist with mitigation such that the proposed stadium has a substantially lesser effect on the local community; and
  - contribute a number of community and infrastructure benefits to the City.
- □ The proposed project modifications have been assessed in terms of their potential impacts and benefits. The identified benefits are substantial, particularly to the residents of the immediate locality, whereas the impacts, on balance, are considered acceptable. The Lang Park Stadium Proposal should incorporate these modifications.





Queensland Department of Communication and Information, Local Government, Planning and Sport



Sport and Recreation Queensland

## Lang Park Stadium Redevelopment

## Environmental Impact Study Terms of Reference

The Queensland Government has announced Lang Park as its preferred site for the development of a world class stadium.

It has committed to undertaking a comprehensive Environmental Impact Statement (EIS) and open consultation as part of the review of this project. It is intended that these processes will provide the opportunity for issues impacting on the community to be identified and responded to and considered by Government as part of its decision to proceed with the development.

The draft Terms of Reference were released for public submissions from 30/11/99 to 15/2/00. Submissions received have been considered in preparing these final Terms of Reference.

The draft EIS Report is due to be released for public comment from 12/5/00 to 23/6/00.

For more information on the development proposal or for information on the Community Consultation Program being staged, please contact:

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Ph. 07 3235 9084
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Email: <u>stadium@dtsr.gld.gov.au</u>

Web: www.dtsr.gld.gov.au/stadium

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# Lang Park Stadium

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## Redevelopment

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## **Environmental Impact Statement**

## **Terms of Reference**

March 2000

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## Introduction

#### 1.1 The Lang Park stadium

The Queensland Government has announced Lang Park as its preferred site for the development of a world class stadium.

A decision to proceed with the proposal at this site is subject to undertaking a substantial planning and assessment program consisting of:

- 1. Extensive community consultation;
- 2. Tenancy negotiations;
- 3. Development of a public transport and traffic strategy;
- 4. Business planning and capital financing modelling; and
- 5. Securing private sector investment in the project.

The Queensland Government has committed to comprehensive impact assessment and open consultation as part of the review of this project. It is intended that these processes will provide the opportunity for issues impacting on the community to be identified and considered. The decision to proceed with the proposal will be subject to these issues being able to be addressed.

#### 1.2 The Environmental Impact Statement

Section 29B of the *State Development and Public Works Organisation Act 1971* (as amended) provides that the Coordinator-General may declare a project to be a significant project. The Lang Park Stadium Redevelopment project was declared to be a significant project on 16 December 1999 and appropriate notices as described in the Act were made.

Declaring the project as a significant project requires the proponent to undertake an Environmental Impact Statement (EIS) and makes the Department of State Development responsible for the coordination of government consideration of the EIS.

Accordingly, the impact study to be performed for the Lang Park Stadium Redevelopment project will no longer be known as an Impact Assessment Study (IAS) as indicated in the draft Terms of Reference. The titles "Impact Assessment Study" and "Environmental Impact Statement" are widely accepted as having the same meaning and this change in no way compromises study outcomes.

Within the Queensland Government, the Department of Communication and Information, Local Government, Planning and Sport is the project manager of the impact assessment and other studies and therefore under *the State Development and Public Works Organisation Act 1971* is the proponent for the project. If the proposal proceeds, the Lang Park Trust will be the applicant for the purpose of the approvals required.

An EIS should provide:

- A description of the relevant aspects of the existing social, economic, natural and built environment;
- A description of the development proposal and means of achieving the development objectives;
- Definition and analysis of the likely impacts of the development on the environment;
- Definition of all significant impacts and measures proposed to mitigate adverse effects; and
- Recommendations on the need for and contents of any environmental management plans and/or operational plans to mitigate adverse effects.

#### 1.3 Purpose of the Terms of Reference

The Terms of Reference (TOR) outlines the issues that should be considered by the EIS. The TOR essentially provides the framework for the EIS, including information on the purpose and role of the EIS, and the factors considered to be most significant for the proposal. It indicates the types of necessary studies and the data that should be provided. The EIS should address the requirements set out in this TOR.

#### 1.4 Other Approval Requirements

Subject to the outcome from the Key Studies which includes the EIS process and a decision by the Queensland Government to proceed with the redevelopment of the Lang Park Stadium, an application for the stadium redevelopment would be lodged with Brisbane City Council under the provisions of the *Integrated Planning Act 1997*. Such other approvals and licences would be sought from the relevant authorities.

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## 2. Description of the Proposal

This section provides an overview of the key aspects of the proposal, including the development process and proposed timing.

#### 2.1 Proposal Background and Need

The provision of an international standard stadium has been a recognised priority of successive Queensland Governments and the Brisbane City Council in recent years.

A number of sites have been considered, and as a result of this analysis, Lang Park was nominated as the Queensland Government's preferred site on 31 August 1999.

The development of the Lang Park Stadium is conditional on the successful completion of major planning studies and an EIS, which is to include comprehensive community consultation, and approval under the *Integrated Planning Act 1997* and any other relevant legislation.

Where appropriate, these works may need to be undertaken concurrently if sufficient time is going to be available for the stadium to be built in time for Queensland to host any of the 2003 Rugby World Cup events.

#### 2.2 Information on the Proposal

While detailed planning and design work is yet to be carried out, work completed to date has enabled the following important planning parameters to be determined:

#### The Site

The existing Suncorp-Metway Stadium, which is on a site bounded by Hale Street, Caxton Street, Castlemaine Street and Chippendale Street is proposed to be upgraded and extended.

The opportunity for incorporating some adjoining community land uses within the boundaries of the site into the redevelopment, or otherwise minimising adverse impacts to these existing uses, will be investigated.

#### The Development Concept

It is proposed that the stadium will be of international standard with high quality public spectator facilities and seating for up to 60,000 patrons. It will include high quality corporate and broadcast facilities. It will offer a substantial and varied range of corporate facilities.

It is proposed to retain the existing western grandstand and replace the existing northern, eastern and southern facilities with new continuous grandstands around the field to connect with the western stand. The stadium will maximise shade and drip coverage of its patrons but is not expected to have a closing roof.

Opportunities for the Stadium to be developed as an integrated community sport and recreation facility will be investigated.

#### Transport and Access

Maximising public transport and pedestrian access and circulation will be a strategic priority. Consideration will be given to a range of new public transport infrastructure together with improved pedestrian facilities.

The provision of appropriate transport and traffic management arrangements on major and local roads and utilising all transport modes will also be a strategic priority.

The stadium will not incorporate a large public carpark. Private vehicles will be encouraged to utilise available carparks in the Central Business District (CBD), at Fortitude Valley or at Southbank.

#### Stadium Usage

The stadium will be designed primarily for field sports played on a grass pitch which include:

- Rugby League
- Rugby Union
- Soccer
- Grid Iron.

The capacity of the stadium to host other sporting events will be determined as a comprehensive commercial model is developed. It is expected that there may be some 30 - 40 significant sporting events held in the stadium each year.

The stadium will also have the capacity to hold large-scale entertainment and public events although it is expected that the number of such events will be minimal with perhaps only a couple of events per year. The stadium's corporate facilities may host small conferences and hospitality functions outside of the major event times.

The stadium will be managed by a professional administrator on site.

#### **Project Timing**

If the proposal is to proceed, construction would start in early 2001 and would take up to 24 months. Details of the timeframe will not be known until the planning works have been completed. Construction will generally occur during normal working hours although there may be a requirement for extended shift periods during critical phases of construction.

#### 2.3 Development Process and Timing

Draft Terms of Reference for the EIS (prepared in accordance with section 29 of the SDPWOA) were made available to the community for comment on 30 November 1999 until 15 February 2000.

During this preliminary stage, consultants were engaged to:

- (a) help the community understand the nature of the proposal and assessment processes so that they could respond to the draft Terms of Reference 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.

To enable critical deadlines to be achieved, a number of project tasks will occur concurrently. For example, consultation on the Draft Terms of Reference for the Environmental Impact Statement occurred while commercial models and designs were being developed for the stadium and its associated infrastructure. Where required, project briefs are being modified to reflect the outcomes of the consultation and impact assessment processes.

The community will be also be given an opportunity to comment on the draft EIS report. All submissions received in response to the report will be considered prior to finalisation of the EIS report in June 2000.

The State Government will then consider the findings of the EIS process (including the EIS report, community consultation and public submissions) and, along with other studies, determine whether to proceed with the project or not. One purpose of the EIS process is to inform the final form and nature of any development proposed and identify the necessary development approvals and licences. If it is determined that the project should proceed, the Queensland Government has committed to obtaining necessary approvals for the stadium in accordance with the requirements of the *Integrated Planning Act 1997* and any other relevant legislation.

The final form and nature of the proposed development will determine the exact nature of any approvals (and resultant processes) required. It is anticipated development approvals will be sought from Brisbane City Council during the latter half of year 2000 so that construction of the stadium could commence in early 2001. It is expected the preparation of the TOR, EIS and associated public consultation undertaken in accordance with section 29 of the *State Development and Public Works Organisation Act 1971* will satisfy part of the statutory requirements for any development approvals required under the *Integrated Planning Act 1997*.

A diagram presenting information on the impact assessment and approvals processes is attached as "Appendix A".

Lang Park Stadium / Environmental Impact Statement / Terms of Reference

#### **Objectives**

The objectives of the EIS are as follows:

- to provide information on the proposal and development process to the community and decision makers;
- to comprehensively identify and evaluate all relevant issues associated with the proposal;
- to provide advice regarding internal and external design features/responses to address the issues identified, including preferred access arrangements;
- to identify all potential environmental, social, transport and land use planning impacts of the preferred concept, and recommend infrastructure and facilities needs together with other design and operational measures required to minimise or compensate for adverse impacts and enhance benefits;
- to consult with the community and relevant stakeholders in the process of identifying, assessing and responding to the impacts of the proposal;
- to identify all necessary licences, planning and environmental approvals including approval requirements pursuant to the *Integrated Planning Act 1997* and other legislation; and
- to provide an input to the decision-making process, assisting with the determination of whether to accept or modify the proposal, approve it with conditions or carry out further studies.

#### Key Issues

Issues to be addressed as part of the EIS can be divided into the following categories:

- transportation requirements;
- impacts on local and regional traffic;
- pedestrian access arrangements;
- impacts on local residents and the broader community;
- noise, lighting and air quality;
- economic issues (including impacts on businesses in surrounding areas);
- visual impacts;
- impacts on surrounding land uses and land use planning;
- other potential environmental impacts including soils, water quality, waste management etc;
- infrastructure needs and requirements; and
- development feasibility.

The EIS will be required to consider in detail all relevant issues under each of these categories and all other impacts on the physical, social and economic environment. The information required is described in the following sections.

The EIS should assess the construction of the stadium and the operation of the stadium at capacity, together with the impacts associated with the possible increased frequency of use resulting from redevelopment of the stadium.

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## 3. Community Consultation

This section provides information on the consultation process required as part of the EIS.

#### 3.1 **Preliminary Community Consultation**

Community consultation is an essential element of the EIS process as it will assist with identifying issues, and potential impacts and the means of responding to them. Consultation will occur with stakeholders representing all sectors of the community likely to be affected by the proposal at various stages throughout the process.

This commenced with preliminary consultation during the draft Terms of Reference stage and is detailed in Section 2.3. The outcomes of this process will be reported to participants.

The State Government appointed a team of community consultation advisers to undertake a preliminary consultation program prior to commencing the EIS. During the EIS, community consultation will be undertaken by the EIS consultant.

#### 3.2 Consultation Objectives

The objectives of community consultation for the EIS are to:

- enhance community awareness and understanding of the project and the EIS process;
- identify key stakeholders (including representatives of stakeholder groups), their needs, values, aspirations, issues and concerns;
- provide the opportunity for an effective exchange of information among stakeholders, the proponent and the project team responsible for preparing the EIS;
- enable issues of concern to the community to be identified and addressed;
- actively engage community input in constructive and well informed debate;
- facilitate the development of appropriate measures with the affected communities to enhance, mitigate, avoid or compensate for potential impacts arising from the proposal;
- provide feedback to the community on the draft EIS;
- facilitate input from the community to the final development concept and EIS;
- provide feedback to the community on the final EIS;
- ensure that the consultation strategy is strategically linked to key design and information and decision-making points during the project;
- be accountable by reporting outcomes from the consultation strategy to participants, providing information on the outcomes of the study, and demonstrating that issues of concern to the community have been identified and addressed in the final proposal.

## 4. General Format and Contents of the EIS

General requirements for the format and contents of the EIS Report are provided below.

#### 4.1 Style and Format

The EIS Report will be used to inform the public and advise decision-makers of the potential impacts of the project, and how those impacts and issues are to be addressed. The Report should be written in a clear plain English style easily understood by the general reader. Text within the report should be referenced and where appropriate supported by coloured maps, plans, diagrams and other descriptive details.

The Report should be supported by appendices which will include detailed results of technical studies and results of community consultation (including detailed submissions where appropriate, summaries of submissions, comments and inputs provided, details of individuals and organisations consulted etc).

An overview of the methodology used to undertake the various assessments should be provided in each section.

#### 4.2 Contents

#### 4.2.1 Executive Summary

The EIS Report should include a concise summary of relevant information to enable the reader to obtain a general understanding of the proposal, potential environmental impacts, proposed environmental protection measures, community attitudes to these, safeguards, and monitoring procedures.

As well as forming part of the Report, the executive summary should also be produced as a separate summary booklet which can be used to assist with consultation on the EIS.

It is recommended that a summary of the issues be included in a tabular format. Suggested headings are:

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	Construction	n An an
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#### 4.2.2 Description of the Proposal

A detailed description of the proposal is required, including the following:

- objectives of the proposal;
- description and layout of the proposal and associated ancillary facilities, including:
  - on-site plans, layouts and elevations;
  - detailed concept and staging (if any) proposed;
  - traffic and public transportation facilities and arrangements;
  - pedestrian and cyclist access facilities;
  - arrangements for crowd control;
  - operation and usage arrangements (including proposed uses, frequency, number of spectators etc);
  - public safety and emergency procedures;
  - personal safety of patrons in gaining access to and using the facility;
  - any land acquisition required;
  - operational and management arrangements, including the administration and control of the facility and employment requirements;
  - information on the lighting and public address system proposed;
  - provision for people with disabilities and other special needs (eg non-English speaking people, children, youth);
- options considered in determining the design of the proposal, and reasons for accepting the preferred option;
- description of site preparation and construction activities, including:
  - timing, staging and hours of construction work;
  - proposed construction methods, equipment to be used, and method of transport
  - of equipment and materials to the site;
  - earthworks required;
  - construction workforce required;
  - air, noise, light and other pollution management strategies and control measures to be used;
  - any road closures;
- infrastructure considerations, including:
  - electricity supply requirements and energy conservation measures;
  - water requirements, proposed supply or storage, run-off, water recycling and reuse options;
  - infrastructure to support patron needs (eg rest areas, information, telecommunications, accommodation, safe areas);
  - waste disposal and recycling arrangements.

#### 4.2.3 Description of the Existing Environment

This section should provide information on the biophysical, social, and economic environment in the vicinity of the proposed development site (the study area). Aspects of the environment should be described to the extent necessary for the assessment of potential impacts of the proposal. Baseline information from other relevant studies should be used and referenced where appropriate.

Any relevant studies undertaken and commitments given in relation to previous studies should be identified and assessed for their relationship to this project.

At a minimum, the following information should be provided:

#### Location, Land Use and Urban Character

- the location, and information on the local and regional context;
- description of the existing stadium, uses, services and facilities;
- description of land uses in the vicinity of the proposal, with particular reference to the nature of recreational activities conducted in and around the site eg. skate park, Ithaca Swimming Pool, PCYC, Ozsports and Gregory Park;
- description of parks, recreational and educational facilities in the area that may be affected by the proposal;
- any buildings, items or places of conservation or cultural heritage or community significance likely to be affected by the proposal;
- identification of the built and natural elements within the project site and surrounding area that positively contribute to the image of Brisbane as a 'Well Designed and Culturally Dynamic City' as discussed in *The Strategic Plan* of the *Transitional Planning Scheme for the City of Brisbane;*
- assessment of major views, view sheds, existing viewing outlooks, ridgelines and other features contributing to the amenity of the area, including assessment of views to and across the project site from private residences in the affected area;
- identification of focal points, landmarks (built form or topographical), gateways associated with the project site (such as the 'green entry' created by the significant trees bordering Caxton Street opposite the site) and immediate surrounding areas and other features contributing to the visual quality of the area and the project site;
- identification of the areas of the project site that have the capacity to absorb land use changes without detriment to the existing visual quality and landscape character;
- landscape and scenic amenity values;
- land tenures and titles of land that may be affected by the proposal, taking into consideration past and current usage, current applications or approvals;
- community facilities and services that are used by existing patrons or that may be affected by the proposal;
- local businesses that may be impacted (positively or negatively) by the proposal.

#### The Planning Context

- planning controls, local laws and policies relating to the study area;
- details of all licences, planning and environmental approvals (including approval requirements pursuant to the *Integrated Planning Act 1997* and other legislation) required for the construction and operation of the stadium and associated facilities;
- regional strategies or plans that relate to the study area or proposal (existing or in preparation);
- relationship to other significant developments (existing or proposed) in the study area or surrounding areas.

#### Existing Traffic, Transport and Pedestrian Environment

- transport network supply and demand characteristics (including public transport);
- existing parking situation; and the trade and the second state of the second state o
- traffic operating conditions;
- pedestrian and cycling networks;
- overview of the status of existing pedestrian access routes;
- current situation for major events with respect to traffic and transport arrangements and impacts on neighbourhood accessibility;
- evaluate the suitability and safety of existing public transport, car parking, pedestrian and cyclist facilities for patrons;
- existing and proposed transportation projects relevant to the project.

#### Lighting

• provide details of existing light sources (both within and external to the stadium) and impact on surrounding areas.

#### The Existing Noise Environment

- measure and discuss ambient sound pressure levels during the day, evening and night in all areas likely to be affected by construction and operation;
- conduct ambient sound pressure level monitoring over sufficiently long time periods and at enough locations to ensure representative levels are obtained. Where possible, sound pressure levels should be plotted using measured data and noise modelling. Baseline monitoring is to include all noise sensitive places, as defined in the *Environmental Protection (Noise) Policy 1997*, affected by or potentially affected by the project;
- a range of descriptors should be used to ensure the existing noise environment is adequately described.

- ambient noise level studies should provide all relevant data with respect to the following for nearby residential areas:
  - industrial noise levels;
  - commercial noise levels;
  - transportation noise levels;
  - long-term background noise levels, taking into account seasonal variations;
- review and document any information relating to recorded noise levels during events at the stadium and any information on noise related complaints;
- baseline monitoring of vibrations in the vicinity of the stadium should be conducted and analysed, and sources of background vibration identified.

#### The Existing Social Environment

- Provide information on socio-demographic characteristics and the structure of potentially affected communities in the study area. A community profile should be prepared, providing information on the following characteristics:
  - history;
  - demography and family structure;
  - economy, income and employment;
  - distinctively vulnerable groups;
  - education;

local government and public services;

- housing;
- transportation;

- culture, values, lifestyle and recreation;

- community networks;
- factors contributing to existing community cohesion (eg. focal meeting places, common beliefs and values), feelings of belonging and sense of place;
- activity patterns;
- history of experiences with local events at the stadium;

- land use; and

- law and order.

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#### Meteorological Conditions and Air Quality

- relevant local and regional climatic, meteorological, topographic and development/land use factors affecting air quality and noise impacts;
- describe ambient air quality in areas likely to be affected by the project, including an assessment of current air quality in the local neighbourhood and the general city area on days/evening of major events at the existing stadium, taking into account traffic emissions (with congestion effects included), associated retail activity and unusual events (eg fireworks); and
- consider future trends in ambient air pollutant levels.

#### Hydrological and Water Quality Factors

- description of surrounding surface and ground water in terms of physical, chemical or biological characteristics;
- describe existing surface drainage patterns, flows, nature and extent of flooding and details of present water uses;
- identify sources and nature of pollutants to stormwater (including spectator litter) and current methods (if any) of treating stormwater.

#### Geomorphological Features

- a description and map detailing surrounding topography together with physical and chemical properties of soils and geology which may influence environmental impacts;
- potential for land contamination from existing and past uses based on land use history and the nature and quantity of any contaminants. Reference should be made to the Australian and New Zealand Guidelines for Assessment and Management of Contaminated Sites when undertaking investigations.

#### Flora and Fauna

• identify and describe any significant flora or fauna within the study area.

#### Other Information

- provide a description of existing emergency service delivery to the study area, including a vulnerability assessment of sites likely to be affected by the project in consultation with relevant authorities;
- provide information on existing infrastructure and services networks.

### 4.2.4 Analysis of Environmental Impacts and Proposed Mitigation Measures

The analysis of impacts should cover all aspects of the physical, social and economic environment. Impacts can be:

- adverse or beneficial;
- direct or indirect;
- short or long term; and
- local or regional.

Impacts should be considered for both the construction and operational phases of the project. The local and regional cumulative effects of potential impacts should also be considered.

For each identified impact, a summary of the level of actual or potential harm or benefit should be provided in an appropriate level of detail.

The issues and potential impacts that need to be addressed are listed in Section 5.

Information on proposed mitigation measures and design requirements to mitigate negative impacts and enhance positive impacts should be provided for the issues identified.

#### 4.2.5 Environmental Management Plan and Operational Plans

The EIS should identify the need for an Environmental Management Plan (EMP) or Operational Plans as measures to mitigate and monitor adverse impacts. Draft Terms of Reference for the EMP and any Operational Plans should be prepared in response to the issues identified.

The Terms of Reference for the EMP should include the following:

- environmental element the environmental aspect requiring management consideration.
- potential impacts potential impacts identified in the EIS.
- performance objective the target or strategy to be achieved through management.
- management actions the actions to be undertaken to achieve the performance objective, including any necessary approvals, applications, and consultation.
- performance indicators criteria against which the implementation of the actions and the level of achievement of the performance objectives will be measured.
- monitoring process of measuring actual performance.
- responsibility assign responsibility for carrying out each action to a relevant person/organisation.
- reporting the process and responsibility for reporting monitoring results.
- corrective action the action to be implemented in the case of non-compliance and the person/organisation responsible for action.

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Operational Plans are likely to be required to address the following:

- construction;
- general operations;
- crowd and pedestrian management;
- traffic management;
- parking management and enforcement;
- emergency procedures;
- noise and lighting management;
- public transport coordination.

#### 4.2.6 Approvals and Licensing

The EIS should identify all the approvals and licences that will need to be obtained for the construction and operation of the proposed stadium and associated facilities. This should include necessary licences, planning and environmental approvals including approval requirements of the *Integrated Planning Act*, 1997 and other legislation. Approval and licence requirements will need to cover all aspects of the construction and operation process, including all "environmentally relevant activities" as defined for the purposes of the *Environmental Protection Act*. These will need to be identified early in the EIS process.

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## 5. Detailed Issues to be Addressed by the EIS

This section sets out in detail the issues and potential impacts which should be considered and addressed by the EIS. Information required in relation to issues and potential impacts is outlined where appropriate.

#### 5.1 Traffic, Transport and Access Arrangements

It is anticipated that the stadium could host a range of types of events that will have implications for the size of attendance, the types of attendees that will have to be accommodated, the distribution of patronage across the city (influencing the scale and pattern of services to be provided) and the timing of the event relative to other metropolitan demands for travel.

The range of events will need to be examined by the consultant and outcomes identified and strategies prepared.

The metropolitan transport system should be systematically and critically examined to determine its existing and potential future capacity and operational constraints, and implications for stadium redevelopment. The metropolitan transport system's daily operational needs should be satisfactorily met at all times.

The impacts of operation and construction on traffic, public transport (including heavy rail, bus and light rail), taxi, cyclist and pedestrian movements should be considered, and strategies arrived at addressing the full range of likely outcomes proposed. The assessment of impacts should consider the cumulative impact of all infrastructure construction activities proposed in this sector of the City during the construction period (eg. the Inner City Bypass). Consideration should be given to at least the following:-

- assessment of the travel of all modes anticipated and the nature, timing and scale of that travel for a range of possible critical events;
- the suitability and convenience of proposed transport access by patrons to the stadium;
- the proposed traffic management and public transport arrangements;
- relationship of these arrangements to relevant traffic and transportation policy documents, such as the State Government's Integrated Regional Transport Plan, Draft 2007 Vision, and Brisbane City Council's Integrated Transport Strategy and Travel Smart and local parking and traffic management policies;
- the likely impacts of traffic on the local and regional road network (with appropriate directional distributions), with consideration given to:
  - traffic volumes;
  - vehicle sizes and types, including heavy vehicle access;
  - usage rates, including arrangements for peak periods;
  - road safety issues, including safe access to the site (eg consideration of the need for turning lanes, improved sight lines, forms of intersection control);

- management of access for local residents and businesses during major events;
- potential opportunities for integrated public transport and event ticketing arrangements; and
- the potential benefits of pre and post event activities to moderate arrival and departure patterns.
- assessment of the likely parking demands and their impacts, including access and circulation arrangements and off-site and regional impacts, including:
  - on-site parking facilities; (for patrons, dignitaries, service vehicles, media, mobile plant etc.);
  - off-site parking options and the potential availability of space in average and peak use periods (including when peak use coincides with working day peaks);
  - linkages between off-site parking locations and the stadium;
  - potential for conflict with local businesses and broader community objectives;
  - potential for achieving reductions in parking demand from coordinated transport-event ticketing;
  - arrangements for disabled vehicle parking;
  - strategies for location of parking supply to meet spectator and employee demands particularly considering the requirements for vehicle set down and pick up arrangements remote from the immediate site;
  - parking management arrangements and role in achieving target mode splits; and
  - parking enforcement strategies and sign posting arrangements.
- pedestrian access and circulation arrangements, including:
  - pedestrian access to the stadium;
  - stadium gate locations and relationship with principal pedestrian access facilities;
  - pedestrian access to key existing and proposed transport nodes (including Roma Street, Milton Railway Station and the proposed Countess Street bus stop, Light Rail Station, bus setdown areas and bus interchange);
  - signage requirements;
  - impact of traffic and parking on pedestrian movements and safety;
  - impact of pedestrian movement on traffic;
  - impact of infrastructure upgrades (eg. Brisbane Light Rail (BLR) Project in Roma Street) on pedestrian access;
  - potential pedestrian linkages and options for improving pedestrian access to and from the stadium;
  - appropriate levels of service and personal safety on pedestrian paths, overpasses, entry and exit control points and transport nodes, including lighting, surveillance, access and separation from vehicular traffic;

- proposed level of service for pedestrian facilities at existing and proposed public transport facilities;
- access to the stadium for people with disabilities and other special needs (eg non-English speaking people, older people, children);
- disabled access to the stadium; and
- proposed pedestrian management arrangements.
- access for emergency vehicles, waste collection and service purposes, and the possible consideration of the need for helicopter facilities;
- specific issues in relation to heavy rail including:
  - capacity constraints and opportunities in the current rail network with consideration given to the needs of both passenger and freight services;
  - role of Milton and Roma Street stations in meeting rail patronage targets;
  - needs and capacity of existing services and infrastructure at Roma Street and Milton Stations, including platform capacity, operations, access/egress, need for, feasibility and cost of platform upgrades;
  - the city tunnel capacity;
  - consider cost and recommend strategies for rail services in conjunction with Queensland Rail (QR);
  - interface and links with light rail;
  - availability of rolling stock.
- specific issues in relation to buses, including:
  - capacity constraints and opportunities in the existing and proposed bus facilities;
  - need for, and location of a bus interchange to provide direct services from the stadium to suburban destinations, including recommendations on design requirements;
  - priority for buses arriving and leaving the stadium;
  - location and operation of bus layover and queuing areas, and implications for local traffic movements and residential amenity;
  - traffic arrangements proximate to the site to ensure appropriate bus access and operations in the local area;
  - access to and operation of local bus stops and the Countess Street bus interchange;
  - operation of bus access to the site, including the number of buses required, shuttle bus services and access points.
- specific issues in relation to light rail, including:
  - feasibility and viability of extending light rail services to the stadium;
  - integration and co-ordination with other modes of transports;

- specific issues in relation to taxis and limousines, including:
  - options for siting the taxi and limousine set-down and pick-up areas;
  - operational characteristics of the taxi and limousine area including traffic access/egress arrangements, layover, and vehicle and passenger control;
- the need for private vehicle set down facilities;
- appropriate traffic and transport management systems and plans for a range of event sizes;
- the location of any helicopter (or other aircraft) landing facility and likely frequency of use;
- the potential for ferries to service the stadium, identifying the feasibility of a new jetty facility and pedestrian links;
- specific issues related to construction phase activities:
  - site depot location and access;
  - construction vehicle movements, haul routes, estimated times of traffic movement, transportation of hazardous or dangerous goods or over dimensional loads;
  - impact of construction traffic on local street network, daily movement patterns and emergency access;
  - coordination of construction traffic, with management arrangements (such as temporary road closures) that associated with other major infrastructure projects such as the Inner Northern Busway, Brisbane Light Rail Project and City Valley Bypass; and
  - methods to be adopted to avoid obstruction to commercial, commuter and residential traffic during construction.

The Lang Park Trust has worked with the Police Department and the local community in planning and operating events at Suncorp stadium. This aspect should be examined and built upon in considering the EIS and the means of formalising the arrangements identified.

The EIS should consider the impact of potential catastrophes at the stadium and seek advice from the relevant authorities in relation to the need for contingency plans.

The EIS should identify any potential benefits that addressing the requirements of the stadium could deliver directly or through minor modification or extension to the broader community, business, activities of land use planning generally.

#### 5.2 Social and Community

The social and community impacts on the proposed development should be addressed as part of the EIS. The Department of Families, Youth and Community Care should be consulted in respect to the social impact assessment, which should include the following tasks:

- identify and describe the potential impacts of the project on the community. This should be undertaken for different levels of the community, including the individual/household level, community level and institutional level. The variables assessed should include, but not be limited to:
  - changes to population (including mix and demographics);
  - influx of temporary workers and impacts on the local community;
  - changes to residential and business amenity during construction (including noise, vibration, light and traffic and pedestrian impacts);
  - activity by interest groups;
  - formation of attitudes towards the project;
  - change in focus of the community (residential and business), resulting from an influx of people attracted to new leisure and retail opportunities;
  - changes to daily behavioural patterns for local residents and businesses, residential stability, networks and relationships;
  - implications (real and perceived) for public health, safety and amenity as a result of the development in general, as well as giving particular consideration to the behaviours of people attending events;
  - impacts on the local community due to seasonal changes in sporting events and subsequent impacts on stadium usage rates;
  - implications on local property access, pedestrian and vehicle movements for residents and businesses;
  - implications for local and state government services (including parking restrictions, emergency services, police and public transport);
  - diversification of commercial/retail sectors in the study area and implications on the local residential and business community;
  - changes in employment and occupational opportunities associated with the stadium and new retail businesses within the stadium complex;
  - changes to or impacts on community infrastructure and services (including transport, education, recreation and leisure venues and public open space);
  - implications for property and rental values (perceived and probable) within the study area;
  - impact on amenity of commercial, recreational, industrial, educational and residential uses in the vicinity of the stadium;
  - implications for minority groups;
  - change in leisure and recreational opportunities within the study area;
  - the social and cultural value of Lang Park to the community, and potential impacts on this value.

- identify strategies for minimising potential adverse negative impacts and enhancing benefits for all issues identified by stakeholders associated with the construction and operation of the project. This shall include the identification of project modifications to improve social well being, any data requirements for impact mitigation and strategies for community participation.
- recommendations for monitoring programs to ensure social well being is maintained; and
- the use of both quantitative and qualitative social information from sources including existing reports, data and studies, as well as field observation, discussions, interviews etc.

#### 5.3 Noise and Vibration

The following issues, and proposals should be considered in determining potential impacts of the project on surrounding areas:

- noise as a result of construction:
  - movement of heavy machinery onto and off the site;
  - operation of machinery and equipment on the site, including concrete saws, jack hammers, excavators, cranes, compressors etc;
  - trucks and vehicles (including workforce traffic) accessing the site;
- noise as a result of the operation of the stadium, including:
  - crowd noise generation;
  - the public address system;
  - plant noise, including generator/s and refrigeration equipment;
  - aircraft noise, including helicopter activity with respect to television stations;
  - noise of amplified entertainment (eg that associated with an outdoor concert);
  - fireworks:
- noise associated with people movement and access to the stadium:
  - pedestrian movement between the stadium and public transport nodes, CBD etc, particularly following an event;
  - pedestrian movement between the stadium and local entertainment venues;
  - commuter transport provided between the stadium and transport nodes;
  - vehicular access to the stadium (bus, car etc);
  - increased frequency of bus and rail services in the greater Brisbane area, and associated noise at suburban Park and Ride stations;
  - noise at bus and train terminals/yards when trains and buses return at night;
  - noise associated with the provision of services to the stadium (including deliveries and clean up);
  - delivery vehicles accessing the stadium;

- street cleaning following major events;
- disposal of rubbish during the evening/night, particularly the impact of glass on glass/metal;
- review of noise data associated with other major stadiums in Brisbane and interstate;
- the following guidelines and standards should be considered:
  - Environmental Protection (Noise) Policy 1997;
  - Australian Standard AS 2021 1994, Acoustics Aircraft Noise Intrusion Building Siting and Construction;
  - Any relevant Brisbane City Council Local Laws relating to entertainment, noise and vibration;
  - accepted Sleep Disturbance Criteria; and
  - Queensland Rail's Noise Policy;
- the need and appropriate parameters for ongoing monitoring during the operation phase of the project;
- the potential impacts of vibration during construction and operation of the stadium; and
- amelioration or mitigation measures for each identified impact relating to noise and vibration should be proposed.

## 5.4 Economic

An economic assessment of the project should be undertaken, including:

- the beneficial and adverse impacts on existing businesses and commercial activities both within the immediate study area and the wider community;
- potential impacts on property values (real and probable);
- an assessment of likely levels of employment and income (both direct and indirect) during construction and operation.

#### 5.5 Visual and Urban Design Assessment

An assessment of the potential visual and urban design impacts of the project should be undertaken, including:

- impacts of proposed structures and associated facilities (including pedestrian walkways, advertising signs, overpasses etc) and services from a local and regional perspective;
- impacts on the appearance and views from surrounding areas;
- impacts on solar access;
- positive benefits from the stadium, (for example opportunities for multiple use of facilities, improved pedestrian mobility for residents);

- the extent and significance of any changes to the skyline as viewed from known and common vantage points, both day and night;
- design responses incorporated in response to the residential scale of development surrounding the stadium;
- proposed methods to integrate the stadium with street activities and areas of public space; and
- proposed methods of ameliorating impacts through building design, materials, colours, landform manipulation, landscaping etc, particularly at a local level.

# 5.6 Air Quality

The following air quality issues should be considered:

- predicted changes to existing air quality (including odour and dust) as a result of the project and corresponding traffic arrangements, including:
  - changes in air quality statistics for the area, based on expected event schedules, meteorological conditions and current and future residential distributions;
  - review of available measurements and predictions of local air quality, as gathered by the EPA and predicted in recent traffic air quality assessments associated with transport infrastructure proposals;
  - review of air quality impacts known or predicted at other major stadiums in Brisbane and interstate;
  - comparison of local air quality statistics with health guidelines;
  - likely influences of larger building structures on local airflows and the possible effects on exposures of local residents to traffic and stadium emissions;
  - further evaluation of dosages for any particularly sensitive residents (eg asthmatics) and other potential health impacts;
  - evaluation of likely changes in CBD-wide emissions caused by necessary temporary car-parking of stadium patrons;
  - influences of temporary diversions of traffic as a result of construction activities on traffic emissions and local air quality;
- air quality impacts of emissions from on-site facilities, including:
  - odours as a result of catering activities;
  - nuisance from use of emergency generators if required;
- potential impacts of fireworks associated with events, including:
  - impacts of additional odour and particulate emissions caused by firework displays, using air quality monitoring conducted by the EPA at the City QUT campus (opposite Southbank);
  - identification of any areas expecting increased impacts;
- evaluation of any hot-spots for transport emissions as a result of traffic congestion, temporary traffic storage (eg bus idling areas), car parks, near roadway vehicle queuing and associated with helicopter transport;

- external influences on stadium operations should be considered, including the potential for local industries (such as the brewery) to cause odour annoyances at spectator locations (such as raised locations in the southern stands);
- the impacts described above should be considered over a selected timeframe taking into account projected residential population, future transport activities and vehicle emissions;
- recommendations for air emissions management and monitoring should be prepared to manage future exposure of local residents during major event days;
- the following guidelines and standards should be considered:
  - the Environmental Protection (Air) Policy, and any recent or proposed amendments that incorporate recommendations of the National Environment Protection Measures;
  - Draft Odour Policy (July 1999); an unstanding the englished
  - other EPA requirements;
  - Brisbane City Council air quality objectives contained within the Draft City Plan; and
  - National Health and Medical Research Council guidelines.

# 5.7 Land Use Planning/Management

The following issues should be considered:

- the impacts of the proposal on, and relationship to, local and strategic planning intentions for the area, such as the Ithaca District Local Area Plan, the Petrie Terrace and Spring Hill Development Plan, the Latrobe and Given Terraces Development Plan. The proposal's relationship with the City West Precinct Vision is also to be considered;
- possible impacts on surrounding land uses;
- relationship to existing planning objectives and controls.

## 5.8 Cultural Heritage

An assessment should be undertaken of any likely effects on sites of cultural or archaeological heritage value, including:

- describing the significance of any buildings, items or places of conservation or Aboriginal or European cultural heritage value, likely to be affected by the proposal and their values at a local, regional and national level;
- potential impacts on any buildings, items or places of heritage value;
- recommended means of mitigating any negative impacts on cultural heritage values and enhancing any positive impacts.

Lang Park Stadium / Environmental Impact Statement / Terms of Reference

# 5.9 Soils/Topography/Geology

Undertake an assessment of the following:

- soil erosion and sedimentation and appropriate control measures;
- suitability for the proposal and associated infrastructure;
- management of any contaminated land and potential for contamination from construction/operation.

# 5.10 Water Quality

Provide details of the proposed stormwater treatment and drainage system and undertake an assessment of the following:

- quality of water leaving the site (including physical, chemical and biological characteristics);
- impacts on the quality of water in surrounding water bodies (surface and groundwater);
- potential for any alteration to drainage patterns and the water table;
- identify appropriate water quality standards for discharges from the stadium, having regard to BCC's Draft Guidelines "Identifying and Applying Water Quality Objectives in Brisbane City".

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# 5.11 Flora and Fauna

Identify any potential impacts of the proposal on significant flora or fauna or stands of vegetation within the study area.

# 5.12 Hydrology and Hydraulics

Provide information on the following:

- proposed drainage structures for the all aspects of the proposal, including the stadium and supporting facilities such as paths and roads;
- any potential effects of flooding including level of flood immunity, impacts of development on local flooding and measures to mitigate flood impacts; and
- assessment of the impacts on the existing stormwater drainage networks and on the BCC's future relief drainage works for the area (reference should be made to BCC's Relief Drainage Investigation for the Castlemaine-Caxton Street area).

# 5.13 Public Safety and Risk

Undertake an assessment of the following:

- impacts on personal and property safety (both perceived and real) for patrons in gaining access to the proposed facility (eg. In using public transport, car parking, pedestrian and cyclist facilities) as well as for residents and business operators;
- issues and risks relating to dangerous goods routes passing in the near vicinity of the stadium;
- the nature, quantity, transport and storage arrangements for materials used for construction;
- accessibility by emergency services for emergency situations during construction and operation, for both the stadium and surrounding areas;
- strategies for preventing damage to surrounding facilities and properties during construction and operation;
- access by emergency vehicles to local streets during events;
- crowd and pedestrian control arrangements under normal operational conditions, and in the event of an emergency situation; and
- requirements for an Emergency Action Plan for both the construction and operational phases of the project.

# 5.14 Waste Management/Minimisation

Detail the methods proposed to manage wastes generated by construction and operational activities, including:

- the overall waste management strategy to be adopted (eg avoidance, minimisation, reuse, recycling and disposal);
- amount and characteristics of all waste likely to be generated;
- solid and liquid waste disposal requirements, proposed methods and locations for recycling or disposal;
- strategies and measures to control contaminated releases to meet occupational and environmental health standards; and
- assessment of the potential impacts associated with waste handling (eg. spills, odours, vermin).

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# 5.15 Infrastructure

In consultation with the relevant service providers, undertake an assessment of the following:

- the effects (both on and off site) of the provision of and demand for services (including power, gas, water, sewerage and transport infrastructure);
- any service upgrades likely to be required for redevelopment of the stadium;
- temporary service requirements during the construction phase.

# 5.16 Lighting

Assess the impact of glare and lighting levels on surrounding areas during the construction and operational phases, including lighting associated with the field, external areas and supporting infrastructure, and vehicular movement. The assessment should also include the impacts of ambient lighting on views to and across the stadium and views to the City from major vantage points.

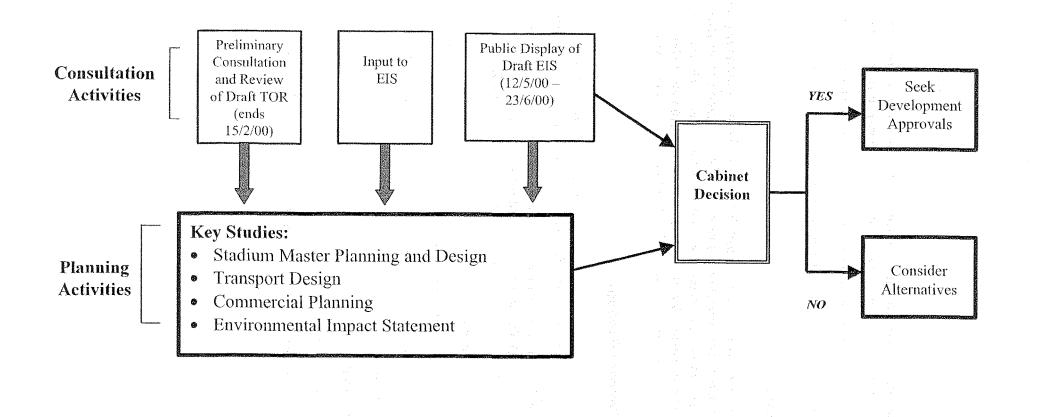
# 5.17 Preliminary Costings

Provide preliminary cost estimates for each of the options for the provision or upgrading of infrastructure associated with redevelopment of the stadium.

The preliminary cost estimates should include those items to be developed on-site as part of the complex together with infrastructure required off-site as a result of the project. These would include, but not be limited to, the following:

- pedestrian facilities;
- any upgrades to the road network;
- upgrades and extension to the heavy and proposed light rail networks;
- bus facilities;
- jetty facilities;
- hydraulic infrastructure; and
- other infrastructure items such as gas, power, communications.

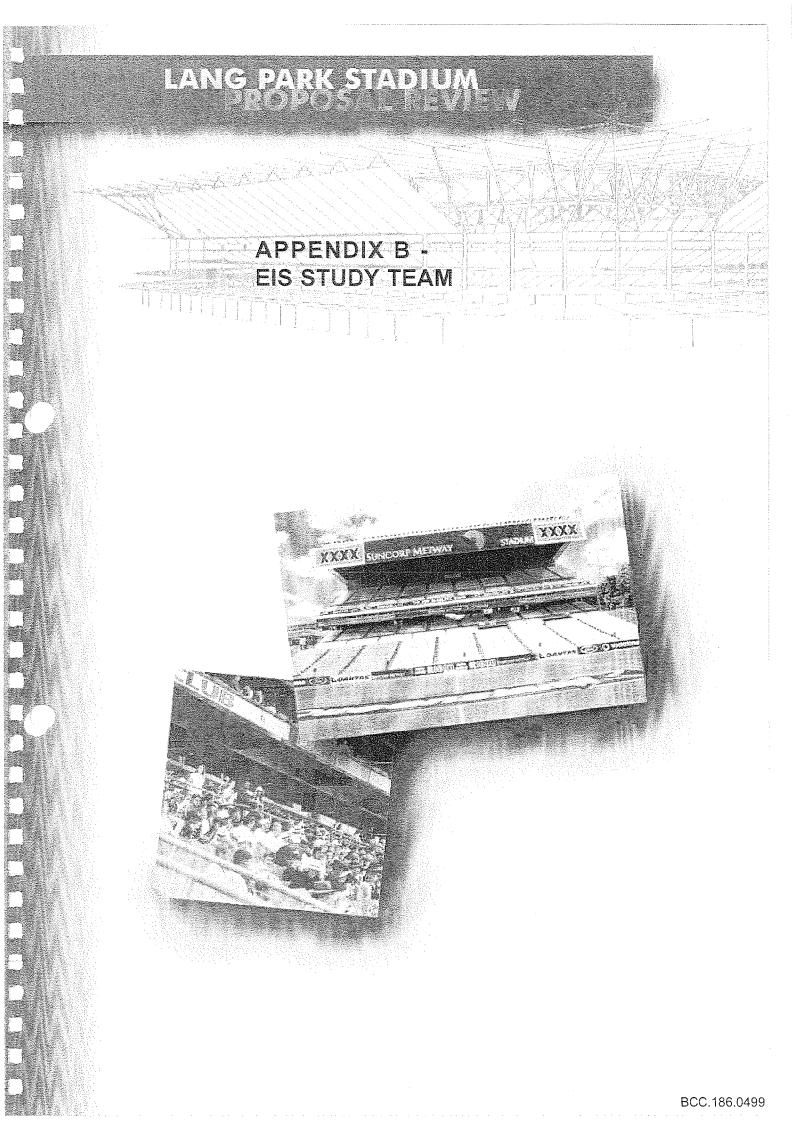
**APPENDIX "A"** 



# Note:

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1. Public Submissions for or against the proposal outlined in the EIS must be received during this period.



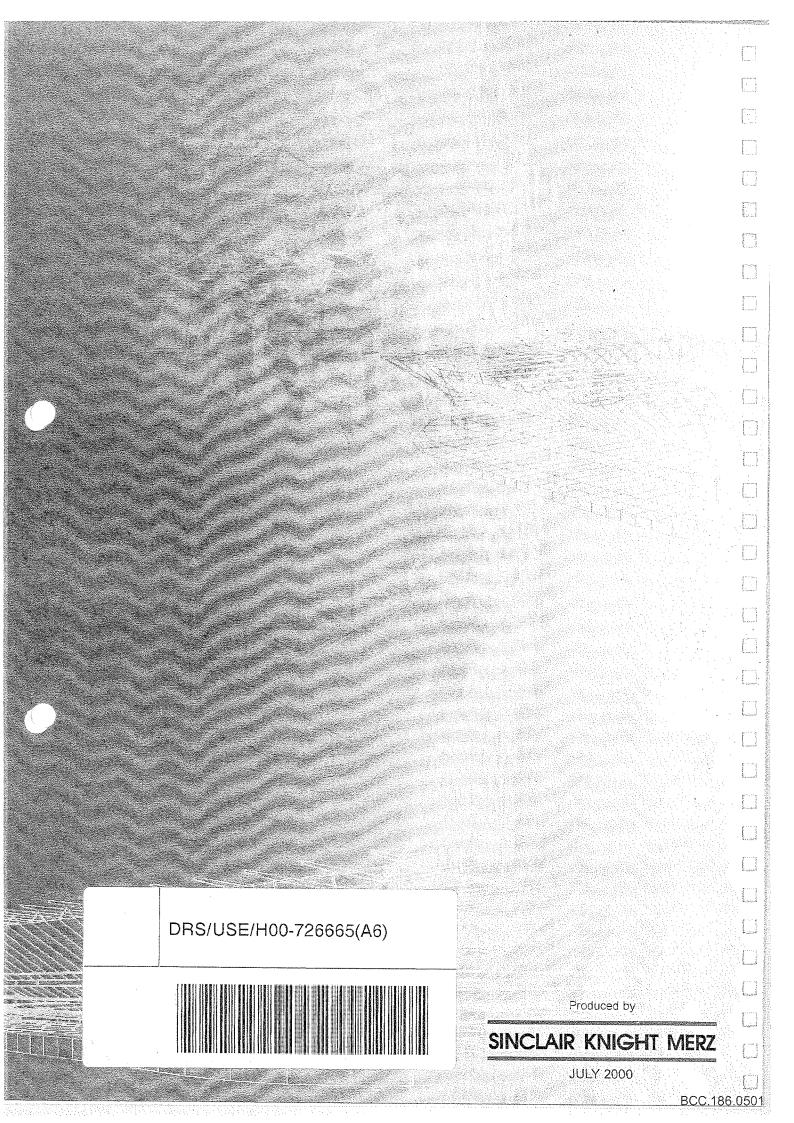


# **EIS Study Team**

The EIS was undertaken by an independent, multi-disciplinary consulting team. The resources for the study team were drawn from:

Consultants	Personnel	Responsibility
Sinclair Knight Merz Pty Ltd	Peter Zahnleiter Julie McEvoy John Llewellyn James Lette Ben Johnson Emma McGregor-Lowndes Niel Nielsen David Cotterill Hunter Brownscombe Mark Salisbury All the above Amelia Batchelor Abby Raymond Barry Morris	EIS project management; traffic and transport; planning; social impact and consultation; economics; flora and fauna; infrastructure; impact mitigation; newsletters & graphic communications
Elliott Whiteing and Associates	Dee Elliott	Consultation program design and management, impact mitigation
ImpaxSIA Pty Ltd	Dr Lisa Pollard Dr Annie Holden	Social impact and consultation, impact mitigation
EDAW Ltd	Michael Erickson	Landscape and visual impact, impact mitigation
McKerrell Lynch Pty Ltd	Craig Mercer Susan May-Raynes	Visual impact and cultural heritage, impact mitigation
G B Floth Pty Ltd	Teodora lonescu Darren Lancaster	Lighting, electrical and telecommunications, impact mitigation
Pacific Air and Environment Pty Ltd.	Robin Ormerod John Lambert	Air quality & impact mitigation acoustic impacts & impact mitigation
Dunhill Madden Butler	Michael Walton	Legal advice
Landinfo	Simon Allison Tamsin Huggett	Mapping & technical diagrams; Spatial data analysis

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# LANG PARK STADIUM PROPOSAL REVIEW

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# Draft Environmental Impact Statement

# VOLUME 7

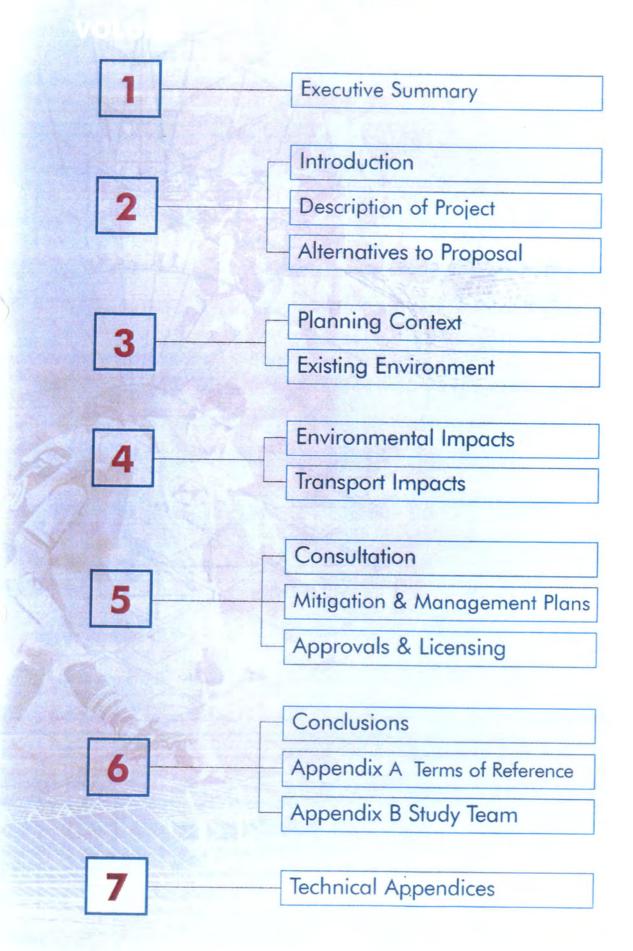
**Technical** Appendices

# MAY 2000

SINCLAIR KNIGHT MERZ

BCC.187.0661

# **EIS OUTLINE**



# LANG PARK STADIUM PROPOSAL REVIEW

APPENDIX C -TECHNICAL APPENDICES





# 12. Technical Appendices

# Appendix A – Site Survey Spillage Internal/External

Site measurements for background lighting, stadium floodlighting and temporary floodlighting for broadcasting are presented in the attached table.

# GEORGE FLOTH CONSULTING ENGINEERS

LANG PARK SITE SURVEY - LIGHT SPILLAGE (INTERNAL) Project: Lang Park EIS Engineers: Teodora Ionescu Attendance: 10,735

File No: 99800 Darren Lancaster Date: 19-Feb-00

Referen ce No.	Position	Location	Classification		teference Poir Competition Eh/Ev or Ev		Remarks
1	NE-DEAD- BALL	Northern Outer	Field Perimeter	an an an Araba An Araba An Araba		350	SPILLAGE FROM FIELD
2	NE-NTH- GOAL	Northern Outer	Field Perimeter		n far genner	370	SPILLAGE FROM FIELD
3	NE-TRY-LINE	Northern Outer	Field Perimeter	-	a she	360	SPILLAGE FROM FIELD
4	NW-DEAD- BALL	Northern Outer	Field Perimeter			300	SPILLAGE FROM FIELD
5	NW-NTH- GOAL	Northern Outer	Field Perimeter		- 	395	SPILLAGE FROM FIELD
6	NE-10M-LINE	Ron McAuliffe	Field Perimeter		**************************************	331	SPILLAGE FROM FIELD
7	NE-22M-LINE	Ron McAuliffe	Field Perimeter			350	SPILLAGE FROM FIELD
8	NE-40M-LINE	Ron McAuliffe	Field Perimeter		1.	350	SPILLAGE FROM FIELD
9	NE-50M-LINE	Ron McAuliffe	Field Perimeter			300	SPILLAGE FROM FIELD
10	SE-10M-LINE	Ron McAuliffe	Field Perimeter	n an	·	509	SPILLAGE FROM FIELD
11	SE-22M-LINE	Ron McAuliffe	Field Perimeter		******	490	SPILLAGE FROM FIELD
12	SE-40M-LINE	Ron McAuliffe	Field Perimeter	1		450	SPILLAGE FROM FIELD
13	SE-TRY-LINE	Southern Outer	Field Perimeter			356	SPILLAGE FROM FIELD
14	SS-GOAL	Southern Outer	Field Perimeter			283	SPILLAGE FROM FIELD
15	NW-10M-LINE	Western Stand	Field Perimeter	1		411	SPILLAGE FROM FIELD
16	NW-22M-LINE	Western Stand	Field Perimeter			453	SPILLAGE FROM FIELD
17	NW-40M-LINE	Western Stand	Field Perimeter	1		460	SPILLAGE FROM FIELD
18	NW-50M-LINE	Western Stand	Field Perimeter			412	SPILLAGE FROM FIELD
19	NW-TRY-LINE	Western Stand	Field Perimeter			361	SPILLAGE FROM FIELD
20	SW-10M-LINE	Western Stand	Field Perimeter			392	SPILLAGE FROM FIELD
21	SW-22M-LINE	Western Stand	Field Perimeter	194	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	460	SPILLAGE FROM FIELD
22	SW-40M-LINE	Western Stand	Field Perimeter			450	SPILLAGE FROM FIELD
23	SW-TRY-LINE	Western Stand	Field Perimeter	1		338	SPILLAGE FROM FIELD
24	NE-DB-B	Northern Outer	Grandstand seat			280	BACK ON DEAD BALL LINE
25	NE-T-B	Northern Outer	Grandstand seat			320	BACK BEHIND TOWER
26	NE-T-F	Northern Outer	Grandstand seat			430	FRONT NEAR TOWER
27	NE-G-B	Northern Outer	Grandstand seat			320	BACK 3RD QTR
28	NE-G-F	Northern Outer	Grandstand seat	1		330	FRONT 3RD QTR
29	N-G-B	Northern Outer	Grandstand seat			275	BACK BEHIND GOAL POSTS
30	N-G-F	Northern Outer	Grandstarid seat			420	FRONT BEHIND GOAL POSTS
31	NW-G-B	Northern Outer	Grandstand seat			420	BACK NORTH-WEST CORNER

Technical Appendices

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Refere ce No		Location	Classification	Background	Reference Poi Competition Eh/Ev or Ev	Broadcast	Remarks
32	NW-G-C	Northern Outer	Grandstand sea	t		340	MIDDLE NORTH-WEST CORNER
33	NW-G-F	Northern Outer	Grandstand seat		and the second	310 	FRONT NORTH-WEST
34	NW-TL-F	Northern Outer	Grandstand sea		1	412	FRONT NEAR TRY LINE
35	NE-50M-QQ	Ron McAuliffe	Grandstand seat	:		300	HALF WAY LINE
36	NE-40M-QQ	Ron McAuliffe	Grandstand seat	and national second	Na Charles I - C	290	10M NORTH
37	NE-22M-QQ	Ron McAuliffe	Grandstand seat	n an	la en la sugar el se	240	22M LINE NORTH
38	SE-22M-QQ14	Ron McAuliffe	Grandstand seat			320	22M LINE SOUTH
39	SE-40M-QQ14	Ron McAuliffe	Grandstand seat	n shakar ta yanga	nanan (beshi di salam	310	10M SOUTH
40	NW-DB-A12	Western Stand	Grandstand seat			800/450	NORTH-WEST DEAD BALL
41	NW-22M-AA14	Western Stand	Grandstand seat			155/220	1ST ENTRY FROM
42	NW-10M-BB	Western Stand	Grandstand seat			220	3RD ENTRY FROM NORTHERN END
43	NW-50M-BB	Western Stand	Grandstand seat	1		220	HALF WAY LINE
14	SW-DB-P261	Western Stand	Grandstand seat			900/550	DEAD BALL LINE SOUTHERN END
15	NW-TOWER	Western Stand	Grandstand seat			105	FIRST LEVEL STAIRWELL
6	SW-DB	Southern Outer	Outer seat			225	SOUTH WESTERN END
7	SW-GP	Southern Outer	Outer seat			240	BEHIND GOALPOSTS
18	SE-GP	Southern Outer	Outer seat			300	BEHIND GOALPOSTS TO EASTERN WALKWAY
19 .	SE-DB	Southern Outer	Outer seat		a an an an an Angala Ang	350	AT BASE OF TOWER
50	SE-TL-R17	Southern Outer	Outer seat			380	TRY LINE
51	SE-22M-17	Southern Outer	Outer seat		and the second	405	WALKWAY ADJACENT TO RON MCAULIFFE
52	CEN-E	Playing Field	Sports Lighting	700/900		1020/900	CENTRE OF FIELD
3		Playing Field	Sports Lighting	710/270		1020/760	CENTRE OF FIELD LOOKING WEST
4	CENW-SIDE-E		Sports Lighting	470/600			CENTRE LINE WESTERN SIDE LOOKING EAST
5	W	Playing Field	Sports Lighting	470/340			CENTRE LINE WESTERN SIDE LOOKING WEST
6	N-GOAL-E	Playing Field	Sports Lighting	760/790			FRONT OF NORTHERN GOAL POSTS LOOKING EAST
7	N-GOAL-W	Playing Field	Sports Lighting	760/560		1000/900	FRONT OF NORTHERN GOAL POSTS LOOKING WEST
8	S-22M-E	Playing Field	Sports Lighting	850/1025			CENTRE FIELD SOUTHERI 22M LINE LOOKING EAST
9	S-22M-W	Playing Field	Sports Lighting	850/315			CENTRE FIELD SOUTHERI 22M LINE LOOKING WEST
0 .		Playing Field	Sports Lighting	652/905			CENTRE FIELD SOUTHERI TRY LINE LOOKING EAST
1		Playing Field	Sports Lighting	652/550			CENTRE FIELD SOUTHERI TRY LINE LOOKING WEST
2	NW-DB	Playing Field	Sports Lighting			800/350	CORNER N-W DEAD BALL LINE LOOKING EAST



# Appendix B: Near Neighbour Survey – Summary

The objective of the near neighbour survey was to obtain data on the characteristics of the nearest neighbours and to give residents the opportunity to convey their opinions and views about the proposal. (The Survey Instrument is attached to end of this Appendix.) Most of the residents used the meeting with the interviewer as an opportunity to obtain as much accurate information about the proposal as possible. While this opportunity was limited due to the infancy of the concept planning at the time the interviews were undertaken, local experiences with existing operations at Lang Park Stadium had clearly been well considered by many residents.

The area surrounding the existing stadium was doorknocked on the weekends of 11/12 and 18/19 of March. Ninety-two respondents were approached and asked to participate. Fifty residents agreed to be interviewed about the proposed redevelopment of Lang Park. A total of 42 residents declined the opportunity of an interview.

The reasons given for declining the opportunity to be interviewed included:

- not interested;
- just going out;
- already been surveyed by residents groups; and
- do not speak English.

#### Methodology

The interviews were conducted in a number of stages. The first stage involved a description of the proposed redevelopment, including the integrated public transport options. Respondents were given the opportunity to clarify any uncertainties. During the interview, the public consultation time line, which provides a description of the process by which residents could participate in decisions made about the proposal, was drawn to the attention of respondents.

The second stage of the survey involved a set of standard, semi-structured questions. Questions covered the areas of:

- household characteristics;
- use of property and land;
- resident views on the acceptability of the proposal; and
- resident views on impact management measures that would make the site acceptable.

The questions were open-ended so residents were given the opportunity to talk freely about issues as they arose, ask questions and seek clarification. The responses are grouped around issues and analysed in relation to the Terms of Reference. Frequency of response has been included in order to give some indication of the priority of issues. While frequency may indicate community priority regarding an issue, it does not indicate importance.

As the questions were open ended, many respondents offered multiple answers to individual questions. For this reason, the total number of responses may exceed the total number of respondents. Where a particular response was not frequent, but offered clarification of an issue, or raised a new issue, it is also included for analysis. Similarly, where the total number of responses is less than the total number of respondents, this is because the frequency of these questions was not included.

## Summary of Results

Of the 50 nearest neighbours who agreed to be interviewed, 39 respondents were aware of the proposed redevelopment of Lang Park, seven respondents were not aware or not very aware, and four "no responses" were recorded.

Of those respondents who were aware of the proposal, most (35) were aware through news and media, three from resident's associations, three from the preliminary consultation team's shopfront and six from letterbox drops. Some respondents were aware of the proposal through a combination of these sources.

At the time of the survey, the proposed transport plan associated with the proposal had not received media attention. Those who had received information about the proposal through resident's associations were aware of the integrated public transport options. Those who had not had separate contact with the study team were made aware of the proposal for integrated public transport options by the interviewers.

## Experiences With the Exiting Stadium Operations

The first survey question asked people to describe their experiences with the existing operations of Lank Park Stadium. Of the 50 respondents, 22 experience no, or minimal effects from the existing operation. A further 26 respondents identified negative effects during major events currently held at Lang Park Stadium. The three remaining respondents declined to answer this question because they had only moved into the area recently and had not experienced an event held at Lang Park Stadium.

Of the 22 respondents who experience no or minimal effects from the existing operation, six identified traffic congestion as an effect when a major event is held at Lang Park but stated that this did not personally affect them. These respondents felt that either traffic congestion was a problem anyway because of the nightspots on Caxton Street or La Boite Theatre, or identified the presence of traffic after a major event but did not experience this as problematic. Four respondents identified parking difficulties as an effect during major events but did not mind.

Five of the 22 respondents who experience no, or minimal effects from the existing operation identified the presence of noise and light during events at Lang Park but felt this was not a problem, largely due to the infrequency of events, or the distance of their homes from the Stadium. Five local, long term residents noted that either the effects from Lang Park have reduced since the Broncos left the Stadium, or that the Stadium is not currently used enough.

Of the 26 respondents who identified negative effects associated with the existing operations at Lang Park Stadium, 16 identified parking difficulties and ten identified traffic congestion as an inconvenience during major events. Eleven respondents also identified security issues such as rowdy and unruly behaviour after a match. One resident observed that this happens on nights when the Caxton Street night spots are busy but many other residents identified the problem as being exacerbated on event nights and as occurring during the early hours of the morning. One

## LANG PARK STADIUM PROPOSAL REVIEW



respondent in particular noted that women can be trapped along the walkways where there is only one way in and one way out and that he had witnessed such stalking after events at Lang Park Stadium.

Six respondents who identified negative effects associated with the existing operations at Lang Park Stadium also identified noise and light as a problem. One respondent felt that the noise and light from the operations of Ozsports were a greater problem than noise and light from Lang Park Stadium at present.

Two respondents were very concerned about rubbish after a major event at Lang Park Stadium.

#### Effect on Lifestyle and Future Plans

The second question concerned any possible effects the proposed redevelopment of Lang Park might have on people's lifestyle or future plans. Of the 50 respondents, 15 thought that their lifestyles or future plans would remain unchanged if the redevelopment were to go ahead. Of these responses, reasons given included that the residents lived too far away from the Stadium for nuisance effects, or the nightspots on Caxton Street already produce similar effects.

The 35 remaining respondents identified ways in which the redevelopment of Lang Park Stadium might affect their lifestyle or future plans. Of these, four people identified positive and negative effects, 23 only negative effects and eight only positive effects. Of those who identified positive effects only, two identified a potential rise in property values as positively affecting their lives and future plans. Other positive effects on future plans and lifestyle identified included a board walk over Hale Street, more public open space, appreciation of the fireworks, being able to attend more and better games and the possibility of the area becoming more "inner city".

Of the 23 respondents who identified only negative effects on their lifestyle or future plans, 15 thought that increased traffic congestion would make it more difficult to get in and out of their home suburbs, or to get around at peak times during major events. This was thought to especially be the case if there were road closures associated with traffic control.

Four respondents who identified only negative effects on their lifestyle or future plans were concerned with the increased frequency of events if the Stadium was redeveloped and the effect that this might have on their lifestyle. These effects included the increased number of people in the area for short periods during an event, traffic congestion, drunken behaviour by patrons after events and the increased litter. "At present the events are small and so are the crowds. Any more will encroach on our lifestyle".

Five respondents who identified only negative effects on their lifestyle or future plans were particularly concerned that the proposed redevelopment of Lang Park Stadium would bring too much pedestrian traffic or more people into the area.

Three respondents who identified only negative effects on their lifestyle or future plans were particularly concerned that there would be a decrease in property values associated with any redevelopment. A further three respondents were concerned about noise and lighting affecting their lifestyle if the number of events increased, and one respondent was particularly concerned about the possibility of rock concerts being held at the Stadium.

Seven respondents who identified only negative effects on their lifestyle or future plans were concerned that the proposed redevelopment of Lang Park would change the local character, ruin the community spirit of the area, or destroy local business in the area. Five respondents were

concerned that there would be an increase in the frequency of rowdy behaviour after events if the redevelopment goes ahead.

One resident who identified only negative effects on their lifestyle or future plans was concerned that a world class stadium might lead to a rise in the cost of tickets to events and another was concerned that the building of a large structure might destroy city views from their home.

#### **Construction Effects**

The third question concerned the effects of construction of the proposed redevelopment of Lang Park. Of the 50 respondents who agreed to be interviewed, 23 were not concerned, or were only partially concerned about construction impacts. Of those that were not, or were partially concerned, six felt they were too far away from the site for construction to be problem. Three thought that the noise and other effects from the Roma Street redevelopment were already a problem and that Lang Park redevelopment could not be much worse. One thought that Hale Street would act as a buffer between residents and any construction workforce.

Of the 23 respondents who did not think that the construction phase of the proposed redevelopment of Lang Park would be a problem, four made the proviso that construction should not be 24 hours or out of hours.

Of the 27 remaining respondents, 26 thought the construction would affect their lifestyle or future plans. Of these 16, were concerned that road closures or heavy traffic would be disruptive. Fifteen respondents thought that noise would be excessive and seven were shift workers or concerned about out of hours construction. Two respondents in particular felt that knocking down the eastern stand would cause major noise and other effects for Sheriff and Judge Streets.

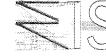
Other concerns raised by respondents who felt construction might affect them included the cumulative impacts of construction of the city bypass, pollution and dust and the length of time that construction would take. In this context, the effect of a prolonged construction period on young children and general intrusion into lifestyle were raised.

One respondent did not provide an answer to this question.

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### Opportunities or Benefits from the Proposed Redevelopment

The fourth question concerned respondents' views on possible opportunities or benefits from the proposed redevelopment of Lang Park. Of the 50 respondents who agreed to be interviewed, 17 felt that there were no opportunities or advantages associated with the proposed redevelopment. Twenty-seven respondents identified some opportunities and six respondents felt that there would be opportunities or advantages for local business, but not for residents.

Of the 27 respondents who identified opportunities, seven indicated that the ability to attend better games and entertainment within walking distance was an advantage and three thought that property values would increase. Ten respondents thought that there would be more trade for local business or more opportunities for local business associated with the proposed redevelopment of Lang Park Stadium. Five respondents thought that a more inner city lifestyle or an improved lifestyle might be an advantage associated with the proposed redevelopment. Eight respondents identified better public transport as an opportunity and two thought that there might be better community facilities as a result of the proposed redevelopment.

Other advantages mentioned included greening and street calming, parking restrictions in the area, beautification of the area and the possibility of more fireworks. One respondent felt that the proposed redevelopment would assist in giving Brisbane a better face to present to the outside world and would bring more business to the area.

#### Disadvantages or Concerns with the Proposed Redevelopment

Question Five canvassed near neighbour concerns or perceived disadvantages associated with the proposal. Of the 50 respondents who agreed to be interviewed, 14 respondents could not identify any disadvantages, or had no concerns about the proposed redevelopment of Lang Park Stadium. Of these respondents, two thought that traffic and parking could not get any worse than it currently is at major events and one respondent raised the issue of more prowlers in the area as a result of more people in the area. In addition, one respondent made the proviso that traffic and pedestrian flows should be well planned.

A further 36 respondents were concerned about, or identified disadvantages with, the proposed redevelopment of Lang Park Stadium. Of these respondents, 21 were concerned about increased traffic congestion and parking in the area during major events. They were concerned that it would be more difficult to get to and from their homes during events held at the Stadium because of road closures and diversions. Also, the narrowness of some streets means that it would not take many illegally parked cars to cause problems. A further six respondents felt that Lang Park is the wrong location for a major stadium because of the residential nature of the area and the lack of adequate transport infrastructure.

Fourteen respondents who could identify disadvantages or had concerns about the proposed redevelopment of Lang Park were concerned about security issues such as rowdy behaviour by patrons after matches, urinating in streets and people's properties, and lack of adequate policing. A further two respondents commented that walkways over Hale and Chippendall Streets would "be a nightmare". Three respondents were concerned about construction impacts and not being able to get in and out of the area due to road closures and heavy traffic. Nine respondents were concerned about the potential effects of noise on their daily lives.

Nine respondents were concerned about increased noise and the possibility that there would be more frequent intrusions of noise in their lives if the Stadium redevelopment were to go ahead. Eight respondents mentioned the increased frequency of events associated with the proposed

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redevelopment and the resultant intrusions of more people and traffic in the area as a disadvantage. Three respondents were concerned that there would only be benefits for business in the area and none for residents. One respondent was concerned about the potential loss of city views due to the proposed redevelopment. One was concerned about the Church at Chippendall Street and one was concerned about property values decreasing.

#### Possible Mitigation Measures

Question Six asked respondents to suggest ways to improve the proposal. Of the 50 respondents, 15 did not think that anything could make the proposal better, or could not think of anything at the time. One of these respondents felt that decision-makers would not take notice of what was suggested anyway.

A further 32 respondents offered suggestions about how the proposal might be improved. Of these, 17 suggested public transport options including:

#### pedestrian flows

- bus ways in the next the second second second as the sky and references in the second sec
- totally policed parking restrictions, and
- changing the location of Milton Station. Here is a second of the second seco

One of these respondents also emphasised the need for strategies to ensure that people can enter and leave their own homes during and after major events. Other respondents suggested measures such as including the cost of transport in tickets and closing off the immediate streets.

Nine respondents suggested measures for increasing community use of the Stadium and its surrounding grounds. These suggestions included retaining the Ozsports facility and Police and Citizens Youth Club, adding a gymnasium, using any public open space for markets, adding a children's play area, making training facilities available to the community and providing family entertainment.

Seven respondents thought that improved parking facilities such as a large underground car park would help. Two of these respondents felt that no one would use the improved public transport facilities proposed.

Other suggestions for enhancing the proposal included soft streetscapes, more trees, public transport benefits for local community members, cycleways, better footpaths, discount tickets for local residents and beautification of the area around the Stadium. A few residents felt that it was crucial to extend the clean up area after events, to ensure there is 24 hour policing, to ensure that there is no out of hours construction and to restrict noise to 10.30 at night. One resident glibly asked for free beer!

Three people did not offer any comment on this stage of the interview. One felt unable to comment because of the lack of information about what is proposed, and one thought that the dissatisfaction with the site selection process was so great that further comment was wasted.

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#### Property and Demographic Structure

The tables shown below indicate the home ownership or rental status of people in the area as well as household structure. Respondents were also asked about their future plans in order to indicate the likely impact of the proposed redevelopment of Lang Park Stadium on respondents' future plans.

The demographic make-up of the 50 respondents who agreed to be interviewed corresponds with the demographic make-up outlined in the description of the existing environment. For example, high numbers of respondents had lived in the area for over 20 years (13, with one respondent in the area for over eighty years) and high numbers of respondents had lived in the area for one year or less (14). Twenty-two respondents had lived in the area between one and twenty years.

Exactly half of the respondents were renting and half owned their own homes. The high level of renters in the area and the high numbers of respondents who had only recently moved into the area provides further evidence of a highly transient population, consistent with the inner city demography of the area.

#### Time Spent Living in Area

6 months or less	9
6months to 1 year	5
Over one year to five years	12
Over 5 years to 10 years	10
Over 10 years to twenty years	1
Over twenty years	13
Total	50

Home ownership

Number of respondents who owned their own homes	e 25 erző az az az az az
Number of respondents renting	25
Total	50

Most of the respondents intended to stay in the area for the foreseeable future. Five of those renting their homes thought they would only stay a few years and then move on. Three home renters felt that they would like to stay and buy into the area. Two respondents felt that they would like to stay in the area provided the lifestyle does not change.

As the question about future plans was not directly linked with the proposed redevelopment of Lang Park, this question cannot be used as a poll to determine if people would leave if the proposed redevelopment goes ahead. The answers can, however, be taken to indicate a high level of satisfaction with the existing lifestyle in the area by respondents.

The household structure table indicates a significant number of group share households. This is again consistent with the description of the existing environment that shows a high proportion of young people in the area.

While there were few young families represented in the total number of respondents, there were a number of young couples, some of whom it can be assumed will stay in the area and raise a family. There are also a high number of mature couples and a few single older people represented

50

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in the sample, which is consistent with the description of the existing environment and confirms the presence of a number of older people who have lived in the area for some time.

#### Future plans and the event event of the control of the second second page states and the all

total

en de la companya de	
Stay for a few years	5
Stay for foreseeable future	20
Stay and renovate	e e la companya de la companya 🖇 🕺 esta la companya de
Stay and pass property onto children	-3 , where $3$ is the product of $-3$ is the product of the second se
Stay if lifestyle does not change	3
Stay and buy into the area	3
No comment	8

#### Young couple or couple 10 Mature couple 9 Group share 16 Single older person. 2 Sole parent 1 Young family 3 Mature family 5 Single male 3 N/A 1 Total 50

The final question asked of respondents concerned their preferences for receiving further information about the proposed redevelopment. Overwhelmingly letterbox drops were identified as the preferred method of receiving information. A few respondents attended meetings and were happy to receive information from resident's associations. A number (6) did not want to receive any further information on the proposal.

# Preferences for Further Information

Letterbox	33
Web site	n ne en el la segura de la <b>3</b> el se de la segura de
newspapers	where $12^{-1}$ is the second se
No further information required	6
Through resident's associations	$(1,2,3,\dots,2,2,n,4)$ is the spectrum $3$ of $\lambda$ is the super-spectrum scale $\lambda$
Waiting for feedback	a na ang séna ang sana ang pang 🖞 na ang sana séra né na na na né né
Comment on process/conflict of interest issues	a second seco
Total	69* more than one answer allowed

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# ANG PARK STADIUM PROPOSAL REVIEW

# Appendix C - Local Business Surveys

In total, about 90 businesses were approached to participate in a structured interview concerning the proposed redevelopment of Lang Park Stadium. A sample of 28 local businesses responded to the survey. Of those who refused to be interviewed, reasons given for not responding were "too busy", "not interested", "doesn't affect me" and/or "already talked to the preliminary consultation team office".

The local businesses were divided into five categories for the purposes of the social impact assessment. These categories were,

- mixed business along Given Terrace;
- mixed business along Petrie Terrace;
- cafes along Park Road;
- the light industrial area beside Lang Park Stadium; and
- licensed premises along Caxton Street.
- methods of consultation were varied to suit participants' circumstances.

Mixed business along Given Terrace were expected to experience effects associated with events at Lang Park Stadium such as parking difficulties and traffic congestion, in addition to any increases in trade that might be associated with pre and post event crowds.

These businesses were approached by an interviewer on weekdays at various times and offered the opportunity of an interview. A total of 89 businesses were approached and a sample of 11 agreed to be interviewed. The sample was made up of local cafes and other retail outlets. Businesses such as hairdressers, banks and the TAB were not approached as they were clearly too busy to be interviewed, or were staffed by an individual who was busy with a client at the time.

Mixed business along Petrie Terrace was also expected to experience effects associated with events at Lang Park Stadium such as parking difficulties and traffic congestion. These businesses were contacted by phone and asked to respond to the survey questions. A total of 29 businesses were approached in this way and a sample of 12 agreed to be interviewed.

The cafes along Park Road were expected to experience increased trade pre and post events. Cafes along Park Road were also contacted by telephone and asked to participate in an interview over the telephone. A total of nine cafes were approached in this way and two agreed to be interviewed.

A variety of businesses in the light industrial area were expected to experience effects associated with parking, especially of buses and coaches as the area is used for set downs and pick ups pre and post events at the Stadium. A sample of 29 businesses in the light industrial area were contacted by telephone and asked to participate in a focus group on Thursday 23 March. While ten business owners or managers agreed to attend, only two were able to be present on the evening the focus group was held.

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**Technical Appendices** 

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The licensed premises along Caxton Street have immediate appeal to patrons visiting the area preand post- events at the Stadium, and therefore might be expected to have different interests and concerns.

A face to face interview was undertaken with a representative of the Caxton Street Development Association, a body that represents the licensed premises along Caxton Street. A copy of the interview schedule was handed to members of the Association at a meeting in a Caxton Street Restaurant on Wednesday 15 March. The proposed redevelopment was outlined, the consultation strategy brought to their attention and members were asked to return their interview schedule by post or fax. Members present at the meeting (about 8) expressed support for the proposed redevelopment, however, no completed interview schedules were returned.

A developing sector in Rosalie was also identified. As this area is some distance from the Lang Park Stadium, the businesses are not expected to experience parking and other effects. Businesses in this area have not been approached.

The objective of the survey was to obtain data on the characteristics of the local businesses and to give respondents the opportunity to convey their opinions and views about the proposal. Most of the respondents used the meeting with the interviewer as an opportunity to obtain as much accurate information about the proposal as possible. While this opportunity was limited due to the infancy of the concept planning at the time the interviews were undertaken, local experiences with existing operations at Lang Park Stadium had clearly been well considered by many respondents.

#### Methodology

The interviews were conducted in a number of stages. The first stage involved a description of the proposed redevelopment, including the integrated public transport options and proposed parking restrictions. Respondents were given the opportunity to clarify any uncertainties. During the interview, the public consultation time line, which provides a description of the process by which residents could participate in decisions made about the proposal, was drawn to the attention of respondents.

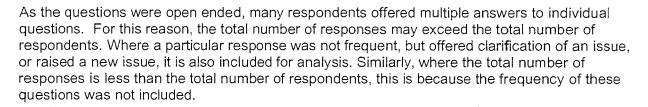
The second stage of the survey involved a set of standard, semi-structured questions. Questions covered the issues of:

- business characteristics;
- effects from the current operations;
- effects of the proposal on business operations; and
- business views on impact management measures that would make the proposal acceptable.

The questions were open-ended so respondents were given the opportunity to talk freely about issues as they arose, ask questions and seek clarification.

The responses are grouped around issues and analysed in relation to the Terms of Reference. Frequency of responses has been included in order to give some indication of the priority of issues. While frequency may indicate community priority regarding an issue, it does not indicate importance.

LANG PARK STADIUM PROPOSAL REVIEW



#### Summary of Results

The following summary groups the results from all of the respondents to the survey. The collective responses for each distinct spacial grouping are attached as appendices.

#### LOCAL BUSINESS SURVEY RESULTS: All RESPONDENTS

Number of businesses approace	ched:	89		ipprox 19			
Number of respondents:		28					
Reasons for not responding:	Too I	ousy, alre	eady beer	n to preli	minary col	nsultation	team
	office	, not inte	rested, do	bes not a	ffect me.		

#### Familiarity with the Lang Park proposal

A total of 22 respondents were familiar with the proposal to upgrade the existing Stadium to a world class facility. Respondents were generally vague about the integrated public transport options and were not aware of the proposed parking restrictions. Most of respondents were aware of the proposal through the media, resident's associations or the preliminary consultation team office. Many Given Terrace respondents had visited the office which was located on Given Terrace.

#### Nature of Businesses Surveyed

About half of the business surveyed were owner occupied (14) and the other half leased (13). One respondent was unsure.

Most of the respondents were sole proprietors (11). Seven were companies, trusts or partnerships.

Only two businesses were franchises and two were subsidiaries of larger companies. A further two respondents were government funded organisations and three did not respond to this question.

Most of the respondents were retail businesses (21). Five were commercial enterprises and two were government funded community organisations.

Nine businesses expected to grow in the foreseeable future, four expected to stay, two expected to sell or move and 13 did not respond to this guestion.

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#### Current Experiences with Operations at Lang Park

Ten respondents identified only disruptions associated with events currently held at Lang Park. These included litter, drunken behaviour and rowdiness pre and post events, increased traffic, noise and parking problems.

Ten respondents identified increased business due to more people in the area as a positive experience with the current operations at Lang Park Stadium.

Eight respondents did not identify benefits or disruptions and no respondents identified both benefits and disruptions.

#### Benefits and Advantages of the Proposed Redevelopment

Thirteen respondents could not identify any advantages or opportunities associated with the proposed redevelopment of Lang Park Stadium.

Fifteen respondents identified benefits such as increased turnover and increased exposure as more people are attracted to the area. One of the fifteen respondents also thought that the redevelopment of Lang Park provided an opportunity to gentrify the district a bit more, by cleaning it up, landscaping and making Caxton Street less of a heavy drinking environment.

# Potential Disruptions to Business Operations

Fifteen respondents could not identify any disruptions to their business operations that might result from the proposed redevelopment of the Lang Park Stadium.

Of the thirteen respondents who did identify possible disruptions, car parking was again a major issue. Other potential disruptions included lack of street car parking during games and the increased frequency of events associated with the redevelopment.

# **Construction Phase**

Sixteen respondents were not concerned about the construction phase of the proposed redevelopment of Lang Park Stadium. Two of these respondents identified increased turnover associated with the construction workforce as a positive effect from the construction phase. Three respondents felt that they did not have enough detail to comment on this issue. The seven respondents who did identify concerns highlighted increased traffic congestion and road closures as major inconveniences as well as nuisance effects such as noise and dust, and the possibility that construction workers would use up all the available car parks leaving employees with nowhere to park.

### Other comments

Five respondents felt that the RNA would have been a better location for the Stadium redevelopment and that the decision to further explore the Lang Park option was political in nature. Eleven respondents thought the proposal was a good idea and were looking forward to it going ahead because it would make the area more aesthetically pleasing, because even though frequency would increase, it would not be every night, and business would benefit from the "fall out". One respondent expressed opposition to the proposed redevelopment due to parking issues and pedestrian flows. Eleven respondents did not respond to this question.

Technical Appendices

#### **Possible Mitigation Measures**

Twenty-one respondents offered possibilities for improving the proposal. These included extending the clean up area after events, improving public transport, using trains or having only public transport access to events, and increasing parking in the area. One of the respondents who thought the proposal could be improved was interested to create a business environment on Petrie Terrace by establishing a Head Office for Lang Park Stadium to change the emphasis from the nightspots. Another respondent was particularly concerned to ensure that no new restaurants or cafes are included in the redevelopment as this might take business away from established restaurants. Seven respondents did not think the proposal could be improved or did not comment on this question.

#### Requirements for Further Information

Twenty respondents were not interested in receiving further information about the proposed redevelopment. Eight respondents indicated that they would like a copy of the Lang Park Stadium Proposal Review.

# LOCAL BUSINESS SURVEY RESULTS: GIVEN TERRACE

Number of businesses approached: 25 (out of approx 36)	
Number of respondents: If the backgroup of paragraphs and the second states of the second sta	
Reasons for not responding: the second busy a factor of the second state of the second s	
nteresting and the second s	
Doesn't affect me	

Already talked to the consultation office

#### Familiarity with the Lang Park Proposal

Nine of the 11 respondents were familiar with the proposal through the media and community organisations. The two businesses who weren't aware of the proposal are recent to the area (ie: opened doors in the last few weeks).

#### Nature of Businesses Surveyed

Of the 11 respondents, eight were leasing their premises and three were owner occupiers.

Two respondents were franchisees, three were companies, five were sole proprietors and one respondent did not specify.

All 11 respondents were retail business.

Four of the respondents had been in the area for one year or less, three between one and five years, one between five and ten years and three for over ten years.

Six of the 11 respondents refused to discuss their future plans, one was about to sell, one was uncertain and three intended to stay in the area and grow.

#### Current Experiences with Operations at Lang Park

Of the 11 respondents, four did not identify any benefits or disruptions associated with the current operations of Lang Park Stadium. Four respondents identified benefits such as increased turnover and trade and more people walking past their doors. Three respondents identified difficulties with business car parks becoming full with patrons, limiting the number of customers for the local businesses as well as disruptions such as smashed windows and messy streets.

#### Benefits and Advantages of the Proposed Redevelopment

Seven of the 11 respondents identified increased turnover, increased exposure, and bringing more people into the area (livening it up) as the key advantages of the Stadium redevelopment. Four respondents did not identify any advantages from the proposed redevelopment.

**Technical Appendices** 

#### Potential Disruptions to Business Operations

Five respondents identified parking disruptions as a potential disadvantage associated with the proposed redevelopment of Lang Park Stadium. There was a commonly held view that patrons would not use public transport and that parking would still be a major issue. Some respondents felt that a parking facility needs to be included with the redevelopment. However, the same respondents also supported improved public transport to the area, particularly light rail.

Of the five respondents who identified disruptions to business operations as a result of the proposed redevelopment, two (cafes) were concerned about cleaning up after games and the need for a quicker police response to rabble rousing after games.

Six respondents could not identify any disadvantages with the proposed redevelopment of Lang Park Stadium.

#### Construction Phase

Only one of the respondents is concerned about the construction phase stating that road access may be restricted and the general inconvenience of having a business next to a construction site.

#### Other Comments

The respondents were mainly concerned about lack of parking during games, crowd behaviour or vandalism, and lack of proper cleaning up. One respondent was unhappy about having to pay for on-site car parks that during games were full (despite signs etc.) so that customers could not access the store. He said that during games he might as well shut the store.

Five respondents offered the comment that they felt the proposed redevelopment was a good idea and should go ahead. One respondent was opposed to the proposal and five respondents did not offer any comments.

#### **Possible Mitigation Measures**

Four respondents thought that more car parking would improve the proposal, as people will not use public transport. Three respondents also thought that public transport should be improved. Three respondents felt that increased security and more rapid police responses would improve the proposal, and one of these three respondents was also interested in a better, wider clean up area after events. Two respondents did not identify any mitigation measures.

#### **Requirements for Further Information**

Eight respondents were not interested in receiving further information. Three respondents were interested in receiving updates via the letterbox and one was particularly interested in knowing when the proposal would go ahead.

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# LOCAL BUSINESS PHONE SURVEY RESULTS: PETRIE TERRACE

Number of businesses approached:		· · · · · ·	
Number of respondents:	at <b>12</b> a		
Reasons for not responding:			

#### Familiarity with the Lang Park proposal

Most businesses (9) interviewed were aware of the redevelopment proposal, mostly through the media and local activities. The three businesses not aware of the proposal have, however, been in the area for a number of years.

#### Nature of Businesses Surveyed

Seven respondents were owner occupied businesses, four were tenants and one did not know.

Only one of the respondents was a subsidiary of a parent company. The others were companies (2), sole proprietors (3), did not know (2), a trust, a publicly funded organisation and a non-government organisation. One respondent did not answer this question.

Six respondents were commercial businesses, four were retail and two were non-government organisations.

Two of the businesses had been in the area for less than one year, five between one and five years, three between five and ten years and two for over ten years.

Most respondents (5) expected to grow in the foreseeable future and one expected to relocate very soon. Two of the businesses thought that they would remain the same for the foreseeable future and four had no future plans or were not prepared to say.

## Current Experiences with Operations at Lang Park

Five respondents identified only disruptions associated with events currently held at Lang Park Stadium. These included empty or broken bottles and rubbish, drunken behaviour and rowdiness pre and post events, increased traffic and noise and parking problems.

Five respondents identified increased business as a positive experience with the current operations at Lang Park Stadium.

Two respondents did not identify benefits or disruptions and no respondents identified both benefits and disruptions.

## Benefits and Advantages of the Proposed Redevelopment

Seven respondents could not identify any advantages or opportunities associated with the proposed redevelopment of Lang Park Stadium.

Five respondents identified increased turnover and increased exposure as more people are attracted to the area as possible benefits or advantages of the redevelopment.

One of the five respondents who identified benefits, also thought that the redevelopment of Lang Park Stadium provided an opportunity to gentrify the district a bit more, by cleaning it up, landscaping and making Caxton Street less of a heavy drinking environment.

### Potential Disruptions to Business Operations

Six respondents could not identify any disruptions to their business operations that might result from the proposed redevelopment of the Lang Park Stadium.

Of the six who did identify disruptions, car parking was again a major issue. Other potential disruptions identified included lack of street car parking during games and the increased frequency of events associated with the redevelopment.

#### **Construction Phase**

Six respondents were not concerned about the construction phase of the proposed redevelopment of Lang Park Stadium. Two respondents felt that they did not have enough detail to comment on this issue. The four respondents who did identify concerns highlighted increased traffic congestion and road closures as major inconveniences as well as nuisance effects such as noise and dust, and the possibility that construction workers would use up all the available car parks leaving employees with no where to park.

#### Other Comments

Three respondents felt that the RNA would have been a better location for the Stadium redevelopment and that the decision to further explore the Lang Park option was political in nature. Four respondents thought the proposal was a good idea and were looking forward to it going ahead because it would make the area more aesthetically pleasing, because even though frequency would increase, it would not be every night, and business would benefit from the "fall out". Of the five respondents who expressed concerns, parking issues were reiterated and pedestrian flows were mentioned.

#### **Possible Mitigation Measures**

Ten respondents offered possibilities for improving the proposal. These included extending the clean up area after events, improving public transport, including the use of trains or have only public transport access to events, and increasing parking in the area. One respondent was interested in creating a business environment on Petrie Terrace by establishing a Head Office for Lang Park Stadium to change the emphasis from the nightspots. Another respondent was particularly concerned to ensure that no new restaurants or cafes are included in the redevelopment as this might take business away from established restaurants.

#### **Requirements for Further Information**

Ten respondents were not interested in receiving further information about the proposed redevelopment. Two respondents indicated that they would like a copy of the Lang Park Stadium Proposal Review.

# LOCAL BUSINESS SURVEY RESULTS: PARK ROAD

 Number of businesses approached:
 10

 Number of respondents:
 2

 Reasons for not responding:
 Too busy

 Not interested; doesn't affect me

# Familiarity with the Lang Park proposal

One respondent was familiar with the proposal through the newspapers and one was not familiar with the proposal.

# Nature of Businesses Surveyed

Both respondents were retail business, one was a cafe and the other a bar and restaurant. One was a tenant and the other an owner/occupier. One was a subsidiary of a parent company and the other was a partnership. One respondent had been in the area for 18 months and the other for over 10 years.

# Current Experiences with Operations at Lang Park

Both respondents had no comment regarding this question.

# Benefits and Advantages of the Proposed Redevelopment

One respondent identified an increase in weekend clientele as a potential benefit while the other saw no benefits for the business from the proposed redevelopment of Lang Park Stadium.

# Potential Disruptions to Business Operations

Both respondents could not identify any potential disruption to the business if the proposed redevelopment were to go ahead.

# **Construction Phase**

There were no concerns or comments about the construction phase of the proposed redevelopment by either respondent.

# **Other Comments**

One respondent was supportive of the proposal going ahead and the other did not comment.

# **Possible Mitigation Measures**

Both respondents did not identify possible mitigation or enhancement measures

# Requirements for Further Information

Neither respondent identified a need for further information.

# LOCAL BUSINESS FOCUS GROUP RESULTS: LIGHT INDUSTRIAL AREA

Number of businesses approached:		(out of 90)
Number of respondents:	10	(2 people actually attended)
Reasons for not responding:	Too busy	

Not interested; doesn't affect me

#### Familiarity with the Lang Park proposal

Both respondents were familiar with the proposed redevelopment of Lang Park Stadium, but had not heard about the proposed integrated transport options.

#### Nature of Businesses Surveyed

One respondent is a retail business and the other was commercial.

Both respondents were owner occupiers and sole proprietors.

One respondent had been in the area for 10 years and the other for over 24 years.

Both respondents plan to stay where they are for the foreseeable future, although one expressed a desire to be bought out by the Lang Park redevelopment project.

#### Current Experiences with Operations at Lang Park

Both respondents identified road closures and litter after events as a significant existing effect associated with the current operations at Lang Park Stadium.

According to the respondents present, the coaches parking on the roadsides are not a problem for the local businesses. This parking occurs at night, after business hours and is orderly and well controlled. Coaches are preferable to cars parked everywhere and up driveways etc. Both respondents expressed the view that current bus parking arrangements seem to be a sensible approach.

In the view of the two businesses, the "Church events" such as those held by Seventh Day Adventists are the worst events for parking impacts at present. During these times all available parking spaces are taken up for three days at a time. This causes difficulties for staff trying to park in the street, as all of the parking on the northern side of Huessler Terrace is used. These businesses maintain that not enough traffic police are provided at these times.

#### Benefits and Advantages of the Proposed Redevelopment

One respondent felt that the only advantage for the light industrial area associated with the proposed redevelopment of Lang Park Stadium would be the possibility of more exposure as greater volumes of people pass by the retail industries. The other respondent felt that there are no advantages for the non-retail industries.

Both respondents felt that it is generally a good idea to have a decent Stadium.

#### Potential Disruptions to Business Operations

Both respondents identified concerns. The greatest concern related to increased frequency of events which would increase the frequency of impacts described above. For example, road closures prevent people and deliveries from getting through, and litter after major events also deters people from the area. On a more frequent basis this could affect business operations.

#### **Construction Phase**

Both respondents felt that the construction phase could be a problem if there are associated road closures preventing people from accessing the area. Road closures would be acceptable if well planned.

#### Other comments

Both participants felt that the public transport options would not work. They believe that people will not use public transport and will drive their cars regardless.

# **Possible Mitigation Measures**

Both respondents offered mitigation or enhancement strategies. These included the provision of a profile of events, buying the local businesses out, and using the light industrial area to build a large car park, and labelling the barricades during road closures so that delivery drivers know they can get in.

#### **Requirements for Further Information**

Both respondents were interested in receiving further information through letterbox drops.



#### LOCAL BUSINESS SURVEY RESULTS: CAXTON STREET TRADERS

Number of businesses approached:	8 (out of approx 8)
Number of respondents:	1, on behalf of the Caxton Street Development Association
Reasons for not responding:	Too busy

#### Familiarity with the Lang Park proposal

All members of the Caxton Street Traders are aware of the proposed redevelopment through meetings of the Caxton Street Development Association.

#### Nature of Businesses Surveyed

Most of the Caxton Street Traders are owner occupied and all are retail businesses (licensed premises). Most have been in the area for over 10 years.

# Current Experiences with Operations at Lang Park

At present the licensed premises on Caxton Street generally benefit from the influx of people during major events at Lang Park. This is particularly true for the Caxton Hotel, which has a reputation as a "rugby" hotel. No disadvantages were identified with the current operations.

#### Benefits and Advantages of the Proposed Redevelopment

The Caxton Street Development Association sees the influx of people into the area and the associated increase in trade as a potential benefit.

#### Potential Disruptions to Business Operations

The Caxton Street Development Association identified no disruptions to business operations associated with the proposed redevelopment of Lang Park Stadium.

#### Construction Phase

The Caxton Street Development Association identified no disruptions to business operations during the construction phase of the proposed redevelopment of Lang Park Stadium.

#### Other comments

None

#### **Possible Mitigation Measures**

None

#### **Requirements for Further Information**

None

# Structured Interview Questions for Local Business, Lang Park Proposed Redevelopment

Are you familiar with the Lang Park Stadium Proposal? If so, how?

How long have you operated in the area? What are your plans for the future (briefly)?

### THE LANG PARK REDEVELOPMENT

Q.1 What are your experiences with the current operation of Lang Park?

Q.2 Do you anticipate that the proposed redevelopment will affect your personal goals/objectives in any way?

Q.3 Can you identify any advantages/opportunities that might result from the re-development of Land Park?

Q.4 Can you identify any disadvantages, or concerns about the proposed Lang Park Redevelopment, either during any construction phase or if the proposed new facilities were to become operational?

Q.5 If the Lang Park redevelopment proposal was to go ahead, is there anything you would like to see put in place to make it better?

Q.6 Do you need further information on the site? How would you prefer to receive further information (newspaper articles, copy of the EIS, personal interviews, open day)?

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## **Appendix D - Summary of Focus Groups**

The purpose of the focus groups was to encourage participation from people who may not have had their issues heard in mainstream consultation, and obtain a local perspective on particular question of access or equity. Five focus groups were held during the week of March 20, focussing on the issues of (a) older people; (b) people with disability; (c) women; (d) light industrial businesses and (e) patrons. Numbers participating ranged from 2 to 8 people.

SOURCE	IMPACTS	VIEWS ON REDEVELOPMENT	MITIGATION MEASURES
Light industrial focus group	<ul> <li>Biggest concern is delivery vehicles not getting through - scared away by barriers</li> </ul>	<ul> <li>Generally believe that it is a good idea to have a decent stadium.</li> </ul>	<ul> <li>Coaches preferable to cars parked everywhere and up driveways etc.</li> </ul>
	<ul> <li>Road closures prevent people getting through.</li> </ul>	<ul> <li>People will not use public transport and will drive their cars regardless.</li> </ul>	<ul> <li>Label the barricades during road closures so that delivery trucks know they can get in.</li> </ul>
	<ul> <li>Volume of traffic is already building through Caxton St</li> </ul>	<ul> <li>Increased frequency of events would cause problems because the frequency of the</li> </ul>	<ul> <li>Traffic police for big daytime events</li> </ul>
	Extent of the litter after a game.	impacts described above would also increase	Differing views on resumption.
	<ul> <li>Large day (church) events are the worst at present (parking problems for</li> </ul>	<ul> <li>The construction phase could be problem if there are associated road closures</li> </ul>	<ul> <li>Need to get a profile of events to see what is proposed and what is going to happen</li> </ul>
	<ul> <li>three days at a time</li> <li>Coaches parking on the roadsides are not a problem as it occurs after business hours and is orderly and well</li> </ul>	preventing people from accessing the area Need to be careful of flash floods that occur in the area	Possible advantage of more exposure for the retail industries.

SOURCE	IMPACTS	VIEWS ON REDEVELOPMENT	MITIGATION MEASURES
Women's Focus Group	<ul> <li>Drunken behaviour after games</li> <li>More car accidents in the area</li> <li>Noise impacts on Agnes Street</li> <li>Traffic, noise, light and family safety are all of concern.</li> <li>State of Origin behaviour of patrons causes concerns for safety.</li> </ul>	<ul> <li>Locals love Lang Park.</li> <li>Sad to see a facility that is underused current experience after major events.</li> <li>Would rather have a new stadium than perhaps more residential development of the area.</li> <li>Would like to see more development happening at Lang Park</li> <li>Cars parked at the local tennis courts were worse than any current experiences with Lang Park</li> <li>Value the diversity of land uses and the accompanying amenity</li> </ul>	<ul> <li>Need proper parking controls</li> <li>Manage traffic and parking availability etc.</li> <li>The combination of narrow streets and additional pedestrian traffic is a danger.</li> <li>Local school uses Lang Park once a year for sports competition and is anxious to ensure that this is preserved</li> <li>A roof should be added to the project.</li> <li>Want a proper job done.</li> <li>Being able to walk to the facility from Roma Street would be great</li> </ul>

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LANG PARK STADIUM PROPOSAL REVIEW

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SOURCE	IMPACTS	VIEWS ON REDEVELOPMENT	MITIGATION MEASURES
Focus Group	<ul> <li>Parking in narrow streets</li> <li>Also movement of traffic to and from Paddington</li> <li>People tend to stay home origin nights</li> <li>Church isolated; landmark position and heritage value will be further impacted</li> <li>No congregation means less money for upkeep</li> <li>Noise / traffic impact</li> <li>Air movement, light, parking and access</li> </ul>	<ul> <li>The church community is group who will be most affected – it is important to our spiritual life - Not good neighbours to church</li> <li>Building it for a one different – just World Cup</li> <li>If must have -spend dollars to get it right)</li> <li>Lang Park could provide church with a function room</li> <li>Need community access to stadium complex (replace role of lost hall)</li> <li>Need to design a stadium which gives you close feel</li> <li>Moved north would have less impact</li> </ul>	<ul> <li>Want access to church without hassle</li> <li>Somewhere to meet and have functions - lost Hale Street to Hale Street</li> <li>Community use during the weet</li> <li>Design must be more attractive –green - acoustic -have open space</li> <li>Is it possible to lower stadium - dig out ground</li> <li>Ugly current stands knocked down</li> <li>Do not want overhang of church</li> <li>Separate crowds from church</li> <li>Need more parking too – have none at moment</li> <li>No construction during church services</li> <li>Group facilitation with church community to help come to terms with what impacts – goin through a grieving process at moment</li> </ul>

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SOURCE	IMPACTS	VIEWS ON REDEVELOPMENT	MITIGATION MEASURES
Patron's Focus Group	<ul> <li>Safety – internal concrete stairs – slippery – plus add water/alcohol</li> <li>Need space around stadium to allow dispersal</li> <li>Security stops at gate – needs to be beyond</li> <li>Lang Park looks ugly</li> <li>Working class supporters – can't afford big/better seats don't forget "little people"</li> </ul>	<ul> <li>Preserve good viewing quality, atmosphere and interactions which generate atmosphere</li> <li>Need to consider events before kick off and after</li> <li>Area can't carry that number of people pedestrian areas – need to be wider</li> <li>A "buffer" of pleasant areas</li> <li>Crowd flows – frightening – bad for families and seniors</li> <li>History of ground – people love going there</li> <li>Can't be a concrete space – after people gone space remains</li> </ul>	<ul> <li>Keep somewhere for kids to run around as can now on hill - kids are future - encourage to games, encourage family visits</li> <li>Covered areas outside stand</li> <li>Have facilities to keep people there after the game</li> <li>Access to water</li> <li>People to use public transport</li> <li>Floor coverings - non slip</li> <li>Support integrated ticketing - tickets include bus - could inc city parking</li> <li>Need rail, bus, cats all working on 1 system - 1 number to call - integrated modes</li> <li>Grade separated transport - taxi, bus etc</li> <li>Temporary fencing to direct pedestrians - on streets</li> <li>Need provision for cyclists - but where can safety leave bike</li> </ul>

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SOURCE	IMPACTS	VIEWS ON REDEVELOPMENT	MITIGATION MEASURES
Disability Focus Group	<ul> <li>Big issue in getting here major parking and access problems</li> <li>Entrance problem - can't get through turnstiles</li> <li>Access to seating</li> <li>Safety issue of wheel chairs in large crowds</li> </ul>	<ul> <li>Want to retain area close to action – don't move for corporate</li> <li>Standards are bare minimum (whilst good guide) remember designed for domestic and office situation – not for a stadium</li> <li>Need balance of accessible and normalcy</li> </ul>	<ul> <li>Priority access for people with disability on buses – not a disability meeting point</li> <li>Need good heavy rail access</li> <li>Parking too hard in Southern area</li> <li>TACTIVE paths for sight</li> <li>Need flat level buses and a</li> </ul>
	<ul> <li>Major problems currently - Access in; conveniences when there; no choice of where to sit</li> </ul>	<ul> <li>Safety issue – e.g. exit sign no good for blind</li> <li>Need to take global look in design and get good advice e.g. John Deshon</li> </ul>	<ul> <li>Need flat level buses and a level curb</li> <li>All buses have to be accessible by 2010</li> <li>Infrastructure around buses – bus stops</li> <li>Hearing disability need audio info for them and visual messenger</li> </ul>
			<ul> <li>The more community ownership easier it will be</li> <li>Covering from elements – need coverage -clearance of normal person but a feet of wheel chair person</li> </ul>

# Appendix E - List of Interviews with Government and Community Organisations

Name	Position	Organisation	Date
Paula Chapman	Manager Social Impact Unit	Department of Families, Youth and Community Care Queensland	17 February 2000
Lynette Ashton	Manager	Lang Park Stadium	21 February 2000
Russell Millar	Detective Sergeant	City Police Station	28 February 2000
		Department of Emergency Services Spring Hill	30 March 2000
		La Boite Theatre	
		Ozsports	
		Christ Church	
		PCYC	
Karen Dare	Co ordinator	Red Hill Paddington Community Centre	
Anna Spencer	Manager Community Services, Central Ward	Brisbane City Council	16 February 2000
Ross Farquhar	Member	Caxton Street Development Assn.	13 March 2000
Anne Boccabella	Member	Paddington Traders	17 April 2000
Gordana Blazevic		Liquor Licensing	11 April 2000

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# Appendix F – Flora Species List – Lang Park and surrounding area

Family	Scientific Name	Common Name	Status	Source
Anacardiaceae	Mangifera indica*	mango diseasióneses	ста <b>С</b> и тула и с	ология на <mark>О</mark> стания и
Anacardiaceae	Schinus terebinthifolia*	broad leaf pepper	С	0
Apocynaceae	Parsonsia lanceolata	and the second	C	Н
Apocynaceae	Plumeria rubra*	frangipani	C	0
Araceae	Cocus nucifera*	coconut palm	С	0
Araliaceae	Schefflera actinophylla*	umbrella tree	С	• • • • • • •
Araucariaceae	Araucaria cunninghamii	hoop pine	С	0
Bignoniaceae	Jacaranda mimosifolia*	jacaranda	C	0.0 v v.
Caesalpiniaceae	Caesalpinia ferrea*	leopard wood	С	0
Casuarinaceae	Casuarina torulosa	forest she oak	C	0
Cupressaceae	Callitris columellaris	Bribie Island pine	C	0
Euphorbiaceae	Macaranga tanarius	macaranga	C	·····
Lauraceae	Cinnamomum camphora*	camphor laurel	С	0
Meliaceae	Melia azedarach	white cedar	С	0
Mimosaceae	Acacia aulacocarpa	hickory wattle	С	0
Mimosaceae	Acacia macradenia	zig-zag wattle	С	0
Moraceae	Ficus benjamina	Weeping fig	С	0
Moraceae	Ficus hilli	Hill's fig	С	0
Moraceae	Ficus obliqua	small leaved fig	C	0
Myrtaceae	Callistemon viminalis	bottlebrush	C second	0
Myrtaceae	Corymbia torelliana	cadagi	C	0
Myrtaceae	Eucalyptus tereticornis	Queensland blue gum	C	0
Myrtaceae	Leptospermum petersonii	Lemon scented ti-tree	С	0
Myrtaceae	Melaleuca bracteata	black paperbark	C	0
Myrtaceae	Melaleuca quinquenervia	Paper bark	С	0
Myrtaceae	Syzygium luehmannii	small leaved lilly-pilly	C	0
Myrtaceae	Syzygium species	lilly-pilly	C	0 .
Sapindaceae	Cupaniopsis anacardioides	tuckeroo	C	0 ° ° ° ° °
Urticaceae	Parietaria judaica*		С	

\* - exotic species, C – common species, O – observation, H – Herbarium record.

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# Appendix G – Fauna Species List – Lang Park and Surrounding Area

Group	Family	Scientific Name	Common Name	Status	Source
Amphibian s	Bufonidae	Bufo marinus	cane toad		W
Amphibian	Hylidae	Litoria alboguttata		С	W
Amphibian	Hylidae	Litoria caerulea	green treefrog	С	W
Amphibian	Hylidae	Litoria dentata	bleating treefrog	С	W
Amphibian	Hylidae	Litoria fallax	eastern sedgefrog	С	W
Amphibian s	Hylidae	Litoria gracilenta	graceful treefrog	C	W, M
Amphibian	Hylidae	Litoria latopalmata	broad-palmed rocketfrog	С	W
Amphibian s	Hylidae	Litoria lesueuri	stony-creek frog	С	W
Amphibian	Hylidae	Litoria nasuta	striped rocketfrog	С	W
Amphibian	Hylidae	Litoria peronii	emerald-spotted treefrog	С	W
Amphibian	Hylidae	Litoria rubella	naked treefrog	С	W
Amphibian	Myobatrachidae	Adelotus brevis	tusked frog	С	W
s Amphibian	Myobatrachidae	Crinia signifera	clicking froglet	С	W
Amphibian	Myobatrachidae	Limnodynastes dumerilii	grey-bellied pobblebonk	С	• W • •
Amphibian	Myobatrachidae	Limnodynastes fletcheri	barking frog	C y	
Amphibian s	Myobatrachidae	Limnodynastes ornatus	ornate burrowing-frog	C const	W
Amphibian	Myobatrachidae	Limnodynastes peronii	brown-striped marshfrog	С	W
S Amphibian	Myobatrachidae	Limnodynastes salmini	salmon-striped frog	С	W
S Amphibian	Myobatrachidae	Limnodynastes tasmaniensis	spotted marshfrog	С	W
Amphibian	Myobatrachidae	Limnodynastes terraereginae	scarlet-sided pobblebonk	С	W, M
s Amphibian s	Myobatrachidae	Pseudophryne major	great brown broodfrog	С	W
Amphibian s	Myobatrachidae	Pseudophryne raveni	copper-backed broodfrog	С	W
Amphibian s	Myobatrachidae	Uperoleia rugosa	chubby gungan	С	W
Birds	Acanthizidae	Acanthiza lineata	striated thornbill	С	M
Birds	Accipitridae	Accipiter cirrhocephalus	collared sparrowhawk	C C	W
Birds	Accipitridae	Accipiter fasciatus	brown goshawk	C C	W
Birds	Accipitridae	Accipiter novaehollandiae	grey goshawk	C	W
Birds	Accipitridae	Aquila audax	wedge-tailed eagle	C C	W
Birds	Accipitridae	Aviceda subcristata	Pacific baza	C	W
Birds	Accipitridae	Circus assimilis	spotted harrier	C	W



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Group	Family	Scientific Name	Common Name	Status	Source
Birds	Accipitridae	Elanus axillaris	black-shouldered kite	С	W
Birds	Accipitridae	Haliaeetus leucogaster	white-bellied sea-eagle	С	W
Birds	Accipitridae	Haliastur indus	brahminy kite	С	W a
Birds	Accipitridae	Haliastur sphenurus	whistling kite	The second se	W
Birds	Accipitridae	Hieraaetus morphnoides	little eagle	C Start	W
Birds	Accipitridae	Pandion haliaetus	osprey	С	W
Birds	Alcedinidae	Todiramphus sanctus	sacred kingfisher	С	
Birds	Anatidae	Anas castanea	chestnut teal	C and A C	W
Birds	Anatidae	Anas gracilis	grey teal	C State	W
Birds	Anatidae	Anas platyrhynchos	mallard	С	W
Birds	Anatidae	Anas superciliosa	Pacific black duck	С	W
Birds	Anatidae	Chenonetta jubata	Australian wood duck	С	W
Birds	Anatidae	Cygnus atratus	black swan	C C	W
Birds	Anatidae	Dendrocygna eytoni	plumed whistling-duck	The state C	W
Birds	Anatidae	Tadorna radjah	radiah shelduck	R	W
Birds	Anhingidae	Anhinga melanogaster	darter	C	W
Birds	Apodidae	Hirundapus caudacutus	white-throated needletail	C	W
Birds	Ardeidae	Ardea alba	great egret	Č	W
Birds	Ardeidae	Ardea alba Ardea ibis	cattle egret	C C	W
Birds	Ardeidae	Ardea intermedia	intermediate egret	C	W
Birds	Ardeidae	Ardea pacifica	white-necked heron	C	W
Birds		Butorides striatus	striated heron	C C	W, M
				C C	W
Birds	Ardeidae	Egretta garzetta	little egret	C C	
Birds	Ardeidae	Egretta novaehollandiae	white-faced heron	C	
Birds	Ardeidae	Ixobrychus flavicollis	black bittern		W
Birds	Ardeidae	Ixobrychus minutus			W
Birds	Ardeidae	Nycticorax calendonicus	rufous night heron	C	<u>W. M</u>
Birds	Artamidae	Artamus cinereus	black-faced woodswallow	C	W h
Birds	Artamidae	Artamus cyanopterus	dusky woodswallow		<u>w</u>
Birds	Artamidae	Cracticus nigrogularis	pied butcherbird	C	W,O
Birds	Artamidae	Cracticus torquatus	grey butcherbird	C	W,O
Birds	Artamidae	Gymnorhina tibicen	Australian magpie	C	W,O
Birds	Artamidae	Strepera graculina	pied currawong	C	W,O
Birds	Burhinidae	Burhinus grallarius	bush stone-curiew	С	<u></u> W, M
Birds	Cacatuidae	Cacatua galerita	sulphur-crested cockatoo	C	<u> </u>
Birds	Cacatuidae	Cacatua roseicapilla	galah	С	W
Birds	Cacatuidae	Nymphicus hollandicus	cockatiel	C	W N
Birds	Campephagidae	Coracina novaehollandiae	black-faced cuckoo-shrike	C a	<u> </u>
Birds	Campephagidae	Coracina papuensis	white-bellied cuckoo-shrike	a and MaC a	W .:
Birds	Campephagidae	Coracina tenuirostris	cicadabird	С	W
Birds	Campephagidae	Lalage leucomela	varied triller	C	W
Birds	Campephagidae	Lalage sueurii	white-winged triller	C C	W
Birds	Camphephagidae	Coracina novaehollandia	black-faced cuckooshrike	den ser de la composition de la composi	M
Birds	Camphephagidae	Coracina papuensis	white bellied cuckooshrike	ang dan sa Bili	M
Birds	Caprimulgidae	Eurostopodus mystacalis	white-throated nightjar	С	W
Birds	Centropodidae	Centropus phasianinus	pheasant coucal	С	W
Birds	Charadriidae	Charadrius bicinctus	double-banded plover	C	W
Birds	Charadriidae	Charadrius leschenaultii	greater sand plover	C C	W
Birds	Charadriidae	Charadrius mongolus	lesser sand plover	С	W
Birds	Charadriidae	Charadrius ruficapillus	red-capped plover	C and	W
Birds	Charadriidae	Elseyornis melanops	black-fronted dotterel	C	W
Birds	Charadriidae	Erythrogonys cinctus	red-kneed dotterel	Ċ	t w
Birds	Charadriidae	Pluvialis fulva	Pacific golden plover	Č	1 W
Birds	Charadriidae	Pluvialis squatarola	grey plover	C	W
Birds	Charadriidae	Vanellus miles	masked lapwing	C	W
Birds	Cinclosomatidae	Cinclosoma punctatum	spotted quail-thrush	C	W

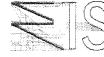
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Group	Family	Scientific Name	Common Name	Status	Source
Birds	Cinclosomatidae	Psophodes olivaceus	eastern whipbird	C Second	W
Birds	Climacteridae	Cormobates leucophaeus	white-throated treecreeper	С	W :
Birds	Columbidae	Chalcophaps indica	emerald dove	C C	W
Birds	Columbidae	Columba leucomela	white-headed pigeon	С	W, M
Birds	Columbidae	Corvus livia	pidgeon	С	0, M
Birds	Columbidae	Geopelia humeralis	bar-shouldered dove	C C	W
Birds	Columbidae	Geopelia striata	peaceful dove	C C	W
Birds	Columbidae	Lopholaimus antarcticus	topknot pigeon	С	W
Birds	Columbidae	Ocyphaps lophotes	crested pigeon	C	W
Birds	Columbidae	Ptilinopus regina	rose-crowned fruit-dove	C	W, M
Birds	Columbidae	Ptilinopus superbus	superb fruit-dove	C C	W, M
Birds	Columbidae	Streptopelia chinensis	spotted turtle-dove	1	W, M,
Birds	Coraciidae	Eurystomus orientalis	dollarbird	C	W
Birds	Corvidae	Corvus orru	Torresian crow		W, O
Birds	Cuculidae	Cacomantis flabelliformis	fan-tailed cuckoo		
Birds	Cuculidae	Cacomantis variolosus	brush cuckoo	C	W
Birds	Cuculidae	Chrysococcyx basalis	Horsfield's bronze-cuckoo	C	W
Birds	Cuculidae	Chrysococcyx lucidus		C	W d
Birds	Cuculidae	Cuculus pallidus	shining bronze-cuckoo	C	W, N
Birds	Cuculidae	Cuculus saturatus	oriental cuckoo	C	W, W
·					
Birds	Cuculidae	Eudynamys scolopacea			<u>W, N</u>
Birds	Cuculidae	Scythrops novaehollandiae	channel-billed cuckoo	C	W 4
Birds	Dicaeidae	Dicaeum hirundinaceum	mistletoebird	C	W
Birds	Dicruridae	Arses telescophthalmus	frilled monarch	C C	W 2
Birds	Dicruridae	Dicrurus bracteatus	spangled drongo	s e se C	Ŵ
Birds	Dicruridae	Grallina cyanoleuca	magpie-lark	C	W,O
Birds	Dicruridae	Monarcha leucotis	white-eared monarch	C	W
Birds	Dicruridae	Monarcha melanopsis	black-faced monarch	C	W
Birds	Dicruridae	Monarcha trivirgatus	spectacled monarch	C	W
Birds	Dicruridae	Myiagra inquieta	restless flycatcher	C	W
Birds	Dicruridae	Myiagra rubecula	leaden flycatcher	С	W *
Birds	Dicruridae	Rhipidura fuliginosa	grey fantail	C C	W
Birds	Dicruridae	Rhipidura leucophrys	willie wagtail	С	W,O
Birds	Dicruridae	Rhipidura rufifrons	rufous fantail	C C	W
Birds	Falconidae	Falco berigora	brown falcon	C	W -
Birds	Falconidae	Falco cenchroides	nankeen kestrel	C C	W
Birds	Falconidae	Falco longipennis	Australian hobby	C	W
Birds	Falconidae	Falco peregrinus	peregrine falcon	C	W, M
Birds	Falconidae	Falco subniger	black falcon	С	W
Birds	Fringillidae	Carduelis carduelis	European goldfinch	C	W
Birds	Haematopodidae	Haematopus fuliginosus	sooty oystercatcher	R	W
Birds	Haematopodidae	Haematopus longirostris	pied oystercatcher	C C	W
Birds	Halcyonidae	Dacelo leachii	blue-winged kookaburra	C	Ŵ
Birds	Halcyonidae	Dacelo novaeguineae	laughing kookaburra	С	W, M
Birds	Halcyonidae	Todiramphus chloris	collared kingfisher	C C	Ċ
Birds	Halcyonidae	Todiramphus macleayii	forest kingfisher	С	C S
Birds	Halcyonidae	Todiramphus pyrrhopygia	red-backed kingfisher	С	C d
Birds	Halcyonidae	Todiramphus sanctus	sacred kingfisher	C	C
Birds	Hirundinidae	Hirundo ariel	fairy martin	C	C
Birds	Hirundinidae	Hirundo neoxena	welcome swallow	C	W, M, 0
Birds	Hirundinidae	Hirundo nigricans	tree martin	C	W.
Birds	Jacanidae	Irediparra gallinacea	comb-crested jacana	C C	W
Birds	Laridae	Chlidonias hybridus	whiskered tern	C	W i
Birds	Laridae	Chlidonias leucopterus	white-winged black tern	C	W
Birds	Laridae	Larus novaehollandiae	silver gull	C C	vv √V - 1
Birds	Laridae	Stema albifrons	little tern	E	W

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Group	Family	Scientific Name	Common Name	Status	Source
Birds	Laridae	Sterna anaethetus	bridled tern	C	W
Birds	Laridae	Sterna bergii	crested tern	C	W
Birds	Laridae	Sterna caspia	Caspian tern	С	W
Birds	Laridae	Sterna hirundo	common tern	C	W the
Birds	Laridae	Sterna nilotica	gull-billed tern		W
Birds	Maluridae	Malurus cyaneus	superb fairy-wren	С	W
Birds	Maluridae	Malurus lamberti	variegated fairy-wren	С	W Cons
Birds	Maluridae	Malurus melanocephalus	red-backed fairy-wren	C	W
Birds	Megapodiidae	Alectura lathami	Australian brush-turkey	С	W, M
Birds	Meliphagidae	Acanthorhynchus tenuirostris	eastern spinebill	C C	W
Birds	Meliphagidae	Anthochaera carunculata	red wattlebird	С	W
Birds	Meliphagidae	Anthochaera chrysoptera	little wattlebird	C C	W
Birds	Meliphagidae	Entomyzon cyanotis	blue-faced honeyeater	С	W
Birds	Meliphagidae	Lichenostomus chrysops	yellow-faced honeyeater	C	W ··
Birds	Meliphagidae	Lichenostomus fasciogularis	mangrove honeyeater	C	W and i
Birds	Meliphagidae	Lichenostomus fuscus	fuscous honeyeater	C	W
Birds	Meliphagidae	Lichenostomus melanops	vellow-tufted honeyeater	C	W set
Birds	Meliphagidae	Lichmera indistincta	brown honeyeater		W
Birds	Meliphagidae	Manorina flavigula	vellow-throated miner	С	W
Birds	Meliphaqidae	Manorina melanocephala	noisy miner	С	W,O
Birds	Meliphagidae	Meliphaga lewinii	Lewin's honeyeater	C C	W
Birds	Meliphagidae	Melithreptus albogularis	white-throated honeyeater	Ċ	W
Birds	Meliphagidae	Melithreptus gularis	black-chinned honeyeater	R	W
Birds	Meliphagidae	Mvzomela obscura	dusky honeyeater	C	W
Birds	Meliphagidae	Myzomela sanguinolenta	scarlet honeyeater	C	W
Birds	Meliphagidae	Philemon citreogularis	little friarbird	C	W 1.00
Birds	Meliphagidae	Philemon corniculatus	noisy friarbird	C	W
Birds	Meropidae	Merops ornatus	rainbow bee-eater	C	W 1
Birds	Motacillidae	Anthus novaeseelandiae	Richard's pipit	C	W S
Birds	Muscicapidae	Zoothera heinei	russet-tailed thrush	C	W
Birds	Neosittidae		varied sittella	C	W m
Birds		Daphoenositta chrysoptera	olive-backed oriole	C C	W
	Oriolidae	Oriolus sagittatus		C	W, M
Birds	Oriolidae	Sphecotheres viridis	figbird	C	W.101
Birds	Pachycephalidae	Colluricincla harmonica	grey shrike-thrush	C C	
Birds	Pachycephalidae	Colluricincla megarhyncha	little shrike-thrush	C C	W W
Birds	Pachycephalidae	Pachycephala pectoralis	golden whistler		
Birds	Pachycephalidae	Pachycephala rufiventris	rufous whistler	C	W
Birds	Pardalotidae	Acanthiza chrysorrhoa	yellow-rumped thornbill	С	W
Birds	Pardalotidae	Acanthiza lineata	striated thornbill	С	<u> </u>
Birds	Pardalotidae	Acanthiza pusilla	brown thornbill	C	W N
Birds	Pardalotidae	Acanthiza reguloides	buff-rumped thornbill	C	W
Birds	Pardalotidae	Chthonicola sagittata	speckled warbler	С	W
Birds	Pardalotidae	Gerygone levigaster	mangrove gerygone		W, M⁺⁺
Birds	Pardalotidae	Gerygone mouki	brown gerygone	С	W
Birds	Pardalotidae	Gerygone olivacea	white-throated gerygone	C	W
Birds	Pardalotidae	Pardalotus punctatus	spotted pardalote	С	W
Birds	Pardalotidae	Pardalotus striatus	striated pardalote	C	W <sup>1</sup>
Birds	Pardalotidae	Sericornis citreogularis	yellow-throated scrubwren	С	W
Birds	Pardalotidae	Sericomis magnirostris	large-billed scrubwren	C	W
Birds	Pardalotidae	Smicrornis brevirostris	weebill	C	W
Birds	Passeridae	Lonchura castaneothorax	chestnut-breasted mannikin	<b>C</b>	W
Birds	Passeridae	Lonchura punctulata	nutmeg mannikin	C	W
Birds	Passeridae	Neochmía modesta	plum-headed finch	C	W
Birds	Passeridae	Neochmia temporalis	red-browed finch	C C	W
Birds	Passeridae	Passer domesticus	house sparrow	C	W, M

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Passeridae Passeridae Pelecanidae Petroicidae Petroicidae Petroicidae	Poephila cincta Taeniopygia guttata Pelecanus conspicillatus	black-throated finch zebra finch	C C	W
Pelecanidae Petroicidae Petroicidae Petroicidae	Pelecanus conspicillatus		C	14/
Petroicidae Petroicidae Petroicidae		Australian polican		VV
Petroicidae Petroicidae	Econolitria quetrolia	Australian pelican	C	W N N
Petroicidae	Eopsaltria australis	eastern yellow robin	С	W
	Microeca fascinans	jacky winter	l e s∖cC	W
	Petroica goodenovii	red-capped robin	A Second	W all a
Petroicidae	Petroica rosea	rose robin	C C	W
Petroicidae	Tregellasia capito	pale-yellow robin	C	W
Phaethontidae	Phaethon rubricauda	red-tailed tropicbird	al a altri V a	W
Phalacrocoracidae	Phalacrocorax carbo	great cormorant	С	W, M
Phalacrocoracidae	Phalacrocorax melanoleucos	little pied cormorant	C	W
Phalacrocoracidae	Phalacrocorax sulcirostris	little black cormorant	С	W
Phalacrocoracidae	Phalacrocorax varius	pied cormorant	С	W
Phasianidae	Coturnix chinensis	king guail		W
Phasianidae	Coturnix ypsilophora		C C	W
Pittidae	Pitta versicolor			W
Podargidae	Podaraus striaoides			W, M
Podicipedidae				W
The second se	novaehollandiae		Ĭ	
Pomatostomidae	Pomatostomus temporalis	grev-crowned babbler	C	W 1
Procellariidae				W
Procellariidae		÷		W and a
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			- land -	W <sup>1</sup>
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	+	<b>P</b>		W
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			the second se	W
·····		2		
	chlorolepidotus			W,O
Anne and a second s			and the second se	W
				W
		regent bowerbird		W
		bush-hen		W
		Eurasian coot		W
		dusky moorhen	C	W, M
Rallidae	Gallirallus philippensis	buff-banded rail		W
		purple swamphen	С	W
		Lewin's rail	R	W
Recurvirostridae	Cladorhynchus Ieucocephalus	banded stilt	С	W
Recurvirostridae	Himantopus himantopus	black-winged stilt	С	W :- 1
Recurvirostridae	Recurvirostra	red-necked avocet	C	W
Rostratulidae		painted snipe	R	W
and the second				W the
				W
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				<u> </u>
	Phalacrocoracidae         Phalacrocoracidae         Phalacrocoracidae         Phalacrocoracidae         Phasianidae         Phasianidae         Phasianidae         Pittidae         Podargidae         Podicipedidae         Pomatostomidae         Procellariidae         Psittacidae         Ptilonorhynchidae         Rallidae         Rallidae         Rallidae         Rallidae         Recurvirostridae         Recurvirostridae	PhalacrocoracidaePhalacrocorax melanoleucosPhalacrocoracidaePhalacrocorax sulcirostrisPhalacrocoracidaePhalacrocorax variusPhasianidaeCoturnix chinensisPhasianidaeCoturnix pisilophoraPittidaePitta versicolorPodargidaePodargus strigoidesPodicipedidaeTachybaptus novaehollandiaePomatostomidaePomatostomus temporalisProcellariidaePuffinus pacificusProcellariidaePuffinus tenuirostrisPsittacidaeGlossopsitta concinnaPsittacidaeGlossopsitta concinnaPsittacidaePlatycercus adscifusPsittacidaePlatycercus elegansPsittacidaePlatycercus elegansPsittacidaePricolopsius haematodusPitlonorhynchidaePericulus chrysocephalusRallidaeGallinula tenebrosaRallidaeGallinula tenebrosaRallidaeRallus pectoralisRecurvirostridaeRallus pectoralisRecurvirostridaeRallus pectoralisRecurvirostridaeCladorhynchusRecurvirostridaeArenaria interpresScolopacidaeActitis hypoleucosScolopacidaeCalidris canutusScolopacidaeCalidris canutusScolopacidaeCalidris canutusScolopacidaeCalidris canutusScolopacidaeCalidris canutusScolopacidaeCalidris canutusScolopacidaeCalidris canutusScolopacidaeCalidris canutusScolopacidaeCalidris canutu	Phalacrocoracidae         Phalacrocorax melanoleucos         little pied cormorant           Phalacrocoracidae         Phalacrocorax varus         pied cormorant           Phasianidae         Coturnix chinensis         king quail           Phasianidae         Coturnix chinensis         king quail           Phasianidae         Coturnix chinensis         king quail           Phasianidae         Coturnix vpsilophora         brown quail           Podargidae         Podargus strigoides         tawny frogmouth           Podargus deposition         grey-crowned babbler         procellaridae           Porcellaridae         Puffinus tenuirostris         short-tailed shearwater           Psittacidae         Glossopsitta concinna         musk lorikeet           Psittacidae         Glossopsitta concinna         musk lorikeet           Ps	Phalacrocoracidae         Phalacrocorax melanoleucos         little pied cormorant         C           Phalacrocoracidae         Phalacrocorax varius         pied cormorant         C           Phalacrocoracidae         Phalacrocorax varius         pied cormorant         C           Phasianidae         Coturnix chinensis         king quall         C           Phasianidae         Coturnix vpsilophora         brown quail         C           Phalacrocoracidae         Podargus strigoides         tawny frogmouth         C           Podargidae         Podargus strigoides         tawny frogmouth         C           Pomatostomidae         Potfinus temporatis         grey-crowned babler         C           Portacidae         Puffinus tempirostris         Australasi

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Group	Family	Scientific Name	Common Name	Status	Source
Birds	Scolopacidae	Limicola falcinellus	broad-billed sandpiper	C	W
Birds	Scolopacidae	Limosa Iapponica	bar-tailed godwit	C	1
Birds	Scolopacidae	Limosa limosa	black-tailed godwit	С	1. W 1.
Birds	Scolopacidae	Numenius madagascariensis	eastern curlew	R	1 W
Birds	Scolopacidae	Numenius minutus	little curlew	$\mathbf{C}_{\mathbf{r}}$	W
Birds	Scolopacidae	Numenius phaeopus	whimbrel	С	W
Birds	Scolopacidae	Tringa nebularia	common greenshank	C	W and
Birds	Scolopacidae	Tringa stagnatilis	marsh sandpiper		W
Birds	Scolopacidae	Xenus cinereus	terek sandpiper	C C	W all
Birds	Strigidae	Ninox connivens	barking owl	C	W
Birds	Strigidae	Ninox novaeseelandiae	southern boobook	C C	W, M
Birds	Strigidae	Ninox strenua	powerful owl		W
Birds	Sturnidae	Acridotheres tristis	common myna	С	W
Birds	Sturnidae	Sturnus vulgaris	common starling	C	W,O
Birds	Sylviidae	Acrocephalus stentoreus	clamorous reed-warbler	С	W
Birds	Sylviidae	Cisticola exilis	golden-headed cisticola	C	W the
Birds	Threskiornithidae	Platalea regia	royal spoonbill	C C	W
Birds	Threskiornithidae	Threskiomis molucca	Australian white ibis	C C	W.O
Birds	Threskiornithidae	Threskiomis spinicollis	straw-necked ibis	C	W, M
Birds	Turdidae	Zoothera heinei	russet tailed thrush	C C	W
Birds	Turnicidae	Turnix maculosa	red-backed button-quail	C	W
Birds	Turnicidae	Turnix varia	painted button-guail	C	W, M
Birds	Tytonidae	Tyto alba	barn owl	C	W, M
	Tytonidae	Tyto capensis		C	W W
Birds			grass owl	C	
Birds	Tytonidae	Tyto novaehollandiae	masked owl	C	W, M
Birds	Zosteropidae	Zosterops lateralis	silvereye		W, M, C
Insects	Nymphalidae	Danaus plexippus plexippus	monarch	C C	W
Insects	Nymphalidae	Hypolimnas bolina nerina	varied eggfiy	C	W
Insects	Nymphalidae	Junonia villida calybe	meadow argus	C	W
Insects	Nymphalidae	Phaedyma shepherdi shepherdi	white-banded plane (southern subspecies)		W
Insects	Nymphalidae	Tirumala hamata hamata	blue tiger	C	W
Insects	Nymphalidae	Vanessa kershawi	Australian painted lady	C	W N
Insects	Papilionidae	Graphium eurypylus lycaon	pale-blue triangle (eastern subspecies)	C	W
Insects	Papilionidae	Graphium sarpedon choredon	blue triangle	C	W
Insects	Papilionidae	Ornithoptera richmondia	Richmond birdwing	V	W
Insects	Papilionidae	Papilio aegeus aegeus	orchard swallowtail (Australian subspecies)	C	W
Insects	Pieridae	Catopsilia pomona pomona	lemon migrant	С	W
Insects	Pieridae	Delias nigrina	black jezebel	C	W
Insects	Pieridae	Eurema hecabe phoebus	large grass-yellow	Č	W
Insects	Pieridae	Pieris rapae	cabbage white	C C	W
Mammals	Acrobatidae	Acrobates pygmaeus	feathertail glider	C C	W
Mammals	Canidae	Vulpes vulpes	red fox		W
Mammais	Dasyuridae	Dasyurus maculatus	spotted-tailed quoll	V	W
1		maculatus	(southern subspecies)		
Mammals	Dasyuridae	Phascogale tapoatafa	brush-tailed phascogale	C	W
Mammals	Dasyuridae	Planigale maculata	common planigale	C	W,M
Mammals	Emballonuridae	Saccolaimus flaviventris	yellow-bellied sheathtail- bat	C	W
Mammais	Macropodidae	Macropus parryi	whiptail wallaby	С	W
Mammals	Macropodidae	Thylogale stigmatica	red-legged pademelon	C and	W
Mammals	Macropodidae	Wallabia bicolor	swamp wallaby	C	W .
Mammals	Molossidae	Mormopterus beccarii	Beccari's freetail-bat	C	W

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Group	Family	Scientific Name	Common Name	Status	Sourc
Mammals	Molossidae	Mormopterus norfolkensis	eastern freetail bat	· C	W,M
Mammals	Molossidae	Nyctinomus australis	white-striped freetail-bat	V. C	W
Mammals	Muridae	Hydromys chrysogaster	water rat	C	W
Mammals	Muridae	Melomys cervinipes	fawn-footed melomys	C	W
Mammals	Muridae	Mus musculus	house mouse		W,M
Mammals	Muridae	Rattus fuscipes	bush rat	С	W
Mammals	Muridae	Rattus norvegicus	brown rat		W
Mammals	Muridae	Rattus rattus	black rat		W,M
Mammals	Peramelidae	Isoodon macrourus	northern brown bandicoot	C	W.M
Mammals	Peramelidae	Perameles nasuta	long-nosed bandicoot	Č	W
Mammals	Petauridae	Petaurus breviceps	sugar glider	C C	W
Mammals	Petauridae	Petaurus norfolcensis	squirrel glider		
Mammals	Phalangeridae	Trichosurus vulpecula	common brushtail possum	C	W,M
Mammals	Phascolarctidae	Phascolarctos cinereus	koala	C	W,M W
Mammals	Pseudocheiridae	Petauroides volans		C	
Mammals	Pseudocheiridae		greater glider		W,M
Mammals	Pteropodidae	Pseudocheirus peregrinus	common ringtail possum	C	W,M
Mammals		Pteropus alecto	black flying-fox	C	W
	Pteropodidae	Pteropus poliocephalus	grey-headed flying-fox	C	W,M
Mammals	Pteropodidae	Pteropus scapulatus	little red flying-fox	C C	W *
Mammals	Pteropodidae	Pteropus sp.			W
Mammals	Tachyglossidae	Tachyglossus aculeatus	short-beaked echidna	С	W,M
Mammals	Vespertilionidae	Chalinolobus gouldii	Gould's wattled bat	C	W
Mammals	Vespertilionidae	Miniopterus schreibersii oceansis	eastern bent-wing bat	C C	W
Mammals	Vespertilionidae	Myotis moluccarum	northern myotis	С	W
Mammals	Vespertilionidae	Nyctophilus geoffroyi	lesser long-eared bat	C	W
Mammals	Vespertilionidae	Scoteanax rueppellii	greater broad-nosed bat	С	W
Mammals	Vespertilionidae	Scotorepens greyii	little broad-nosed bat	С	W
Mammals	Vespertilionidae	Vespadelus pumilus	eastern forest bat	C	W
Reptiles	Agamidae	Amphibolurus nobbi	nobbi	C C	W
Reptiles	Agamidae	Diporiphora australis		C	W
Reptiles	Agamidae	Physignathus lesueurii	eastern water dragon	C C	W
Reptiles	Agamidae	Pogona barbata	bearded dragon	C .	W.M
Reptiles	Boidae	Morelia spilota	carpet python	C	W,M
Reptiles	Colubridae	Boiga irregularis	brown tree snake	C C	W
Reptiles	Colubridae	Dendrelaphis punctulata	common tree snake		W.M
Reptiles	Colubridae	Tropidonophis mairii	freshwater snake	C C	
Reptiles	Elapidae	Acanthophis antarcticus	common death adder	R	W W
Reptiles	Elapidae	Cacophis harriettae		C	W,M
Reptiles	Elapidae	Cacophis krefftii	white-crowned snake		******
Reptiles	Elapidae	Cacophis squamulosus	golden crowned snake		W,M
Reptiles	Elapidae	Demansia psammophis	whip snake		W,M
Reptiles	Elapidae			C	
Reptiles	Elapidae	Demansia psammophis	yellow-faced whip snake	C C	<u> </u>
Reptiles	Elapidae	Demansia vestigiata	black whip snake	C	W
		Furina diadema	red-naped snake	С	W
Reptiles	Elapidae	Hemiaspis signata	black-bellied swamp snake	C	W,M
Reptiles	Elapidae	Hoplocephalus stephensii	Stephens' banded snake	R	W
Reptiles	Elapidae	Pseudechis guttatus	spotted black snake	С	W
Reptiles	Elapidae	Pseudechis porphyriacus	red-bellied black snake	C	W
Reptiles	Elapidae	Pseudonaja textilis	eastern brown snake	С	W
Reptiles	Elapidae	Rhinoplocephalus nigrescens	eastern small-eyed snake	С	W
Reptiles	Elapidae	Tropidechis carinatus	rough-scaled snake	C C	W.M
Reptiles	Elapidae	Vermicella annulata	bandy-bandy	C	W.M
Reptiles	Gekkonidae	Diplodactylus vittatus	wood gecko	C C	W
Reptiles	Gekkonidae	Oedura robusta	robust velvet gecko	C	W

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## ANG PARK STADIUM PROPOSAL REVIEW

Group	Family	Scientific Name	Common Name	Status	Source
Reptiles	Pygopodidae	Delma plebeia	common delma	С	W
Reptiles	Pygopodidae	Lialis burtonis	Burton's legless lizard		W,M
Reptiles	Pygopodidae	Pygopus lepidopodus	common scaly-foot	С	W
Reptiles	Scincidae	Anomalopus leuckartii		С	esse Witt
Reptiles	Scincidae	Anomalopus verreauxii		С	W and
Reptiles	Scincidae	Calyptotis scutirostrum	ter solar state to see the termination	С	W
Reptiles	Scincidae	Carlia sp.			W -
Reptiles	Scincidae	Carlia vivax		С	W
Reptiles	Scincidae	Cryptoblepharus virgatus	i tradici da astropas	С	W
Reptiles	Scincidae	Ctenotus robustus		С	W
Reptiles	Scincidae	Ctenotus taeniolatus	copper-tailed skink	С	W,M
Reptiles	Scincidae	Cyclodomorphus gerrardii	pink-tongued lizard	С	W,M
Reptiles	Scincidae	Egernia striolata	tree skink	C <sup>e e</sup>	W
Reptiles	Scincidae	Eulamprus quoyii	eastern water skink	С	W
Reptiles	Scincidae	Eulamprus sp.			W
Reptiles	Scincidae	Eulamprus tenuis		С	W,M
Reptiles	Scincidae	Lampropholis delicata		C	W,M
Reptiles	Scincidae	Lygisaurus foliorum		С	W
Reptiles	Scincidae	Tiliqua scincoides	eastern blue-tongued lizard	С	W,M
Reptiles	Typhlopidae	Ramphotyphlops wiedii	and the providence of the	С	W
Reptiles	Varanidae	Varanus gouldii	sand monitor	С	W
Reptiles	Varanidae	Varanus varius	lace monitor	С	W

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# **APPENDIX H - Consultation Schedule**

Event	Time & date	Content
Workshop 1	Wednesday 1 March Stadium Level 3	Master plan
Clinic 1	Tuesday 7 March Sports House 6.00 – 8.00 pm	Community safety
Clinic 2	Tuesday 14 March Stadium Level 3 6.00 – 8.00 pm	Traffic and transport
Newsletter 1		
Focus Groups x 5	an a	and the second second states and second s Second second
Clinic 3	Tuesday 21 March Sports House 6.00 – 8.00 pm	Parking and crowd behaviour
Interviews x 80	a de la companya de La companya de la comp	Andrea - Charles and Andrea - Charles - Charle
Telephone surveys x 400	and the second secon Second second	
Clinic 4	Tuesday 28 March Stadium Level 3 6.00 – 8.00 pm	Master plan
Workshop 2	Sunday 2 April Stadium Level 3 1.30 – 4.30 pm	Concept plan
Clinic 5	Tuesday 11 April Stadium Level 3 6.00 – 8.00 pm	Crowd behaviour
Clinic 6	Tuesday 18 April Stadium Level 3 6.00 – 8.00 pm	Concept plan & parking scheme
Newsletter 2		99898999999999999999999999999999999999
Clinic 7	Tuesday May 2 6.00 – 8.00 pm Stadium Level 3	Construction impacts
Public Exhibition	***************************************	
Workshop 3	Tuesday 16 May 6.30 – 8.30 pm Stadium Level 3	Proposal
Workshop 4	Sunday 28 May 2.00 – 5.00 pm Stadium Level 3	Community information

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**Technical Appendices** 



# **APPENDIX I - Newsletters**

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# ENVIRONMENTAL IMPACT STATEMENT

N(C) 2AR(@STADIUM 2R0120X4A

### The redevelopment proposal

Lang Park was announced as the Queensland Government's preferred site for the development of a world class rectangular pitch stadium in August 1999. An Environmental Impact Statement (EIS) is now being conducted in accordance with the proposal's designation by the Coordinator General as a "significant project" under the State Development & Public Works Organisation Act 1971. The EIS must be completed in relation to a specific masterplan and redevelopment concept design.

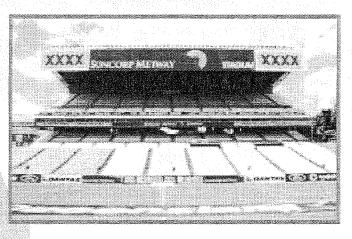
The basic proposal is to redevelop and improve the Lang Park facility to provide a world class rectangular stadium. HOK+Lobb and Powell Dods Thorpe have been appointed to provide such a master plan and concept design. Draft master plans and concept plans will be refined after consultation with the community and stakeholders, and will form the basis of the redevelopment proposal that will be the subject of the EIS.

Options for the proposal's master plan are currently being developed. The master plan will give an indication of the functions to be accommodated, broad scale design (including height and area), major features of the facility, and its associated infrastructure. Community input to the master plan and concept design was the subject of a community workshop on March 1.

In concept designing, a preferred master plan option is developed, the physical structure is designed, and documentation prepared showing what the proposed development could look like, how spaces might be used, possible design treatments, and associated infrastructure.

Current master planning and concept design parameters include....

- A stadium of less than 60 000 seats
- Maximum shade and drip coverage but no closing roof



- Lighting designed to minimise light spill outside the stadium
- Stadium designed to minimise noise spill
- Height about the same as that of the existing Western stand
- Efficient pedestrian access to and egress from the stadium
- Integrated public transport linkages
- High quality finishes

To ensure full accountability and independence, the Queensland Government undertook a national tender, and engaged Sinclair Knight Merz, with the assistance of specialist teams, undertake the EIS.

The EIS

ENVIRONMENTAL IMPACT STATEMEN

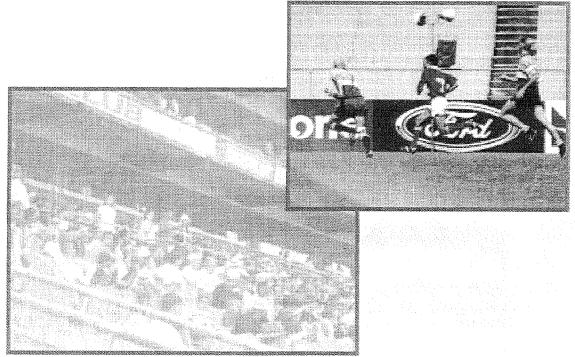
Developments which are declared "significant projects" by the Coordinator General require an **Environmental Impact Statement (EIS)**. The purpose of the EIS is to provide the government, community, and other stakeholders with information about the environmental effects that a development proposal could have. The environment includes the social, phys and economic environment in addition to the natural and built environments.

The EIS will be conducted in accordance with the Terms of Reference, which specify the rar and detail of issues which the community and government believe is important. The EIS will consider both potential impacts of construction, and impacts of operation, of the proposed redevelopment. Impacts may be adverse or beneficial.

The Lang Park Stadium Proposal EIS process is different from some EIS processes in that the community is being given the opportunity to provide design input. This allows community members to ensure project planners are aware of local impacts; communicate concerns about the proposed development; provide information about what sort of development mic be acceptable; or suggest design solutions which would provide community benefits or mitigate any negative impacts. Participation in this process does not necessarily indicate yo support for the proposal.

The process also allows matters raised during the EIS to be considered during the design phase, ensuring the best possible design proposal.

The existing environment is currently being studied, prior to commencement of intensive assessment of the proposal. Community consultation is a critical part of the EIS process. It essential for the accuracy of the assessment that community members and stakeholders participate in identifying how a proposed redevelopment of Lang Park might affect them.



# ENVIRONMENTAL IMPACT STATEMENT

### 4. Development Application

Should a decision to proceed be taken, a development application is to be submitted under the Integrated Planning Act 1997, supported by detailed documentation of the design.

There will not be a second exhibition/submission stage for the development application under the Integrated Planning Act, as comprehensive public consultation will have already been undertaken during the EIS.

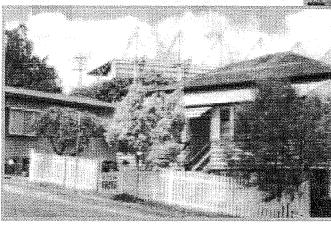
The application, and all the material relating to the application, will be publicly available up to the decision by the assessment manager.

The assessment manager may decide to request further public comment, provided this request does not delay the decision stage.

### 5. Decision stage

A decision on the development application is made in relation to the common material, the EIS, the Coordinator General's evaluation report and the Council's planning scheme and local planning instruments.





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# ENVIRONMENTAL IMPACT STATEMENT

### How will the decision about redevelopment be made?

The Government will decide whether to proceed with the proposed redevelopment of La Park in July this year, after the completion of a concept design for the proposed develop an Environmental Impact Statement on the proposal, community consultation, and comr cial feasibility studies.

The decision making process is outlined below.

1. EIS Preparation mid January - June

The EIS is being prepared between mid January and June 2000, for the project propone on behalf of the Queensland Government.

The Terms of Reference will be finalised shortly after reviewing public submissions.

Development of the project proposal, business planning and tenancy negotiations are be conducted in parallel with the EIS

process.

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Community consultation inputs are incorporated progressively throughout the EIS period.

2. EIS Exhibition May 4 - . June 14

The EIS will be publicly displayed for community consideration for a period of six weeks.

The proponent will seek submissions from interested individuals and organisations.



Consultation opportunities (including workshops and displays) will also be offered during exhibition period.

This six-week period is the last opportunity for formal public comment. Submissions madthe EIS will be taken to be submissions under IDAS (Integrated Development Assessment System) of the Integrated Planning Act, and afford submitters the opportunity for appeals the decision to proceed with the development application is taken.

### 3. EIS Evaluation June 14 - June 28

From June 14, the Project Director will complete his report on the project proposal. At th same time, the Coordinator General will consider the EIS public submissions, and prepa report to Cabinet, evaluating the EIS. The proponent may be asked to supply additional mation.

## **Consultation Opportunities**

Consultation has been designed to provide information about the Stadium redevelopment proposal to community members and other stakeholders, to assist the community to provide their views and information about current and potential stadium impacts, and to assist community members to provide input to the proposal's design team. In this way the design of any proposed redevelopment would avoid or mitigate negative impacts on the community and enhance positive impacts.

The preliminary consultation process conducted between November and February, has provided a wealth of information about the community's concerns, and this along with public submissions on the Terms of Reference, is being considered in the EIS process.

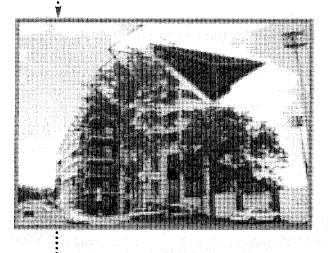
EVENT	REASON	WHEN & WHERE
onsultation Clinics	<ul> <li>A regular opportunity for community members and stakeholders to hear information about the project, ask questions and provide their views.</li> <li>* March 14 will focus on transport issues and will be held at the stadium, Level 3.</li> <li>* March 21 will focus on parking and crowd behavior mitigation</li> <li>* March 28 will be held at the stadium, Level 3.</li> </ul>	March 14*, 21*, 28* April 4, 18 May 2 & June 13 Sports House(Entry via rear carpark, to the left) Cnr Castlemaine & Caxton Streets
Impact Assessment & Mitigation Workshop	Community members and EIS project team members to work together on impact assessment and mitigation on the redevelopment proposal	Sunday April 2 1.30 – 4.30 p.m. Lang Park Stadium Level 3
ommunity Workshop ار Redevelopment Proposal	Provision of information to assist the community in understanding the proposal	Tuesday May 16 6.30 – 8.30 p.m. Lang Park Stadium Level 3
Community workshop on EIS	Facilitate community discussion of the EIS	Sunday May 28 2.00 – 5.00 p.m. Lang Park Stadium Level 3
Public Notification of EIS	Advertisements, fact sheets, static displays, workshops and call for submissions Tuesday 6.00 p.m.	May 4 – June 14

### The program is...

In addition to these scheduled events, the consultation team will hold discussions with groups who may not participate in mainstream consultation, conduct interviews with near neighbours, businesses, community organisations and government agencies; produce fact sheets and newsletters, and provide a point of contact with the project.

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# LANG PARK STADIUM PROPOSAL REVIEW



### ·····> For more information....

### **GENERAL INQUIRIES**

Stadium Hotline Phone: 3235 9084 Fax : 3006 2610 Website: http://www.dtsr.qld.gov.au/stadium Email : stadium@dtsr.qld.gov.au Address : Stadium Development Group GPO Box 1141 Brisbane Q 4001

### INFORMATION ABOUT THE CONSULTATION PROCESS AND EIS

### EIS Consultation Team

Dee Elliott and James Lette

### Sinclair Knight Merz

PO Box 246 Spring Hill Brisbane 4001

Phone: 3244 7247 Fax : 3244 7306

### FACT SHEETS AND NEWSLETTERS CAN BE COLLECTED FROM

Sports House Castlemaine & Caxton Streets, Milton

**Red Hill Paddington Community Centre** 180 Jubilee Terrace, Bardon

**Sport & Recreation Queensland** Level 3, 85 George Street, Brisbane



Printed on Recycled Paper

ANG PARK STADIUM PROPOSAL NEW

## ENVIRONMENTAL IMPACT STATEMENT

This newsletter aims to keep you informed about the Lang Park Stadium Proposal Review and the Environmental Impact Statement. It contains:

- 1. Background to the Proposal
- 2. What is the Proposal?
- 3. Key dates
- 4. Community feedback
- 5. Frequently Asked Questions
- 6. Consultation programme
- 7. For further information

### 1. BACKGROUND TO THE PROPOSAL

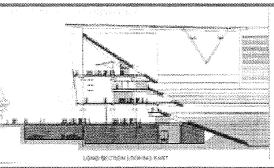
Lang Park was selected as the Queensland Government's preferred site for the development of a world-class rectangular pitch stadium in August 1999. Following designation of the proposal as one of State significance, terms of reference for an Environmental Impact Statement (EIS) were drafted. Community consultation on the draft terms of reference was conducted December 1999 - February 2000. The terms of reference for the EIS were finalised in early March 2000.

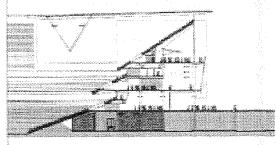
The EIS began in February 2000, and will be completed in early May 2000. The commercial study, master plan and concept design for the proposal are being conducted at the same time. Community input has been encouraged throughout the consultation and EIS processes. It has also contributed to master planning and concept planning processes to arrive at a design for the proposal which would have the least impacts on the community.

### 2. WHAT IS THE PROPOSAL?

The key elements of the proposal currently include:

- establishing a world standard pitch surface with optimal viewing conditions
- providing a seating capacity of 52,500 people
- Replacing the existing eastern grandstand w a new structure linked to new northern and southern stands, and upgrading the western stand
- providing a common roof form extending or the four stands, and providing weather (dripline) coverage for up to 80% of patrons with design provision for a future closing root
- accommodating the existing Ozsports and PCYC facilities within the proposed stadium
- providing integrated public transport facilitie including a bus station, new pedestrian concourses and connections to the City, and possible light rail station beside Milton Road
- retaining the existing Church and memorial cemetery
- design and siting of key elements to minimis impacts arising from pedestrian activity, transport activity and building scale
- minimising the noise and light impacts by enclosing the stadium bowl







 a "Queensland feel" in the design of external features and providing large outdoor areas which offer a view of the city

- an integrated management approach to crowd
- behaviour within and external to the stadium
- incorporating a police and emergency services office
- developing a large open public space to the north of the stadium.

### 3. KEY DATES FOR THE EIS PROCESS

• Impacts of the proposed redevelopment: impacts access to streets and businesses during the

construction process; an increase in size and frequency of large events, and impacts associate with them; economic issues; impacts on the residential character, heritage values and landscc of the local area; access to community infrastructure; magnitude or frequency of patrons parking in the local area; demands for transport infrastructure; and crowd behaviour.

KEY DATES	STEPS
April 18	Consultation clinic on parking and crowd behaviour
May 2	Consultation clinic- outline of possible impacts
May 12-June 23	Public exhibition of draft EIS
	Submissions made by community members & other stakeholders
May 16	Community Workshop on concept plan
May 28	Community Workshop on impacts of the proposal,
	possible investigation measures & the public
	submission process
June 23 -	The EIS and properly made submissions are reviewed
	& evaluated by the Coordinator-General
July -	Final EIS completed
	Government considers all project material including
	the EIS, master plan & concept design proposal, & commercial model
July -	Queensland Cabinet decides:
	<ul> <li>Not to proceed with this proposal</li> </ul>
	• To request further studies, or
	<ul> <li>To proceed with the proposal</li> </ul>

If a decision to proceed is taken, detailed documentation will be prepared to allow a development application to be made to the Brisbane City Council.

### 4. COMMUNITY FEEDBACK

Community consultation is an integral part of the process. There have been two formal phases to consultation on this proposal: consultation on the terms of reference, December 1999 to February 2000; and consultation as part of the EIS process, from March to June 2000.

Public submissions to the terms of reference included the following issues.

 Impacts of current stadium: related to parking; crowd behaviour; community safety; noise; light; and litter; safety, amenity and quality of life in the surrounding areas. matters that fell outside the term of reference. These included the question of need for the redevelopment; dissatisfaction v the site selection process and outcome; and requests for clarification of the legislative processes. The government will be addressing these issues as p of the EIS; however they will be reported to the Government.

Submissions were also made or

Issues raised by the community during the EIS process;

 Objection to the proposal: community members stressed that their participation in the I consultation process does not imply tacit approval for the proposed redevelopment.

- **Parking:** Residents currently experience a range o impacts relating to access, parking supply, noise a people returning to their cars; and lack of parking for business customers.
- **Crowd behaviour:** Residents suffer noise; vandalis illegal and antisocial behaviour; litter; property damage; and perceived and actual threats to community safety, as a result of large numbers of patrons leaving events via suburban streets.
- Environmental impacts: Noise; light; litter and disturbance to the area's character.
- Changes to the community and the environment: Potential for changes to the quiet residential character, hooliganism, vandalism, and property damage; perceived and actual threats to communisafety; and impacts on the area's heritage values.
- Pressure on traffic and transport infrastructure:
- including pedestrian congestion; traffic congestion demand and supply for public transport and its infrastructure, and the provision of broader community benefits.

- Access to facilities: and perceived impacts on the accessibility of the Christ Church and the La Boite Theatre.
- Construction impacts: including limited access to businesses; traffic congestion; vibrations; parking access; air quality and noise.
- Impacts on community life: including access to community open space; community safety relating to environmental design; congestion; and impacts on character and landscape.

### 5. FREQUENTLY ASKED QUESTIONS

These are some of the frequently asked questions about the stadium redevelopment proposal.

### Will the EIS consider other sites for the proposed stadium?

No, the terms of reference are to assess a proposal for the velopment of Lang Park.

### How big would the proposed stadium be?

The proposed stadium would be slightly longer and wider, but na higher than the current stadium. The proposal also incorporates a public open space to the north of the stadium, and pedestrian plazas to both the north and the south.

### How would people get there?

Currently, for a major mid week event (such as State of Origin), around 52% of patrons arrive by private car, and park in nearby areas. 16% of patrons arrive by bus or coach, 26% by train, 2% by taxi/private car drop-offs, and 4% on foot or by other means.

Transport planning for the stadium is based on achieving a dramatic reduction in people using private cars and parking around the stadium. Projections are for 80% of patrons to use public transport as their primary mode. Of these, it is

ected that over half wauld travel by train using Roma Sweet and Milton Stations, a third would travel by bus or coach, and the remainder would use other modes, including taxis and walking.

Parking around the stadium for patrons would be heavily restricted during event periods, through a parking scheme that would protect parking availability for residents, visitors and business patrons. Those wishing to travel to the stadium by car would need to park in locations such as the CBD or Southbank, and use shuttle buses ar light rail services or walk from these off-site car parks.

# What type of transport infrastructure would be included in the proposal?

- The proposal includes the following components:
- improved pedestrian links to Milton Station, Roma Street, and the City;
- pedestrian bridges across Milton Road and Countess Street to improve safety;
- improved accessibility to Milton Station platforms;
- a bus station integrated within the stadium complex; and

• a possible light rail link from Roma Street to the stadium,

### How many events would be held at the stadium?

Commercial modelling, including the event schedule, is still ir planning. If negotiations with the football codes are successful, there will be approximately 13 Rugby League games, approximately 6 Rugby Union games, and other events such as the State of Origin. As a guide, around 4-5 events will approach the stadium's full capacity, whilst around half of the events would attract less than half of the stadium's full capacity.

### Does the community have an opportunity to influence the EIS!

All community input obtained during consultation is considered during the preparation of the EIS. The draft EIS wi be displayed for 30 working days. The community will be invited to make submissions on the draft EIS. Following a review of these submissions, the final EIS will be prepared.

### When would the Government make its decision?

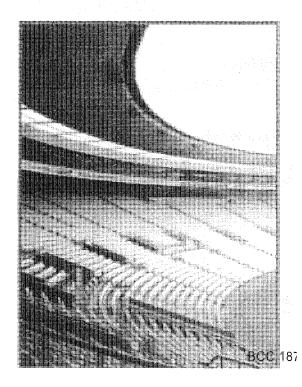
The Queensland Cabinet will consider the proposal in early July, following receipt of the EIS, submissions to the EIS, commercial modelling, consultation results, and master planning study.

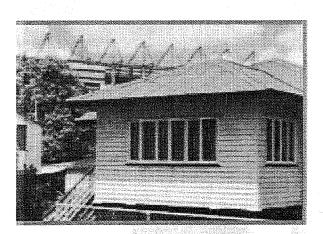
### What is a properly made submission?

- A properly made submission:
- is addressed to the Coordinator-Generol;
- contains the submitter's name and address;
- is made in writing;
- includes grounds of submission;
- includes facts and circumstances relied upon in support of those grounds;
- is signed by the submitter; and
- is submitted on or before the due date.

### When would construction start?

If a decision to proceed is taken, construction could begin in early 2001, and could take up to 24 months.





### 6. CONSULTATION PROGRAMME

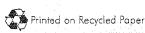
Consultation to date has included community workshops, consultation clinics, focus groups, interviews with local residents and businesses, and a survey of 400 people in the Greater Brisbane area, including 100 local residents.

As time lines have changed, adjustments to the consultation process have been necessary.

The schedule for ongoing consultation is ...

EVENT	DATE
Clinic 6: Concept &	Tuesday April 18
master plans; parking	6.00-8.00pm
scheme	Lang Park Stadium Level 3
Clinic 7: Construction;	Tuesday May 2
design	6.00-8.00pm
	Lang Park Stadium Level 3
Exhibition of Draft EIS	May 12- June 23
Workshop 3	Tuesday May 16
Concept plan	
	Lang Park Stadium Level 3
Workshop 4	Sunday May 28
Impact & process	2.00-5.00pm
	Lang Park Stadium Level 3

Community members intending to participate in consultation meetings are encouraged to RSVP to the Stadium Development Group on 3235 9084 two days prior to the meeting.



### 7. FOR FURTHER INFORMATION ...

### **GENERAL INQUIRIES**

Stadium Hotline Phone: 3235 9084

Fax : 3006 2610 Website: http://www.dtsr.qld.gov.au/stadium Email : stadium@dtsr.qld.gov.au Address : Stadium Development Group

GPO Box 187 Brisbane Albert Street Q 4002

### INFORMATION ABOUT THE CONSULTATION PROCESS AND EIS

EIS Consultation Team Dee Elliott and James Lette

Sinclair Knight Merz PO Box 246 Spring Hill Brisbane 4001

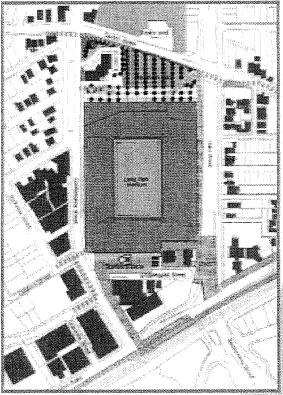
Phone: 3244 7247 Fax : 3244 7306

> NEWSLETTERS CAN BE COLLECTED FROM

Sports House Castlemaine & Caxton Streets, Milton

Red Hill Paddington Community Centre 180 Jubilee Terrace, Bardon

**Sport & Recreation Queensland** Level 3, 85 George Street, Brisbane



### **APPENDIX J - Survey Report**

LANG PARK COMMUNITY SURVEY

#### Introduction

A telephone survey of 977 households within the Study Area, Greater Brisbane, South Coast and North Coast area was conducted in March 2000. The aim of the survey was to elicit and identify the broader and affected community views on the proposed redevelopment of Lang Park Stadium. In addition, the survey sought information on views of the effects of the redevelopment on the suburbs surrounding the stadium including integrated public transport, public behaviour and other issues such as noise and light.

This section details the findings of the telephone survey.

#### Methodology

A survey questionnaire was designed on the basis of issues determined in the preliminary consultation process and major elements of the Proposal.

A random sample of telephone numbers was purchased. Interviewers were recruited and briefed on the aims and methodology of the survey. Random phone numbers were called until a survey sample of 400 was reached (100 in the Study Area, and 300 in the Greater Brisbane Area, including a small number from the Sunshine and Gold Coast areas.

Telephone calls were made during weekends and some weekday evenings, times when respondents are more likely to be home and have the time to participate in a survey. Interviewers introduced themselves as part of the EIS team and asked if respondents would participate in a survey on the proposed redevelopment of Lang Park. Respondents were given a brief description of the Proposal, asked about their level of awareness of the Proposal, followed by questions which tested their attitudes to several design features of the Proposal. Respondents were also asked about their support for different football codes and about possible attendance at Lang Park, and about their propensity to use public transport. Finally they were asked a few questions to measure representativeness.

Surveys were analysed with the use of Excel spreadsheets, frequencies and cross tabulations.

A copy of the survey questionnaire is included within **Appendix C**.

#### Sampling

There were 104 respondents from the Study Area (26%), 245 people (61.3%) from the Greater Brisbane area, 25 people (6.3%) from the South Coast area, and 26 people (6.5%) from the North Coast area.

Interviewers had difficulty engaging respondents from the North and South Coast areas as few respondents saw the relevance of the Proposal to their situation.

A total of 977 people were called in order to obtain the total of 400 respondents. Over half of those called (577) refused to be interviewed (118 from the Study Area, 371 from Greater Brisbane, 67 from the South Coast, and 21 from the North Coast).



### **Respondent Profile**

In order to determine the representativeness of the survey response sample to the broader community, analysis of the demographic related questions has been undertaken.

As discussed earlier 104 respondents were from the Study Area, 245 from Greater Brisbane, 25 from the South Coast region and 26 from the North Coast region.

The number of male and female respondents was the same (Table 12.1).

### Table 12.1: Respondent Gender (Question 9)

Gender	Number	%	
Female	200	50	
Male	 200	50	
No response	o <b>o</b> sectored the grades	and the second of the second	
Summ:	400	100	

**Table 12.2** indicates the age cohorts of respondents. Approximately 16% of respondents were aged between 18 and 24 years, 50% were between 25 and 49 years, and approximately 33% were aged over 50 years. The sample generally reflects the demography of the broader population.

Age	Number	%
18 to 24 years	66	16.5
25 to 49 years	200	50
Over 50 years		33.25
No response and the second	in the second strength in the provided strength of the second streng	
Summ: Alexandratication and the leader		ತ್ರಗಳ ಗತ್ತು ಗ್ರಾಗಕ್ಕಿ 100 ರಾಜನೆ ಕನ್ನಡಚಿತ್ರಗಳು

#### Table 12.2: Respondent Age (Question 7)

A high proportion of respondents follow a sport which could be played at a redeveloped Lang Park, although a notable proportion did not follow these sports (32%). Of these sports, Rugby League is the most popular, with 24.5% of respondents supporting the code) **Table 12.3**.

As indicated in, support for different sporting codes varied by the age of the respondent. Soccer is notably more popular amongst respondents aged 18 to 24 years, support for Rugby League was higher amongst over 50's, and Rugby Union was more popular amongst 25 to 49 year olds.

Table 12.3. Sport Supported (Question	( <b>144</b> ) (121) (121)	and the second second second second second		
Sport Supported	Number	%		
Rugby league	98	24.5		
Rugby union	27	6.75		
Soccer, dia tahung di manah matéh, dia pasa basar masé,	। संसर्वे के <b>21</b> स्टब्स करने	1 sector 1 - sector <b>5.25</b> - sector sector 1		
Rugby league & Rugby union	57	14.25		
Rugby league & Soccer	10	2.5		
Rugby union & Soccer	7	1.75		
Other	5	1.25		
All codes	47	11.75		
None	128	32		
No response	0	0		
Summ:	400	100		

### Table 12.3: Sport Supported (Question 4)

	18 to	24 years	25 to 49 years		over	50 years	No response	Total
	No.	%	No.	%	No.	%	No.	No.
Rugby league	14	21.2	41	20.5	43	32.3	0	98
Rugby union	2	3.0	20	10.0	4	3.0	<b>1</b> 🖓	27
Soccer	8	12.1	9	4.5	4	3.0	<b>0</b>	21
Rugby league & Rugby union	6	9.1	36	18.0	15	11.3	0	57
Rugby league & Soccer	5	7.6	4 .	2.0	1	0.8		10
Rugby union & Soccer	1	1.5	1	0.5	5	3.8		7 .
Other	2	3.0	1 1	0.5	2	1.5	0 *******	5
All		10.6	25	12.5	15	11.3	0, , , , , , , ,	47
None	- 21	31.8	63	31.5	44	33.1	· · · 0 · · ·	128
Total	66	100.0	200	100.0	133	100.0	1	400

### Table 12.4: Sport Supported by Age (Cross Tabulation – Questions 4 and 7)

Even though support or lack of support for the proposal was evenly balanced (**Table 12.9**), a high proportion (65.5%) of respondents had not attended an event at Lang Park Stadium in the last 12 months, nor were they planning on attending one in the next 12 months (**Table 12.5**). Approximately one third of respondents had attended a game or were planning on attending one in the next 12 months.

### Table 12.5: Attendance or Intended Attendance at Lang Park (Question 5(a))

	Number	%
Yes	134	33.5
No construction and a second	262	65.5
No response	4	1
Summ:		ne in a second of 100 the teacher second

When asked which event was attended, a high proportion of respondents (67.25%) indicated they had attended both Rugby League and Soccer in the last 12 months (**Table 12.6**). State of Origin events had been attended by approximately 14% of respondents.

### Table 12.6: Event Attended at Lang Park in Previous 12 Months (Question 5(b))

	Number	%
State of Origin	55	13.75
Rugby International		5.25 <sub>00</sub> - 100 - 100 - 5.25
Sevens	4	1
Soccer	27	eg rees ande 1 <b>6.75</b> egen og te organes større e
Other – Not Stated	10	2.5
Other – Rugby Union and Origin		1.75 A 1.75
Other – Origin and Soccer	3	0.75
Other- Rugby League and soccer	269	67.25
Other – Rugby Union and soccer	0	O satabila da B
All	4	1
Summ:	400	100

Of those respondents who attended an event at Lang Park in the last 12 months the majority follow Rugby League and Rugby Union (**Table 12.7**). Approximately 44% of those who did not attend an event at Lang Park in the 12 months do not follow a sporting code played there.



	Attendance	÷					
Sport Supported	Y	es		No	No response	Total	
	No.	%	No.	%	No.	No.	
Rugby league	37	27.6	61	23.3	0	98	
Rugby union	7	5.2	16	6.1	4	27	
Soccer	8	6.0	13	5.0	<b>0</b> - 200 -	21	
Rugby league & Rugby union	31	23.1	26	9.9	1. <b>0</b>	57	
Rugby league & Soccer	. 10	7.5	0	0.0	eed of <b>0</b>	10	
Rugby union & Soccer	3	2.2	4	1.5		in <b>7</b> - Andy	
All of the above	.25	18.7	22	8.4	a ana 10 a m	47	
Other	lige of 1 and b	0.7	. 4	1.5	0	5	
None	12	9.0	116	44.3	0	128	
Total	134	100.0	262	100.0		400	

### Table 12.7: (Cross Tabulation – Questions 4 and 5(a))

Results Familiarity with the Lang Park Proposal

### Table 12.8: Awareness of the Proposal (Question 1(a))

Aware	Number	%
Yes	304	76
No	95	24
No Response	· 1	0.25
Summ:	400	100

The results indicate that the majority (76%) of those interviewed were aware of the proposal (**Table 12.8**). A quarter of respondents were not aware of the proposal to upgrade the stadium. This confirms the project team's experience that there is a high level of awareness of the Proposal.

A number of survey respondents who indicated that they were aware of the Proposal were questioned regarding their knowledge of the transport infrastructure initiatives component of the Proposal. Of those questioned (99 respondents), only 24% were aware that the Proposal included integrated public transport including a bus station, shuttle bus services to city car parks, light rail, train connections and a pedestrian system linking the stadium with these facilities and the city. This confirms the project teams experience that although most people are aware of the Proposal, most were not aware of the integrated transport options.

### Attitude to the Proposal

### Table 12.9: Attitude to the Proposal (Question 2)

Attitude	Number	%
Strongly Positive	<b>72</b>	ja su astrono 18 per construction
Mildly positive	102	25.5
Indifferent	105	26.25
Mildly negative	60	15 Miger view
Strongly Negative	61	15.25
No response	0 , and $0$ , and $0$ , and $0$ , and $0$	$(e_{i})_{i}(e_{i}) \in \mathbb{R}^{n} \times \mathbb{R}^{n} \times$
Summ: and a state of a state of the state of	at data 400 to have a	energia de la 100 de grad el arrandor

Community attitudes towards the Proposal were varied (**Table 12.9**). While the highest proportion of respondents supported the Proposal (43%), a high proportion also opposed the Proposal. Over one quarter of respondents were indifferent to the Proposal.

There appears to be a high level of disinterest amongst respondents towards the Proposal. Two thirds of respondents were indifferent or only mildly positive or mildly negative.

Overall, opinions regarding the Proposal were more defined amongst those who were aware of the Proposal.

Support for the Proposal was higher amongst those who were not aware of the Proposal although by only a small proportion (**Table 12.10**). However opposition to the Proposal was notably higher amongst those who were aware of the Proposal.

	Attitude								
Knowledge	Strongly Positive	Mildly positive	Indifferent	Mildly negative	Strongly Negative	Total			
Yes	60 (19.7%)	68 (22.4%)	75 (24.7%)	46 (15.1%)	55 (18.1%)	304			
No	11 (11.6%)	34 (35.8%)	30 (31.6%)	14 (14.7%)	6 (6.3%)	95			
No response	1	0	0	0	0	1			
Total	. 72	102	105	60	61	400			

### Table 12.10: Attitude by Knowledge (Cross Tabulation – Questions 1(a) and 2)

Of those respondents who were aware of the Proposal, attitudes markedly differed by the level of respondents knowledge of the Proposed transport initiatives. Of those aware of the initiatives, the majority (50.0%) were opposed to the Proposal (**Table 12.11**). This perhaps reflects the increased level of knowledge amongst those with a negative view about the detail of the Proposal rather than opposition to the transport initiatives.

Table 12.11: Attitude by	Knowledge of	Transport (	Options (Cross	Tabulation -	Questions	
1(b) and 2)						

Knowledge of			A	Attitude				
Transport	Strongly Positive	Mildly positive	Indifferent	Mildly negative	Strongly Negative	Total		
Yes a constant	3 (12.5%)	2 (8.3%)	7 (29.2%)	4 (16.7%)	8 (33.3%)	24		
No	11 (14.7%)	19 (25.3%)	22 (29.3%)	16 (21.3%)	7 (9.3%)	75		

In terms of respondent location, opposition to the Proposal increases with proximity to Lang Park. Indifference to the Proposal was high in all areas. In the Study Area, support and opposition to the Proposal were similarly distributed with slightly more (39.4%) respondents holding a negative view of the Proposal than a positive (31.7%).



Attitude	Stud	/ Area	Greater	Brisbane		ocation th Coast	Mo	th Coast	Total
	No.	%	No.	%	No.	%	No.	%	No.
Strongly Positive	16	15.4	48	19.6	4	16.0	4	15.4	72
Mildly positive	17	16.3	62	25.3	11	44.0	12	46.2	102
Indifferent	30	28.8	68	27.8	5	20.0	2	7.7	105
Mildly negative	15	14.4	37	15.1	3	12.0	5	19.2	60
Strongly Negative	26	25.0	30	12.2	2	8.0	3	11.5	61
Total	104	100.0	245	100.0	25	100.0	26	100.0	400

### Table 12.12: Attitude by Respondent Location (Cross Tabulation – Questions 2 and 10)

As indicated in **Table 12.13**, support for, or lack of support for the Proposal is evenly balanced among supporters of codes of football played at Lang Park.

### Table 12.13: Attitude by Sport Supported (Cross Tabulation – Questions 4 and 2)

Sport	Strongly Positive	Mildly positive	Indifferent	Mildly negative	Strongly Negative	Total
Rugby league	24 (24,5%)	25 (25.5%)	21 (21.4%)	17 (17.3%)	11 (11.2%)	98
Rugby union	3 (11.1%)	13 (48.1%)	7 (25.9%)	2 (7.4%)	2 (7.4%)	27
Soccer	3 (14.3%)	6 (28.6%)	6 (28.6%)	1 (4.8%)	5 (23.8%)	21.55
Rugby league & Rugby union	17 (29.8%)	14 (24.6%)	7 (12.3%)	8 (14.0%)	11 (19.3%)	57
Rugby league & Soccer	2 (20.0%)	3 (30.0%)	1 (10.0%)	3 (30.0%)	1 (10.0%)	10
Rugby union & Soccer	2 (28.6%)	0 (0.0%)	1 (14.3%)	3 (42.9%)	1 (14.3%)	7 N. N. 19
Other	0 (0.0%)	0 (0.0%)	4 (80.0%)	0 (0.0%)	1 (20.0%)	5
All codes	14 (29.8%)	12 (25.5%)	8 (17.0%)	6 (12.8%)	7 (14.9%)	47
None	7 (5.5%)	29 (22.7%)	50 (39.1%)	20 (15.6%)	22 (17.2%)	128
Total	72	102	105	60	61	400

Support and opposition to the Proposal varies slightly in terms of respondent age, with younger ages generally holding a more positive outlook towards the Proposal (**Table 8.15**). Approximately 50% of those aged between 18 and 24 years hold a positive or very positive view of the Proposal. Opinions, both positive and negative, are more strongly held within the over 50 age group.

### Table 12.14: Attitude by Age (Cross Tabulation – Questions 2 and 7)

Age	Attitude Strongly Positive	Mildly positive	Indifferent	Mildly negative	Strongly Negative	Total
18 to 24 years	7 (10.6%)	26 (39.4%)	16 (24.2%)	12 (18.2%)	5 (7.6%)	66
25 to 49 years	37 (18.5%)	52 (26.0%)	59 (29.5%)	26 (13.0%)	26 (13.0%)	200
Over 50 years	28 (21.1%)	24 (18.0%)	30 (22.6%)	21 (15.8%)	30 (22.6%)	133
No response	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (100.0%)	0 (0.0%)	1
Total	72	102	105	60	61	400

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### Attitudinal Questions

A list of opinions which people may hold in relation to the proposal was developed from information derived from community consultation processes to date. These statements were tested through the survey to determine how widely the opinions are held within the community. Results are outlined below.

Question 3(1) : If the Lang Park Stadium redevelopment goes ahead it will help Brisbane attract national and international matches

Table 12.15: Effect on	Attraction of National and	International Matches	(Cross Tabulation –
Questions 3(1) and 10	), shi ya she she ya shekara ta	a serie de la serie de la s	

						Locati	on			
Opinion	Study	Area		ater bane	Sout	ı Coast	North	i Coast		Total
	No.	%	No.	%	No.	%	No.	%	No.	%
Strongly agree	12	11.5	42	17.1	1	4.0	<u>.</u> 22	30.8	63	15.8
Agree	50	48.1	138	56.3	22	88.0	13	50.0	223	55.8
No opinion	18	17.3	31	12.7	1	4.0	4	15.4	54	13.5
Disagree	14	13.5	27	11.0	1	4.0	06 <b>1</b> 970)	3.8	43	10.8
Strongly disagree	10	9.6	7	2.9	0	0.0	0	0.0	17	4.3
Total	104	100.0	245	100.0	25	100.0	26	100.0	400	100.0

When asked to respond to the opinion that if the redevelopment goes ahead it will attract national and international matches 15.8% strongly agreed, a large proportion (55.8%) agreed, 13.5 % had no opinion, 10.8% disagreed and 4.3% strongly disagreed (**Table 12.15**).

Views of Study Area residents notably differed from the overall response. There was less agreement on this issue - 59.6% agreed or strongly agreed and 23.1% disagreed or strongly disagreed with the statement.

These results should be tempered by the results of the previous question regarding support for the Proposal. It is possible that some respondents acknowledge the potential national and international matches but do not agree with the Proposal.

Question 3(2) : If the Lang Park Stadium redevelopment goes ahead the appearance of the surrounding suburbs will be

Table 12.16: Effect on Appearance of Surrounding Suburbs (Cross Tabulation – Questions3(2) and 10)

Location											
Opinion	Study Area		Greater Brisbane		South Coast		North Coast		Total		
	No.	%	No.	%	No.	%	No.	%	No.	8	
Worse	29	27.9	75	30.6	1	4.0	5	19.2	110	27.5	
Much worse	21	20.2	a 12 a j	4.9	v 42 <b>3</b> 265	12.0	0	0.0	36	19.0 - 19.0 - 19.6 (A)	
No change	24	23.1	98	40.0	7	28.0	14	53.8	143	35 <b>.</b> 8 Maa	
Better	21	20.2	48	19.6	8	32.0	6	23.1	83	20.8	
Much better	5	4.8	8	3.3	0.0	0.0	0	0.0	13	3.3	
No response	4	3.8	4	1.6	6	24.0	1	3.8	15	3.8	
Total	104	100.0	245	100.0	25	100.0	26	100.0	400	100.0	



A high proportion of respondents thought the appearance of the surrounding suburbs postredevelopment would be negatively affected, with 27.5% of respondents indicating it would be worse and 9% that the appearance would be much worse (**Table 12.16**). However, 35.75% of respondents that there would be no change in the appearance of surrounding suburbs. Twenty four percent of respondents held the view that the appearance of the surrounding suburb would be improved by the Proposal.

Approximately 48% of Study Area residents believed that the appearance of the surrounding suburbs would be adversely affected by the Proposal. However the Proportion who believed it would be improved (25%) by the Proposal was similar to the overall survey sample.

There are clearly mixed attitudes in the community regarding the appearance of the surrounding suburbs if the proposed redevelopment goes ahead. These mixed responses may indicate that many respondents did not have enough information about the impacts of the Proposal on the surrounding area to judge.

Question 3(3) : If the Lang Park Stadium redevelopment goes ahead there will be better facilities for patrons than in the existing stadium

Opinion	Location Study Area		Greater Brisbane		South Coast		North Coast		Total		
	No.	%	No.	%	No.	%	No.	%	No.	%	
Strongly agree	14	13.5	67	27.3	6	24.0	- 16 (11 × 1	23.1	93	23.3	
Agree	58	55.8	118	48.2	17	68.0	19	73.1	212	53.0	
No opinion	24	23.1	44	18.0	2	8.0	0	0.0	70	17.5	
Disagree	5	4.8	12	4.9	0	0.0	1	3.8	18	4.5	
Strongly disagree	3	2.9	4	1.6	0	0.0	0	0.0	7 . 200 San Ganta S	1.8	
Total	104	100.0	245	100.0	25	100.0	26	100.0	400	100.0	

Table 12.17: Effect On Patron Facilities (	Cross Tabulation – Questions 3(3) And 10)	

When respondents were asked if there would be better facilities for patrons if the stadium goes ahead compared to the existing stadium, the majority of respondents thought facilities would be improved, with 23.25% strongly agreeing and 53% of respondents agreeing. Only 6.25% of respondents thought facilities for patrons would not improve. Seventeen percent of respondents had no opinion (**Table 12.17**).

A large proportion of Study Area residents agreed with this statement (69.2%). The level of disagreement was similar to the overall rate (8%).

Examination of responses to this statement in terms of those respondents who have attended an event in the last 12 months or intend to attend an event at Lang Park in the next 12 months reveals a similar distribution of opinions to the overall rate (**Table 12.18**).

Approximately 27% of respondents strongly agreeing and 53% of respondents agreeing with the statement. Opinions were more formed, with 10% of respondents holding no opinion. A slightly higher proportion of respondents who have attended or plan to attend Lang Park thought facilities for patrons would not improve (9% disagreed or strongly disagreed).

 Table 12.18: Effect on Patron Facilities by Attendance at Event (Cross Tabulation –

 Questions 3(3) and 5(a))

	Attitude					
Attendance	Strongly agree	Agree	No opinion	Disagree	Strongly disagree	Total
Yes	36 (26.9%)	72 (53.7%)	14 (10.4%)	10 (7.5%)	2 (1.5%)	134
No	56 (21.4%)	137 (52.3%)	56 (21.4%)	8 (3.1%)	5 (1.9%)	262
No response	1	3	0	0	· · ·	4
Total	93	212	70	18	<b>7</b> 10	400

Question 3(4) : If the Lang Park Stadium redevelopment goes ahead there will be better community services and facilities in the local area (such as public transport, public spaces and public facilities)

 Table 12.19: Effect on Community Services and Facilities (Cross Tabulation – Questions 3(4) and 10)

	Locatio	n								
Opinion	Study Area		Greater Brisbane		South Coast		North Coast		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
Strongly agree	9	8.7	22	9.0	3	12.0	1	3.8	35	8.8
Agree	47	45.2	117	47.8	15	60.0	13	50.0	192	48.0
No opinion	10	9.6	55	22.4	3	12.0	6	23.1	74	18.5
Disagree	23	22.1	46	18.8	4	16.0	5	19.2	78	19.5
Strongly disagree	15	14.4	5	2.0	0	0.0	1	3.8	21	5.3
Total	104	100.0	245	100.0	25	100.0	26	100.0	400	100.0

A majority of respondents to the survey agreed that the Proposal would have a direct community benefit in terms of community services and facilities such as public transport (**Table 12.19**). 48 percent of respondents agreed and 8.75% strongly agreed with the statement. Approximately 19% of respondents who disagreed with the statement and 5.25% strongly disagreed. Approximately 18% of respondents had no opinion.

More than half of Study Area respondents (53.8%) agreed or strongly agreed that the Proposal would have benefits for the community in terms of facilities and services. A notably higher proportion than the overall proportion disagreed or strongly disagreed with the statement (36.5%).

Question 3 (5) : If the Lang Park Stadium redevelopment goes ahead there will be benefits for the local business community (pre and post match entertainment, more people in the area):



Location Opinion Study Are				ater Dane	South	South Coast		i Coast		Total	
n i shinashdan	No.	%	No.	%	No.	%	No.	%	No.	%	
Strongly agree	15	14.4	33	13.5	3	12.0	1	3.8	52	13.0	
Agree	52	50.0	133	54.3	17	68.0	22	84.6	224	56.0	
No opinion	11	10.6	36	14.7	2	8.0	2	7.7	51	12.8	
Disagree	15	14.4	37	15.1	3	12.0	1	3.8	56	14.0	
Strongly disagree	11	10.6	6	2.4	0	0.0	0	0.0	17	4.3	
Total	104	100.0	245	100.0	.25	100.0	26	100.0	400	100.0	

Table 12.20: Benefits Local Business (	Cross Tabulation – Questions 3(5) and 10)

There was a strongly positive response to the statement that there will be benefits for the local business community if the Proposal proceeds (

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**Table 12.20**). Approximately 56% of respondents agreed with the statement and 13% of respondents strongly agreed. Approximately 14% of respondents disagreed and 4.25% who strongly disagreed with the statement. Approximately 13% of respondents had no opinion.

Proportionally more Study Area residents (14.4%) strongly agreed and strongly disagreed (10.6%) with this statement than the overall rate.

Question 3 (6) : If the Lang Park Stadium redevelopment goes ahead, with integrated public transport, crowd behaviour after an event will be

	Locatio									
Opinion	Study A		<u>A BARANA AN</u>	, autoria autoria	South Co		North Co		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
Greatly improved	4	3.8	16	6.5	0. 	0.0	0	0.0	20	5.0
Improved	27	26.0	61	24.9	4	16.0	6	23.1	98	24.5
Unchanged	39	37.5	109	44.5	12	48.0	16	61.5	176	44.0
Diminshed	21	20.2	37	15.1	8	32.0	3	11.5	69	17.3
Greatly diminished	12	11.5	19	7.8	0	0.0	0	0.0	31	7.8
No response	1	1.0	3	1.2	1	4.0	1	3.8	6	1.5
Total	104	100.0	245	100.0	25	100.0	26	100.0	400	100.0

Table 12.21: Effect on Crowd Behaviour (Cross Tabulation – Questions 3(6) and 10)

A high proportion of respondents believe that crowd behaviour after an event would remain unchanged (44%) if the Proposal goes ahead with integrated public transport (**Table 12.21**). The remaining respondents believed that there would be varied degrees of improvement - 24.5 % of respondents said crowd behaviour would be improved and 20 people (5%) believed that it would be greatly improved. The was closely matched by negative opinion, where 17.25% believed crowd behaviour would be diminished and 7.75% thought it would be greatly diminished.

Proportionally similar rates of respondents from the Study Area agreed or strongly agreed that the Proposal would be improved by the Proposal (29.8%). Approximately 31% of Study Area respondents disagreed or strongly disagreed that the Proposal would improve the situation.

Question 3(7) : If the Lang Park Stadium redevelopment goes ahead, with integrated public transport, street car parking during an event will be

Table 12.22: Effect on Street Car Parking (Cross Tabulation – Questions 3(7) and 10)



Opinion	Location Study Area		Study Area Greater Bristoane		South Coast		North Coast		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
Greatly improved	an 19 <b>8</b> - <sup>6</sup>	~7.7	16	. 6.5	···· 0 ···	0.0	0	0.0	24	6.0
Improved	23	22.1	58	23.7	12	48.0	8	30.8	101	25.3
Unchanged	15	14.4	70	28.6	3	12.0	9	34.6	97	24.3
Worse	25	24.0	69	28.2	6	24.0	· · · 8 · · ·	30.8	108	27.0
Much worse	32	30.8	29	11.8	3	12.0	0	0.0	64	16.0
No response	াৰ ৫১	1.0	3	1.2	ંકોંગ્રે કર	4.0	2.39. <b>1</b> .3893	3.8	6	1.5
Total	104	100.0	245	100.0	25	100.0	26	100.0	400	100.0

Respondents were asked what their opinion of the street parking situation would be if the Lang Park Stadium redevelopment goes ahead, with integrated public transport. A quarter of respondents viewed that street car parking would remain the same after the Proposed redevelopment. Approximately 27% of respondents thought it would be worse and 16% much worse. Approximately 25% viewed that parking would be improved and 6% that it would be greatly improved (**Table 12.22**).

The majority of Study Area respondents viewed that the Proposal would result in a worse or much worse local car parking issue (54.8%).

Question 3(8) : If the Lang Park Stadium redevelopment goes ahead, with integrated public transport, pedestrian links before and after an event will be

Opinion	Locatio Study A		Greater Brisban		South C	oast	North Co	ist	Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
Greatly improved	13	12.5	32	13.1	1	4.0	0	0.0	46	11.5
Improved	50	48.1	135	55.1	15	60.0	17	65.4	217	54.3
Unchanged	21	20.2	57	23.3	6	24.0	7	26.9	91	22.8
Worse	10	9.6	13	5.3	1	4.0	1	3.8	25	6.3
Much worse	8	7.7	5	2.0	1	4.0	0	0.0	14	3.5
No response	2	1.9	3	1.2	1	4.0	1	3.8	7	1.8
Total	104	100.0	245	100.0	25	100.0	26	100.0	400	100.0

# Table 12.23: Effect on Pedestrian Links (Cross Tabulation – Questions 3(8) and 10)

The question was posed that if the redevelopment goes ahead with integrated transport, what would the effect on pedestrian links be before and after an event. The majority of respondents (54.25%) viewed that pedestrian links would be improved and 11.5% that they would be greatly improved. A small proportion of respondents believed pedestrian links would be worse (6.25%) or much worse (3.5%).Of those remaining respondents, 22.75% indicated that they would be unchanged (**Table 12.23**).

Whilst a large proportion of Study Area residents (60.6%) held the opinion that pedestrian links would be improved or greatly improved by the Proposal, it is notable that nearly double the overall rate held the opposite view (17.3%).

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Question 3(9) : If the Lang Park Stadium redevelopment goes ahead, existing problems with Lang Park Stadium (noise, light, crowd behaviour), will be

Opinion	Location Study Area		Greater Brisbane		South Coast		North Coast		Total	
18 A. 19 A.	No.	%	No.		No.	%	No.	%	No.	n galakan % 👘 galak
Greatly reduced	1	1.0	4	1.6	0	0.0	0	10.0 M	ad <b>5</b> 1999	
Reduced	7;	6.7	. 28	11.4	3	. 12.0		26.9	45	11.3
Unchanged	29	27.9	80	32.7	7	28.0	10	38.5	126	31.5
Increased	43	41.3	96	39.2	10	40.0	ad ( <b>7</b> ) a	26.9	156	39.0
Greatly increased	23	22.1	33	13.5	5	20.0	1	3.8	62	15.5
No response	1	1.0	4	1.6	0	0.0	्रिकि <b>1</b> व्यक्त	3.8	6	1.5
Total	104	100.0	245	100.0	25	100.0	26	100.0	400	100.0

Table 12.24: Effect on Existing Problems (Cross Tabulation – Questions 3(9) and 10)

A high proportion of respondents were of the opinion if the Lang Park Stadium redevelopment goes ahead, existing problems with Lang Park Stadium, (noise, light, crowd behaviour) would be increased (39%) or greatly increased (15.5%). Approximately 32% of respondents were of the opinion that existing problems would remain unchanged. A relatively smaller proportion of respondents said existing problems would be reduced (11.25%) or greatly reduced (1.25%) (**Table 12.24**).

This statement is of note in the context of other statements which relate to specific problems with the existing Lang Park stadium. A high proportion of respondents are of the view that the Proposal will result in an overall increase in the existing impact of the stadium. However, opinion relating to specific issues such as pedestrian links, and public transport is more evenly divided.

The majority of Study Area residents (63.5%) believe that the Proposal will increase or greatly increase existing problems with Lang Park stadium. Only a small proportion (7.7%) believe that existing problems will be reduced.

Question 3 (10) : If the Lang Park Stadium redevelopment goes ahead, the lifestyle of the local community will be

Location Opinion Study Area				ater bane	South	South Coast		North Coast		Total		
	No.	%	No.	%	No.	°% i	No.	%	No.	%		
Greatly improved	3	2.9	5	2.0	0	0.0	0 	0.0	8	2.0		
Improved	14	13.5	40	16.3	5	20.0	5	19.2	64	16.0		
Unchanged	32	30.8	88	35.9	13	52.0	12	46.2	145	36.3		
Reduced	32	30.8	86	35.1	6	24.0	7	26.9	131	32.8		
Greatly reduced	22	21.2	23	9.4	0	0.0	· · · · 1 · ·	3.8	46	11.5		
No response	1	1.0	3	1.2	1	4.0	1	3.8	6	1.5		
Grand Total	104	100.0	245	100.0	25	100.0	26	100.0	400	100.0		

Table 12.25: Effect on Lifestyle (Cross Tabulation – Questions 3(10) and 10)



A high proportion of respondents believe that if the Lang Park Stadium redevelopment proceeded, the lifestyle of the local community would be reduced (32.75%) or greatly reduced (11.5%). However a notable proportion held the opinion that the lifestyle of the community would remain unchanged (36.25%). Of those remaining, 16% said lifestyle would be improved and 2% thought it would be greatly improved.

Study Area respondents view the Proposal as very damaging to the local communities lifestyle. Approximately 31% indicated that the Proposal will reduce the lifestyle and 21% that it will be greatly reduced (**Table 12.25**).

Question 3 (11) : If the Lang Park Stadium redevelopment goes ahead, more jobs will be created

Opinion	Location pinion Study Area		ea Greater Brisbane		South Coast		North Coast		Total	
i de la companya de l	No.	%	No.	%	No.	%	No.	%	No.	%
Strongly agree	7	6.7	29	11.8	0	0.0	2	7.7	38	9.5
Agree	56	53.8	136	55.5	23	92.0	23	88.5	238	59.5
No opinion	27	26.0	44	18.0	1	4.0	1	3.8	73	18.3
Disagree	13	12.5	33	13.5	1	4.0	0	0.0	47	11.8
Strongly disagree	1	1.0	3	1.2	0	0.0	0	0.0	4	1.0
Total	104	100.0	245	100.0	25	100.0	26	100.0	400	100.0

# Table 12.26: Job Creation (Cross Tabulation – Questions 3(11) and 10)

The majority of respondents 59.5% agreed and 9.5% strongly agreed that if the redevelopment was to go ahead, there would be more jobs created (**Table 12.26**). Approximately 18% of respondents had no opinion. Approximately 13% of respondents disagreed or strongly disagreed with the statement.

A high proportion of Study Area residents agree or strongly agree that the Proposal will create more jobs (60.6%). A greater proportion than the overall rate held no opinion on the issue (26%).

Question 3 (12) : If the Lang Park Stadium redevelopment goes ahead, with an integrated pubic transport system, traffic congestion in the local area during an event will

	Locatio	n		, i i i i i i i i i i i i i i i i i i i						
Opinion	Study	Area		ater bane	South	Coast	North	Coast	Т	otal
	No.	%	No.	%	No.	%	No.	%	No.	with the <b>%</b> the t
Greatly decrease	5	4.8	9 <u>.</u>	3.7	0	0.0		0.0	14	3.5
Decrease	20	19.2	52	21.2	5	20.0	6	23.1	83	20.8
Remain unchanged	18	17.3	52	21.2	2	8.0	8	30.8	80	20.0
Increase	33	31.7	83	33.9	15	60.0	11	42.3	142	35.5
Greatly increase	27	26.0	46	18.8	3	12.0	··· 1 ,	3.8	77	19.3
No response	1	1.0	3	1.2	0	0.0	0	0.0	4	<b>1.0</b>
Total	104	100.0	245	100.0	25	100.0	26	100.0	400	100.0

Table 12.27: Effect on Traffic Congestion (Cro	ss Tabulation – Questions 3(12) and 10)

A high proportion of respondents are of the opinion that if the Proposal proceeded traffic congestion in the local area during an event will increase (35.5 %) or greatly increase (19.25%) even with an integrated public transport system in place (**Table 12.27**). Approximately 20.75% were of the opinion that it would decrease or greatly decrease (3.5%). Approximately 20% of respondents thought traffic congestion would remain unchanged.

The opinions of Study Area respondents was broadly similar to the overall rate. Approximately 24% thought that traffic congestion would decrease or greatly decrease and 58% thought that it would increase or greatly increase.

A notably higher proportion of those respondents who are aware of the proposed transport components believed that they would greatly decrease traffic congestion (12.5%). However two thirds of these respondents believed that traffic congestion would still increase or greatly increase with the proposed transport elements (**Table 12.28**).

# Table 12.28: Awareness of Transport Proposals by Effect on Traffic Congestion (Cross Tabulation – Questions 3(12) and 1(b))

Affect on Traffic Congestion										
Aware	Greatly decrease	Decrease	Remain unchanged	Increase	Greatly increase	No response	Total			
Yes	3 (12.5%)	- 2 (8.3%) -	3 (12.5%)	9 (37.5%)	7 (29.2%)	0 (0.0%)	24			
No Charles Stay	3 (4.0%)	12 (16.0%)	15 (20.0%)	30 (40.0%)	15 (20.0%)	0 (0.0%)	75			
No response	8	69	62	103	55	- en e <b>4</b> - sinenen er	301			
Total	. 14	83	80	142	77 - et el	ka ka ti <b>4</b> ta bashinga	400			

#### Influence of Proposal Knowledge upon Respondent Attitudes

Table 12.29 to Table 12.40 compare respondents knowledge about the Proposal to the attitudes they hold towards it.

In general, there is an increase in the proportion of respondents who have formed an opinion about the Proposal. The main points of note between respondents with some knowledge of the Proposal and those without are:

- There was an increased level of disagreement that the Proposal would attract national and international matches to Brisbane (19%). Conversely, there was an increase in respondents who strongly agreed. This supports the finding that information about the Proposal has worked to solidify community opinion.
- A larger proportion of respondents view that the Proposal will cause a degradation of the appearance of the surrounding suburbs. Greater knowledge about the Proposal has not however reduced the proportion of respondents who view that there will be no change.
- Similar views are held that the Proposal will generally improve facilities for patrons regardless of the level of information held.
- There is a similar level of agreement that the Proposal will result in better community services and facilities in the local community. However more respondents with knowledge about the Proposal disagree with this statement (27.6%).



- Agreement that the Proposal will result in benefits for local businesses is still predominant, however proportionally double the number of respondents disagree with the statement.
- Views regarding influence of the Proposal upon crowd behaviour are similar.
- There is notable variation of opinions regarding the affect of the Proposal upon street car parking. Only 27% of respondents with knowledge of the Proposal believe that the situation will be improved, opposed to 42% without knowledge of the Proposal. Proportions who believe that the situation will remain unchanged are similar.
- Opinions regarding improvements to pedestrian links are relatively similar, with a small evenly distributed increase in those who agree and disagree with the statement among those respondents which know about the Proposal.
- There are similar levels of agreement amongst respondents that the Proposal will improve the lifestyle of the local community. However, there is a notable decrease in those with knowledge of the Proposal who believe the lifestyle of the community will remain unchanged and a resultant increase in opinion that there will be a negative affect upon local lifestyle.
- Of those with knowledge of the Proposal, there has been a notable decrease in the proportion
  of respondents without an opinion and an increase in the proportion who believe that more jobs
  will be created. The large Proportion who believe that there will be an increase in employment
  is similar for both groups.
- Opinion regarding the affect of the Proposal on local traffic congestion is similar for both groups, however the proportion of those who believe that the situation will remain unchanged is notably higher among those with knowledge of the Proposal.

# Table 12.29: Awareness by Attraction of Games (Cross Tabulation – Questions 1(a) and 3(1))

	Opinion								
Aware	Strongly agree	Agree	No opinion	Disagree	Strongly disagree	Total			
Yes	53 (17.4%)	159 <i>(52.3%)</i>	36 (11.8%)	40 (13.2%)	16 <i>(5.3%)</i>	17.00 June 304, 19.01 au			
No	9 (9.5%)	64 (67.4%)	18 (18.9%)	3 (3.2%)	1 (1.1%)	95			
No response	386 8 <b>1</b> (286 - 18	asin fastin 10 geradeyd (	NALINE <mark>O</mark> <sup>el</sup> ERALES	as factors (0 p. E. C. S. S.	n e e estag <b>o</b> de tradiciónes:	1949 - 194 <b>1</b> 1944			
Total engranded	163, 64 (199	223	54 Percent	alter <b>43</b> « 1768)	e e sa na <b>17</b> usual de	400			

Table 12.30: Awareness by Suburb Appearance (Cross	Tabulation – Questions 1(a) and 3(2))

Aware	Opinion Worse	Much worse	No change	Better	Much better	No response	Total
Yes	86 (28.3%)	34 (11.2%)	109 (35.9%)	62 (20.4%)	10 (3.3%)	3 (1.0%)	304
No seadore a const	24 (25.3%)	2 (2.1%)	34 (35.8%)	20 (21.1%)	3 (3.2%)	12 (12.6%)	95 ·
No response	0	0	0	1	0	0	1
Total	110	36	143	83	13	15	400

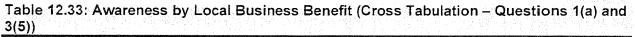
Table 12.31: Awareness by Better Patron Facilities (Cross Tabulation – Questions 1(a) and 3(3))

MAY 2000

Aware	Opinion Strongly agree	Agree	No opinion	Disagree	Strongly disagree	Total
Yes	69 (22.7%)	164 (53.9%)	49 (16.1%)	15 (4.9%)	7 (2.3%)	304
No e e e e e e	23	48	21	3	0	95
	(24.2%)	(50.5%)	(22.1%)	(3.2%)	(0.0%)	
No response	and a state of the second second	1	a an an an the state of the second	new constants of the state of t		1
Total	93	212	70	18		400

Table 12.32: Awareness by Better	<b>Community Faci</b>	lities and Servi	ces (Cross Tabulat	ion –
Questions 1(a) and 3(4))				

Aware	Opinion Strongly	Agree	No opinion	Disagree	Strongly disagree	Total
Yes	agree 25 (8.2%)	147 (48.4%)	48 (15.8%)	65 (21.4%)	(6.3%)	304
No	10 (10.5%)	44 (46.3%)	26 (27.4%)	13 <i>(13.7%)</i>	2 (2.1%)	95
No response	n and a second state of the	aana kaanti maana ka	n an an 1900 an an Albaran			n a dara e de <mark>1</mark> - trest tradici
Total	35	192	74	78	21	400



Aware	Opinion Strongly agree	Agree	No opinion	Disagree	Strongly disagree	Total
Yes	40 (13.2%)	165 ( <i>54.3%</i> )	36 (11.8%)	46 (15.1%)	17 (5.6%)	304
	12 (12.6%)	58 (61.1%)	15 <i>(15.8%)</i>	10 <i>(10.5%)</i>	0.0%) (0.0%)	95
No response	e e tracta <b>O</b> contractor	n statesta <mark>l</mark> – en sensiti	and a second of the second	na dharach sha 0 ac suadh a b	and the second second	n ware treb 1. energie als
Total	52	224	51	56	17	400

Table 12.34: Awareness b	y Effect on Crowd Behaviour (Cros	s Tabulation – Questions 1(a)
and 3(6))		2011년 1월 18일 - 18일 - 18일 - 18일 - 18g - 18g - 18g - 18g - 18g - 18g - 18g - 18g

Aware	Opinion Greatly improved		Unchanged	Diminished	Greatly diminished	No response	Total
Yes	- 15	75	131	54	25	4	304
	(4.9%)	(24.7%)	(43.1%)	(17.8%)	(8.2%)	(1.3%)	100.0
No	5	23	44	15	6 n di 19	2	95
a ser a di parte	(5.3%)	(24.2%)	(46.3%)	(15.8%)	(6.3%)	(2.1%)	100.0
No response	· • 0 • • • • • •		n te aller <b>1</b> and te the	neurona estato o a analiada e	<b>.</b>		n na shaar¶ n ay dara
Total	20	98	176	69	31	6	400

Table 12.35: Awareness by Affect on Street Car Parking (Cross Tabulation – Questions 1(a) and 3(7))

INITION .
Ophilon
Aware Greatly Improved Unchanged Worse Much worse No response Total

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	improved						
Yes	18 (5.9%)	66 (21.7%)	75 (24.7%)	82 (27.0%)	58 (19.1%)	5 (1.6%)	304
No	6 (6.3%)	34 (35.8%)	22 (23.2%)	26 (27.4%)	6 (6.3%)	1 (1.1%)	95
No response	Û	1	0	0	0	0	1
Total	. 24	101	97	108	64	6	400

Table 12.36: Awareness by Effect on Pedestrian Links (Cross Tabulation – Questions 1(a) and 3(8))

	Greatly mproved	Improved	Unchanged	Worse	Much worse	No response	Total
Yes	38 (12.5%)	164 (53.9%)	66 (21.7%)	19 <i>(6.3%)</i>	13 <i>(4.3%)</i>	4 (1.3%)	304
No	7 (7.4%)	53 (55.8%)	25 (26.3%)	6 (6.3%)	1 (1.1%)	3 (3.2%)	95
No response	1	0	0	0	0	0	1
Total	46	. 217	91	25	14	2 1 <b>7</b> - 11	400

Table 12.37: Awareness by Effect on Existing Problems (Cross Tabulation – Questions 1(a) and 3(9))

Aware	Opinion Greatly reduced	Reduced	Unchanged	Increased	Greatly	No response	Total
Yes	4 (1.3%)	36 (11.8%)	96 (31.6%)	112 (36.8%)	51 (16.8%)	5 (1.6%)	304
No	1 (1.1%)	8 	30 (31.6%)	44 (46.3%)	11 (11.6%)	1 (1.1%)	95
No response	0	1	0	0 .	0	0	1
Total	5	45	126	156	62	6	400
	Second		a da ante a com				

Table 12.38: Awareness by Effect on Local Community Lifestyle (Cross Tabulation – Questions 1(a) and 3(10))

Aware	Opinion Greatly improved	Improved	Unchanged	Reduced	Greatly reduced	No response	Total
Yes	<b>.</b>	48	101	104	42	2	304
	(2.3%)	(15.8%)	(33.2%)	(34.2%)	(13.8%)	(0.7%)	
No	1	16	43	27	4	4	95
an an Anna an Anna Anna an Anna Anna Ann	(1.1%)	(16.8%)	(45.3%)	(28.4%)	(4.2%)	(4.2%)	a da ang Managana na mangana pada
No response	0	0	1	0	0	0	1
Total	8	64	145	131	46	6	400

Table 12.39: Awareness by Effect on Job Creation (Cross Tabulation – Questions 1(a) and 3(11))

	Opinion					
Aware	Strongly	Agree	No opinion	Disagree	Strongly	Total
	agree				disagree	
Yes	30	179	50	41	4	304

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	1.14	(9.9%)	(58.9%)	(16.4%)	(13.5%)	(1.3%)	5
No		. 7	59	23	6	0	95
		. (7.4%)	(62.1%)	(24.2%)	(6.3%)	(0.0%)	
No response		. 1		<u>0</u>	0	· · · · · ·	1
Total	ine. Referencia	38			47		400

## Table 12.40: Awareness by Effect on Local Traffic Congestion (Cross Tabulation – Questions 1(a) and 3(12))

Aware	Opinion Greatly decrease		Remain unchanged		Greatly increase	No response	Total
Yes	12	59	64	102	63	4	304
	(3.9%)	(19.4%)	(21.1%)	(33.6%)	(20.7%)	(1.3%)	
No	2	23	.16	40	14	0	95
	(2.1%)	(24.2%)	(16.8%)	(42.1%)	(14.7%)	(0.0%)	
No response	0	1	0	0	0	0	1
Total	14	83	80	142	77	4	400

# Intended Public Transport Usage

Table 12.41 indicates respondent intentions regarding likely use of an integrated public transport system, if the admission price to Lang Park Stadium entitled the use of such transport to and from the stadium. A high proportion of respondents (61.5%) supported the idea and indicated that they would be likely to use an integrated transport system. Approximately 30% of respondents said that they would not support such a system. This response is tempered by the results indicated in Table 12.5 that only one third of respondents indicated that they are likely to attend an event in the next 12 months.

Of those respondents who were aware of the Proposal to redevelop Lang Park stadium, approximately 62% indicated that they would use an integrated transport system (Table 12.42). Approximately 58% of respondents who did not know of the Proposal indicated that they would utilise such a system.

Of those respondents who have attended Lang Park for an event within the last 12 months, approximately 65% indicated that they would utilise and integrated transport system, reflecting a similar trend to that within

Table 12.43. These respondents can be considered more probable users of a redeveloped Lang Park and therefore this indication of future intent can be more surely relied upon to translate into future action.

Intention to utilise an integrated transport system varies by age group (**Table 12.44**), with the likelihood decreasing from approximately 74% in the 18 to 24 year age group to approximately 60% for those over 50 years of age.

Table 12.41: Intention to Use P	ublic Transport (Question 6)	
	Number	%
Vaa	246	61 F
res	246	G.10

Page 12-60



No	123	30.75		
No opinion	30	7.5		
No response	eest en oorder a <b>t</b> oordere en oorder oorder.	0.25		
Summ: wage of the second s				

# Table 12.42: Intention to use Public Transport by Awareness of Proposal (Cross Tabulation – Questions 6 and 1(a))

Aware	Yes	No	No opinion	No response	Total	
Yes	190 <i>(62.5%)</i>	92 (30.3%)	21 (6.9%)	1 (0.3%)	304	
No	55 (57.9%)	31 (32.6%)	9 (9.5%)	0 (0.0%)	95	
No response	1	0	0	1911 <b>O</b>	1	
Total	246	123	30	1	400	

# Table 12.43: Intention to Use Public Transport by Attendance at Lang Park (Cross Tabulation – Questions 6 and 5(a))

	Intention to Use Public Transport									
Attendance	Yes	No	No opinion	No response	Total					
Yes likeli ele en energi i elemen	aliana 87 alian	40	- 1997 - 1977 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 197	, nu spisse state Orientine en state	134 <sup>stadi</sup> ter					
n anna a' an an an ann an an an an an an an an an	(64.9%)	(29.9%)	(5.2%)	(0.0%)	n an					
No <sup>de la contrata de la constance de la const</sup>	159	83	19	n ann <b>1</b> na na annsa	262					
	(60.7%)	(31.7%)	(7.3%)	(0.4%)						
No response	0	0	4	0	4					
Total	246	123	30	1	400					

Table 12.44: Intentio	on to Use P	ublic Tr	ansport by	Age (Cross	Tabulation -	Questions 6
and 7)						

Intention	Age 18 to 24 y	ears	25 to 4	) years	over 50 years No response			Total
(	No.	%	No.	%	No.	%	No.	No.
Yes attact	49	74.2	120	60.0	77	57.9	an an an an Angle	246
No	15	22.7	63	31.5	44	33.1	an ann 1 ann a'	123
No opinion	2	3.0	17	8.5	11	8.3	0	30
No response	0	0.0	0	0.0	1	0.8	0	1
Total	66	100.0	200	100.0	133	100.0	1	400

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and the state of the second An example of the second sec DIVEN #

SURVEY #:

# INTERVIEWER INITIALS:

DATE: TIME:

**Technical Appendices** 

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#### COMMUNITY OPINION SURVEY INSTRUMENT

Interviewer introduction:

Good morning/afternoon. My name is ..... from the Environmental Impact Statement team investigating the Lang Park Stadium Proposal.

Request person over 18. The end of the question of the excellent of the result of the transmission of the end of the end

You may be aware that in August last year, Lang Park Stadium was announced as the Queensland Government's preferred site for the development of a world class rectangular pitch stadium. The proposal is to expand and upgrade the existing stadium and its facilities, including public transport links. We are undertaking a survey to determine community opinions on the proposal.

What you tell us will be strictly confidential. The information will only be used as a group and no individuals will be identified. The results of the survey will assist in assessing the possible impacts of the proposal.

Do you have time to answer a few questions?

Yes ....1 No ....2

#### **QUESTION 1**

Are you aware of the proposal to upgrade Lang Park Stadium?

YES ... So you are aware the proposal is to expand and upgrade the seating capacity and the facilities of the existing stadium, and to provide integrated public transport including a bus station, shuttle bus services to city car parks, light rail, train connections and a pedestrian system linking the stadium with these facilities and the city.

NO ... Well, as I mentioned the proposal is to expand and upgrade the seating capacity and the facilities of the existing stadium, and to provide integrated public transport including a bus station, shuttle bus services to city car parks, light rail, train connections and a pedestrian system linking the stadium with these facilities and the city.

#### **QUESTION 2**

In general, how would you describe your attitude to the proposal?

1.....Strongly Positive

2 .....Mildly positive

4.....Indifferent



3.....Mildly negative

5. ....Strongly Negative

**QUESTION 3** 

I'm now going to read out a list of opinions which people may hold in relation to the proposal, and a list of possible responses. Could you please indicate after each opinion the response that most closely resembles your own.

If the Lang Park Stadium redevelopment goes ahead it will help Brisbane attract national and international matches

- 1. strongly agree
- erand<mark>2. agree</mark>nseen een baar an fer oorseenseen
  - 3. no opinion
  - 4. disagree
  - 5. strongly disagree

If the Lang Park Stadium redevelopment goes ahead the appearance of the surrounding suburbs will be

- 1. worse
- 2. much worse
- 3. no change
- 4. better
- 5. much better

If the Lang Park Stadium redevelopment goes ahead there will be better facilities for patrons than in the existing stadium

		1 otrongly ograp
$(1,1,1,2,\dots,n) \in \mathbb{R}^{n}$		1. strongly agree
$V_{i}=V_{i}$		2. agree
		3. no opinion
		4. disagree
		5. strongly disagree

If the Lang Park Stadium redevelopment goes ahead there will be better community services and facilities in the local area (such as public transport, public spaces and public facilities)

- 1. strongly agree
- 2. agree
- 3. no opinion
- 4. disagree
- 5. strongly disagree

If the Lang Park Stadium redevelopment goes ahead there will be benefits for the local business community (pre and post match entertainment, more people in the area)

- 1. strongly agree
- 2. agree
- 3. no opinion
- 4. disagree
- 5. strongly disagree

If the Lang Park Stadium redevelopment goes ahead, with integrated public transport, crowd behaviour after an event will be:

- 1. greatly improved
- 2. improved
- 3. unchanged
- 4. diminished (worse)
- 5. greatly diminished

If the Lang Park Stadium redevelopment goes ahead, with integrated public transport, street car parking during an event will be:

- 1. greatly improved
- 2. improved
- 3. unchanged
- 4. worse
- 5. much worse

If the Lang Park Stadium redevelopment goes ahead, with integrated public transport, pedestrian links before and after an event will be:

- 1. greatly improved
- 2. improved
- 3. unchanged
- 4. worse
- 5. much worse



9. If the Lang Park Stadium redevelopment goes ahead existing problems with Lang Park Stadium will be (noise, light, crowd behaviour)

- 1. greatly reduced
- 2. reduced
- 3. unchanged
- 4. increased
- 5. greatly increased

10. If the Lang Park Stadium redevelopment goes ahead, the lifestyle of the local community will be:

- 1. greatly improved
- 2. improved
- 3. unchanged
- 4. reduced
- 5. greatly reduced

11. If the Lang Park Stadium redevelopment goes ahead, more jobs will be created:

- 1. strongly agree
- 2. agree
- 3. no opinion
- 4. disagree
- 5. strongly disagree

If the Lang Park Stadium redevelopment goes ahead, with an integrated public transport system, traffic congestion in the local area during an event will:

- 1. greatly decrease
- 2. decrease
- 3. remain unchanged
- 4. increase
- 5. greatly increase

13. other (please explain)

# **QUESTION 4**

Do you follow rugby league, soccer or rugby union? Interviewer, more than one answer is allowed.

Rugby league	1
Rugby union	2
Soccer	3
Other	4
None	5
All	6

# **QUESTION 5**

Have you attended an event at Lang Park Stadium in the last 12 months, or intend to attend one in the next twelve months?

YES1	if so, which one?	Origin
		Rugby International
		Sevens
		Soccer
		All
		Other

# No.....2

#### **QUESTION 6**

With an integrated public transport system, and if the admission price to Lang Park Stadium entitled use of public transport to and from the stadium, would you be likely to use public transport?

Yes	1
No	2
No opinion	3



# **QUESTION 7**

Just to ensure that we have contacted a broad cross section of the community could you tell me which of the following categories includes your age?

18 to 24 years	1
25 to 49 years	2
over 50 years	3

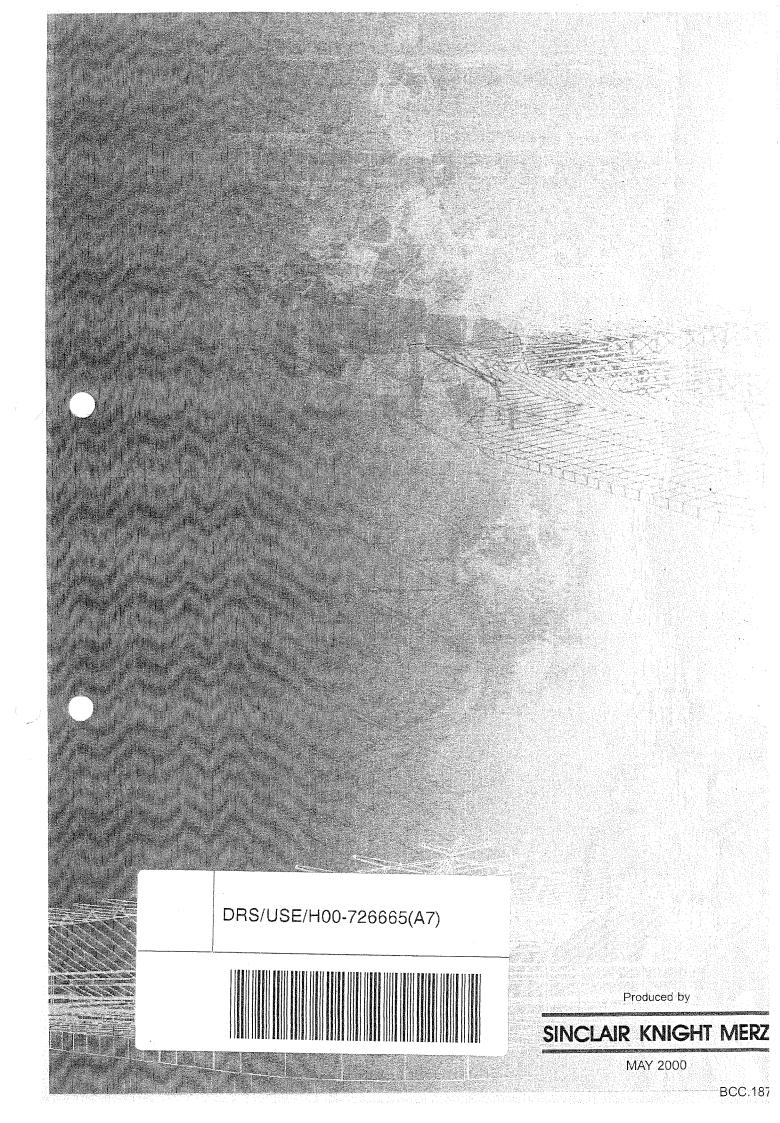
Any other comment? Thank you, we appreciate your time

Interviewer: Note the gender of the respondent.

Female

Note the Suburb and code, using map as guide

Inner City Outer Brisbane South Coast North Coast



A.A.A



# Environmental Impact Statement

# **VOLUME 8** Addendum Report

# JULY 2000

SINCLAIR KNIGHT MERZ

BCC.187.0743



# Environmental Impact Statement

# SINCLAIR KNIGHT MERZ

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In association with



GEORGE FLOTH PTY LIMITED ONSULTING ENGINEERS





IMPAXSIA



ELHOTT WHITEING & ASSOCIATES

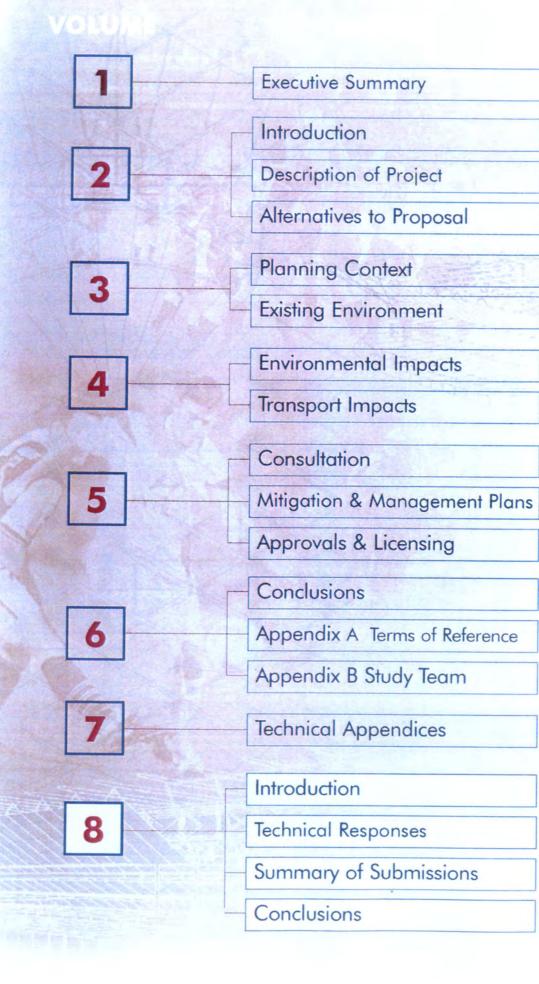


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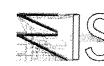
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# **EIS OUTLINE**



# **1. INTRODUCTION**



JULY 2000

# INTRODUCTION

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# LANG PARK STADIUM PROPOSAL REVIEW

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27.3	Car Parking	
27.4	Walkways	
27.5	Historic Character	
27.6	Cultural Heritage	
27.7	Residential Amenity	
27.8	Construction Impacts	
	No Community Benefits	
28 OVI	ERALL CONCLUSION	
29 LIG	HT RAIL DECISION	



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# LANG PARK EIS SUBMISSIONS FROM COMMUNITY AND GOVERNMENT

# INTRODUCTION

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# 1 BACKGROUND

The Draft EIS relates to a project declared to be of State significance and was prepared in accordance with the terms of reference finally issued by the Co-ordinator General in March 2000. Throughout the preparation of the Draft EIS, an extensive programme of community consultation was followed. This programme exceeded the statutory requirements for consultation.

# 2 PUBLIC NOTIFICATION

# 2.1 Display Period

In compliance with the *State Development and Public Works Organisation Act* **1971**, the Draft EIS was placed on public display for a period of 6 weeks, commencing on 15 May 2000 and concluding on 26 June 2000.

The terms of reference indicate that, should the Government decide to proceed with the development of a world-class stadium at Lang Park, then a development application would be made under the *Integrated Planning Act 1997*(IPA), to the Brisbane City Council. The period of public display, and the properly made submissions received in relation to the Draft EIS, are taken to have met the requirements of IPA for any part of the proposal which requires impact assessment.

# 2.2 Community Consultation

The community consultation programme followed is described and documented in the Draft EIS (section 8 Volume 5, Technical Appendices Volume 7).

During the display period, further consultation took place in the form of two community workshops(scheduled in Volume 7, Appendix H), a telephone survey of local businesses in Caxton Street and Given Terrace as far as Enoggera Terrace, several face-to-face interviews on specific issues, and responding to telephone inquiries coming through on the EIS information line.

Static displays of the Draft EIS and supporting material were maintained in the existing Lang Park stadium as well as other community centres.

The consultation programme is considered to have provided the community with numerous opportunities to access the process, to raise issues and ask questions regarding the nature of the stadium proposal. A number of community representatives and individuals remain unsatisfied with the consultation process and these views are reflected in the submissions made.

Others in the community have felt that the process was accessible and informative, but could have been improved with greater certainty as to the nature of the stadium proposal at the outset.

# 2.3 Properly-made Submissions

During the consultation process, participants were advised on the importance of expressing any concerns they might have in relation to the proposal in "properly-made submissions". The form of a properly-made submission was described and emphasised to alert the community that

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submissions which were not properly made, would not attract third party appeal rights for any part of the proposal requiring impact assessment.

A total of 54 submissions were received.

## 3 REVIEW OF SUBMISSIONS

The review of submissions takes three forms, namely:

- a matrix summary of submitters cross-referenced to the generic issues raised in their submissions;
- a technical response to the issues raised, dealt with in technical issue categories; and
- a detailed summary of each submission received.

Each submission received has been considered regardless of whether it is properly made or not. The determination of which submissions are properly made is a matter for the Government, and possibly the Brisbane City Council should a development application be made.

# 4 REVIEW OF DRAFT EIS & FINAL REPORT

The role of the Co-ordinator General is to assess the Draft EIS and the submissions made, and prepare an evaluation report on the Lang Park Stadium Proposal. The Draft EIS will not be changed in order to maintain an identifiable trail through the assessment process.

It is the role of this Addendum to attend to issues raised in the submissions to supplement the investigations reported on in the Draft EIS, and to assist the Co-ordinator General in the evaluation of the proposal.

In this regard, the combination of the Addendum Report and the Draft EIS will form the Environmental Impact Statement for the Lang Park Stadium Proposal.

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**TABLE 1 Submitter by Generic Issue** 

Addendum

# 2. TECHNICAL RESPONSES

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# LANG PARK EIS SUBMISSIONS FROM COMMUNITY AND GOVERNMENT

# TECHNICAL RESPONSES

## 5 PLANNING

### 5.1 Strategic Planning

# Submission Issues

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

#### **Response**

The Draft EIS (section 4) contains extensive coverage of the existing planning context for the proposal including the Current Brisbane Town Plan 1987; the Modified Draft Brisbane City Plan; the SEQ Regional Framework for Growth Management (RFGM) and the City West Vision.

The City West Task Force is a recent initiative of the State Government and the Brisbane City Council with a charter to oversee the integration of the major developments either proceeding or proposed within the City West precinct.

The Draft EIS (section 6.2.8) states that the basic link between the Lang Park Stadium Proposal and City West will be through the public transport and pedestrian infrastructure as part of an integrated system for City West. The vision for City West is not static and will continue to develop and react to surrounding opportunities and issues. For example, the potential redevelopment of Victoria Barracks could provide a number of opportunities for greater integration of the City West elements.

In this regard linkages to the developing Roma Street Parklands are still being forged as that key development for City West takes shape. The Roma Street Parklands includes a future pedestrian link over Countess Street near a planned Inner Northern busway Station. It is understood that this will not be part of the first stage of works and is subject to future funding arrangements.

# 5.2 Planning Processes

# **G** Submission Issues

- 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.

# **Response**

The Draft EIS contains an extensive outline of the planning process in Chapters 4 and 10, including approvals through other processes. The specific issues of ministerial call in powers, requests for further information and other detailed aspects of the IPA are specific matters of legal process that were not considered relevant to the reasonable impact assessment of the proposal within the terms of reference. The integrated development assessment system (IDAS) provides a

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range of options for the assessment of development applications. Under IDAS, the calling in of the application by the Minister is one option available.

The level of assessment required for the development application, should the Government proceed with the proposal, is determined by the planning scheme. In this case, the relevant planning scheme will be the 1987 Town Plan unless and until it is superseded by the City Plan.

# 5.3 Local Planning Issues

# Submission 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.

# C Response

Relevant primary and secondary Codes have been identified in the EIS. Information relevant to compliance with these codes is identified throughout the Draft EIS. It will be the task of the Assessment Manager to assess these issues when and if an application for development permit is made.

The height of the proposed stadium has been governed by the existing height of the outriggers on the western grandstand. The roof height has been established at RL 43.0 metres, approximately 37 metres above the existing pitch level.

# 5.4 Urban Design Issues

# Submission 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.



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## □ Response

The issues raised above are addressed in other sections of this Addendum as follows:

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Plaza and walkways	Addendum sections 10.1 - 10.7, s EIS sections 6.2.6, 9.6 and 9.4.6	ection 14 (Constant) (Constant) Received Sectory (Constant) (About the Received Sectory (Constant) (Constant)
Pedestrian links	Addendum sections 10.1 - 10.7 EIS section 7.8	an she an

The Master Plan does attempt to address adjoining small-scale and fine-grained structures within the obvious constraints of designing a major facility.

The major spaces created are at the northern and southern ends. The 'openness' of these areas assists with *Crime Prevention Through Urban Design* (CPTED) principles, provides local open space (in the case of the northern park) and is a key part of the management of people and crowd behaviour during events i.e. generous open spaces are required. The detailed design treatment of the northern and southern plazas should take into account CPTED principles, and should recognise the community's concerns regarding public safety in these spaces out of event times.

The northern plaza is intended to provide green space and park land for use by the residential communities to the north of the stadium. It is also intended to provide a green or leafy transition between Caxton Street and Paddington. In contrast, the southern plaza is intended to address the important functional issues associated with crowd movement and public transport moreso than providing additional public space. Even so, it will be important during the detailed design stage to ensure that the southern plaza attains a high level of amenity and safety for out-of-hours use (ie outside event times).

The argument that buildings would be better placed along the Caxton Street frontage of the northern plaza rather than landscaped environments is not supported in several submissions from peak industry bodies and the Brisbane City Council.

The visual impact of the light rail station is a matter of concern identified in the Draft EIS. However, this issue can be and should be addressed further in the detailed design stage.

#### 6 LANDSCAPE & VISUAL IMPACT

#### 6.1 Landscape Issues

#### □ Submission Issues

- Walkways should not screen school from view;
- Need to assess impacts on views to the City and vista to Mt Coot-tha; and
- 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.

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# Response

The Draft EIS (section 9.4.7, Volume 5) proposed an effective screen of the school site from the walkway to avoid the potential for impacts such as littering and loss of privacy. The type of screen could be landscaping which still permits some views of the school buildings but meets the objectives of impact mitigation. This is a matter for resolution through the detailed design process, should the proposal proceed.

The Draft EIS (section 6.2.6 Volume 4) predicts a range of landscape impacts from the proposed stadium. The impact on the regional landscape from the proposed development is not anticipated to be dramatic or intrusive. However, the Draft EIS predicts that the impacts on the local landscape values, and access to vistas from certain localities adjacent to the site, will be significant. Some of these impacts can not be readily mitigated. For example, the impacts on the residential area to the east of Hale Street will be significant in that views to regional landscape features (eg Mt Coot-tha, southern ranges) will be blocked. Similar impacts will be experienced for some of the residences lower on the slopes of Red Hill in that views through the existing open stadium will be lost.

 $e^{-\lambda_{1}} = e^{-\lambda_{1}} e^{-\lambda_{$ Similarly, the proposed stadium will block some views of the City for residential properties to the west (eg Heussler Terrace area).

The landscaping concepts for the proposed stadium should be submitted with the development application, should the Government decide to proceed with the proposal. These concepts should concentrate on introducing softer edges to the site and some of the elements within the stadium proposal. In doing so, the landscape concepts should be prepared in full recognition of CPTED principles and issues (crime prevention through environmental design).

# 6.2 Visual Impacts as a second concerned page of the second s

# Submission Issues

- 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;
- æ 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 嚻 impacts;
- Building facades need vertical elements in screens;
- Need graphics of shadows:
- 巖 Impacts on green edge along Milton Road
- Recognise local qualities in streetscape, and quality of Castlemaine streetscape Ш¥. inadequately described; and
- Should graphically indicate detail of pedestrian environment particularly to address plinth, walkways and plazas.

# □ Response

The Draft EIS (section 6.2.6, Volume 4) describes fully and accurately the range of visual impacts of the proposed stadium. The report presents a range of computer simulations of the building set in the existing urban landscape. The Draft EIS concludes that the visual impacts of the proposed stadium will be greatest for those properties closest to the site, with diminishing impacts further



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away from the site. The report also notes that the views of the site, and the proposed stadium, will be contained to a number of vantage points.

It should be noted that the master planning and concept design processes paid considerable attention to reducing the visual impact of the proposed building. Some of the measures employed in the design include:

- the location of structural elements under the roof, which itself is reduced to a thin flat plane;
- the use of a plinth extending from the Caxton Street level to reduce the "active" height of the building;
- the inclusion of active elements to the northern and southern ends of the building to break down the facades and to maintain a sense of scale;
- 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 use of vertical elements in the design was not favoured in order to reduce the perception of height.

Should the Government decide to proceed with the proposal, further consideration should be given to reducing the apparent scale and height of the proposed stadium building. The submissions propose a number of possible means by which this could be achieved. Those means should be investigated.

Additional visual simulations have been prepared since the Draft EIS and these are attached to this Addendum Report as **Figures 6.1 - 6.11**.

The Draft EIS also predicts that the visual impacts of the light rail station and the gantry structures supporting the light rail will have significant visual impacts on the Milton Road area. The report notes that there are limited opportunities for mitigating these impacts owing to the operational requirements of Queensland Rail and the need to maintain adequate clearances over Milton Road.

The proposal addresses the issue of shadowing in a number of ways. The building height at the edge has been minimised by ensuring the section is as efficient as possible in relation to the sightline criteria for the project. The rear portion of the roof has been 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 are 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. This wall will have the effect of directing sky reflections in to the church precinct.

The Pioneer Memorial Cemetery is currently shaded by the mature eucalypts standing along the northern boundary shared with Lang Park.

The Draft EIS relied upon a series of shadow diagrams inadvertently omitted from the report. The conclusion drawn in relation to shadow impacts on the Christ Church was and remains that the extent of shadowing in mid-winter will be such that direct sun light will touch the Church for slightly more than two hours each day. This impact is considered to be adverse, notwithstanding the

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design treatments already factored into the conceptual design of the proposed stadium. Further detailed design should explore more effective means of reducing the extent of this impact.

The shadow diagrams (Figures 6.12-6.14) are attached to this Addendum Report.

# 7 CULTURAL HERITAGE

# 7.1 Church

# Submission Issues

- 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; see the second s
- 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 reason 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;
- Negative impacts of shadowing on church; https://www.shadowing.com/ indicates and shadowing on church; https://www.shadowing.com/ https://wwww.shadowing.com/ https://wwww.shadowing.com/ https://www.shadowing.com/ https://www.shadowing

# Response

The Draft EIS concluded that some of the impacts on the Christ Church could not be readily mitigated (refer to. sections 6.2.7 and 9.4.7). Such impacts include:

- over-shadowing during the winter months;
- over-whelming by scale and proximity of the proposed stadium;
- Ioss of views of the church from Paddington and Red Hill; and
- difficulty in accessing the precinct immediately prior to and after an event.

The Church, in its submission to the Draft EIS, has raised 26 measures which would reduce the adverse impacts. Many of these have little relationship to the nature of the predicted impacts and would only be agreed to for reasons other than impact mitigation.

Other measures which do relate to impact mitigation and should be considered and discussed further with the Church, should the proposal proceed, include:

- Further and on-going consultation during the design and construction phases (submission measure 1) included in the mitigation strategies section 9;
- Preparation of an architectural model (submission measure 2) (done);
- Structural audit and dilapidation survey of church and rectory (submission measure 3) included in the mitigation strategies - section 9;



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- Construction management plan detailing grave and vegetation protection measures (submission measure 4) – included in the mitigation strategies - section 9;
- Conservation of gardens and fencing (submission measure 8);
- Interpretive plaques for the precinct, including the graveyard and church (submission measure 9);
- Consider the streetscape design of Chippendall Street as part of the project (submission measure 10) – mostly undertaken in the preparation of the master plan and concept designs;
- Consider the concept of the Church and its environs as the focus of the Milton Road entrance (submission measure 11);
- Maintain access for emergency vehicles at all times during construction and operational phases (submission measure 15) – included in the mitigation strategies - section 9;
- Consider security measures around the Church and its precincts (submission measure 18);
- Security guards should be employed to assist patrons at the completion of events (submission measure 19) included in the mitigation strategies section 9;
- The timing of events should be determined in consultation with the parish (submission measure 24) included in the mitigation strategies section 9;
- Consider making the Church available as an interdenominational chapel (submission measure 26).

The pro-active approach from the Church should be further investigated and would assist in promoting improved communications and consideration of each groups activities and needs. The proposal to make certain areas within the proposed development available to the Church and parishioners for use on a regular basis should be investigated. The potential benefits of this sharing of facilities could be:

- increased use of the proposed development outside major event times which in turn could increase local community involvement with the centre leading to increased sense of local ownership;
- an effective crime reduction mitigation measure in relation to an increased public presence outside of major event times.

The survey of the existing condition of the Church, Rectory and memorial graveyard reserve should be undertaken and a monitoring program implemented prior to any bulk earthworks occurring on the Lang Park site. Also, and in general, monitoring of the earthworks programme should entail the possible uncovering of human remains from the earlier use of the site as a burial ground.

In addition to these measures, a conservation management plan should form part of the Construction Management Plan and the Operational Management Plan.

## 7.2 Baroona Special School

## Submission Issues

- 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;

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

#### □ Response

The Environmental Protection Authority correctly points out that any modification to the structures will require an application to be made to the Authority, with the Queensland Heritage Council advising the Minister on the merits of the application.

Should the Government decide to proceed with the Lang Park Stadium Proposal, a Cultural Heritage Conservation Assessment and Management Plan would be required to be prepared and submitted. The Draft EIS notes that certain aspects of this place have high cultural heritage values which need to be conserved in the event that the proposal proceeds and the Milton Road walkways constructed. The Draft EIS concludes that the R G Suters building could be re-oriented without diminishing the cultural heritage values of the site. Another conclusion is that, with careful design and construction management, the existing trees adjacent to this building can be protected and retained. This view would need to be discussed and negotiated with the EPA during the preparation of the Conservation Management Plan.

The conservation management plan should form part of the Construction Management Plan and the Operational Management Plan.

# 7.3 Other Heritage Issues a state of the sta

## Submission Issues

- The brick drain in Castlemaine Street (Cultural Record Act 1987) has heritage significance;
- Need to assess church, Baroona 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;
- Historic character of the local area should be valued more highly than the cultural value of Lang Park.

#### □ Response

The purpose of the Cultural Heritage section of the EIS was to identify places of cultural heritage significance, in the vicinity of Lang Park, which may be impacted by its redevelopment. Detailed Cultural Heritage Management Plans should be prepared for affected sites. These plans will need to assess comprehensively the impact of the proposed development on these sites.

The Milton drain is identified in the Draft EIS as having cultural heritage value. The existing western grandstand, which is to be retained, was constructed without interference or damage to the Milton drain.

It should be noted that by their nature, stadia are large span structures allowing considerable flexibility to avoid constraints such as the Milton drain. However, it also needs to be acknowledged that earthworks and construction are anticipated in close proximity to the Milton Drain. Any work in this area which may impact upon the drain, will require an application to the EPA. As with the Christ Church and the Baroona Special School, a Cultural Heritage Conservation and Management Plan should be prepared prior to commencement of works to avoid damage to this place, should the Government decide to proceed with the proposal.



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The Hogs Breath café building is not included on the Queensland Heritage Register, despite its former relationship with the Police Barracks building and site. The reasons for this exclusion from listing are not known. To respond to the community's interest in this building, alternative design responses to providing pedestrian connections to Roma Street and the City could be considered during the detailed design stage. Such responses could include:

- retention of part of the Hogs Breath café building for use for other purposes, possibly associated with the redevelopment of Lang Park (eg remote ticket sales, information and interpretation centre);
- provision of lightweight indicative pavement designs or structures outlining the boundary and shape of the original building as a reminder of its former use;
- provision of interpretive material such as plaques and permanent displays also may assist in retaining the historic interest of the site.

Other mitigation measures could be discussed with the EPA and the Brisbane City Council during the detailed design phase of the project.

The tram shelter on Milton Road, referred to in one submission, is not a registered heritage item. It may have historic interest as a reference to the past use of Milton Road as a major tram corridor. The shelter could be relocated to a suitable place either along the walkways from the proposed stadium, on the southern plaza or the Police Barracks plaza, or some other suitable location agreed with the Brisbane City Council.

The Draft EIS recognises the historic character of the locality, particularly with respect to the history of residential development since the 1870s. The report goes into some detail in section 5.1.8 (Volume 3) when describing the history and background to the site and its setting. Lang Park is a City landmark within the locality, as is the Castlemaine Perkins (XXXX) brewery.

An important aspect of this debate is the identification of areas of historic housing and other development. The Draft EIS, in section 5.1.4, identifies areas of strong remaining historic character in housing. Lang Park is situated adjacent to but not within these areas. It sits beside historic residential, a commercial area and a service trades and industrial area.

If the Lang Park Stadium Proposal is to proceed, then the history character of the locality should be respected in the design. On the other hand, part of the character of the locality is the evidence of continuing development and changing land uses in and around the area. The redevelopment of Lang Park is considered consistent with this theme of change and evolution.

## 8 ECONOMIC

## Submission Issues

- 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; tableast
- 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.

# Response and the second s

## **Reduced Seating Capacity**

Through the terms of reference the Queensland Government requested an investigation of the Lang Park Stadium Proposal on the basis of a capacity of 60,000 patrons. Those patrons were to be accommodated in seating in order to achieve other project objectives outlined in the brief.

Commercial investigations ran in parallel with the master planning and concept design phase and the EIS phase. The commercial investigations supplied advice to the effect that the major users, or hirers of stadia for events requiring a rectangular pitch would require a facility with a capacity of 50-52,000 seats net of disabled seating, media seating and management seating. This advice was drawn from extensive consultations with major hirers such as the rugby league and rugby union administrations at both the State and National levels, as well as individual hirers such as the Brisbane Broncos and others.

These seating needs take into account the growth in population and the trends affecting attendances at football and other events. While preliminary master planning sketches indicated that a stadium of 60,000 seats could be accommodated on the site, the commercial advice indicated that there would be little if any need for the additional seats.

## **Event Patronage**

The expected patronage figures stated in the Draft EIS are based on figures provided by the sporting codes. Records of attendances over the past two years were provided in support of the attendances, where available. In other cases patronage at similar events in Queensland and interstate were reviewed. Estimates of the "without project" patronage figures were checked with actual patronage to ensure that they are realistic. If they are too high this would reduce the incremental patronage and hence the economic benefits estimated from the proposed stadium. In this sense, higher current patronage figures are conservative.

It is acknowledged that NRL attendances did fall during and after the split with Super League. There is more recent evidence that this situation has reversed and crowd sizes are increasing. In addition, the estimates have been adjusted to reflect the substitution or displacement effect, to provide an estimate of the new net incremental demand. With the exception of the estimates for the Bledisloe Cup, a proven crowd drawer with significant increased patronage from New Zealand, the net incremental patronage assumed are relatively modest for all events.

It is accepted that a number of complimentary tickets will be provided for events. This issue is taken into account through the average ticket prices which are significantly discounted to allow for a proportion of complimentary tickets.

## Goods and Services Tax

There is still considerable uncertainty about the impact of the GST. The crowd size at the recent Australia – South Africa Test in Melbourne, with minimum ticket prices some 25% higher than the average ticket prices assumed in the economic analysis, was over 32,000. This is the first major ARU Test post-GST. While the very high prices charged for tickets was felt to have had an impact



on patronage, the GST proportion was a small part of this. On balance, a GST component at the full 10% is felt to be unlikely to reduce patronage significantly at the relevantly low average entry prices assumed.

The economic impact assessment has assumed that the construction cost is in th order of \$280 million. The commencement of a significant project is likely to increase the net benefit if the advent of a GST reduces construction activity and creates a pool of unemployed tradespeople. Reduced construction activity could also create an environment where costs can be contained and construction less likely to be subject to delay.

#### Impacts on the IT Industry

The concern that there will be losses to the IT industry situated to the west of Castlemaine Street stem mostly from the conclusion in submissions that the public transport strategy and the parking scheme will either not be implemented or will not succeed. The concern also relates to the potential disruption to this area during the construction phase of the project.

The Draft EIS clearly indicates that most construction work will take place within the site, with Castlemaine Street being used as a designated haul route for deliveries to the construction site. As the western grandstand is being retained, the extent of construction work in Castlemaine Street is not expected to be significant. Refurbishment and re-roofing of this element can be undertaken from the job site (ie within the site).

The overall success of the proposal relies heavily on the public transport strategy. The implementation of the recommended car parking scheme is an important element in that strategy. Some submissions have raised alternative measures for controlling car parking in business areas, including the IT precinct west of Castlemaine Street. These measures should be investigated further and negotiated with the Brisbane City Council.

It should be noted that under current operations for Lang Park, the IT precinct enjoys the protection of barricaded streets to prevent unlawful car parking and to facilitate coach parking and set-down. Observations during the May 2000 State of Origin match indicated that businesses were still able to access their premises while on-street car parking and unlawful car parking was almost non-existent.

Also, it should be noted that most events at the proposed stadium would be conducted outside normal business hours. Observations during the May 2000 State of Origin match indicated that most if not all IT businesses to the west of Castlemaine Street were closed after normal business hours. However it should be recognised that event preparations, including the establishment of the parking scheme controls, would occur before events.

It should be noted that Information Technology (IT) businesses tend to locate close to where the owners/managers live. On this basis, companies that relocate to other states would usually do this to follow changes in residence of owner-managers. There is also evidence that it is difficult for companies that relocate to retain their skilled staff.

The concerns raised can be monitored in an operational sense to ensure that the parking scheme is operating effectively and without impact on local businesses.

#### Mid-week Events

The concern relates primarily to the implementation of the car parking scheme, local area traffic management and the transport strategy. Many of the local businesses surveyed during the May

2000 State of Origin match were enjoying increased trading as a consequence of the event. Others, such as the non-retailing sectors, were closed after normal business hours.

Again, the concerns raised can be monitored in an operational sense to ensure that the parking scheme is operating effectively and without impact on local businesses.

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Surveys were undertaken of the businesses along Given Terrace and Latrobe Terrace. One survey was carried out on the night of the State of Origin Match (Wednesday 25 May 2000). The survey covered 102 businesses with the following characteristics:

Type of Business	Caté/ Restaurant	Health	Retail	Business Services	Fitness/ Sport	Personal Services	Communication s
Number by Type	20	6	36	26	6	7	1
Open (Evening of Match)	14		3				
Closed	6	6	32	26	6	7	1
Normally Open	15						
Normally Closed	5	6	32	26	6	7	1
Closed without apparent reason	<b>1</b>	saat sa				a en secara	ata afastara .
Not Measured	† †					ina en paren. Tale talen t	
TOTAL	20	6	36	26	6	7	1

Of the 102 businesses observed, the bulk (81.4%) were closed. All but one of these are normally closed in the evening.

Fourteen hospitality outlets were open with one closed that should have been open in line with its advertised opening time. Three retail outlets were open. The fourteen hospitality outlets were split between busy (6) and not busy (8). A number of hospitality outlets were contacted after the event. The feedback from these was split with some 46% (6) indicated a positive impact and a similar proportion a negative impact with one respondent indicating no impact.

Comments by the three retail outlets were broadly neutral. All three stores were busy and one convenience store noted that they would expect an increase in business if the home team wins.

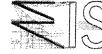
Of the six businesses that reported an expectation of an increase in trade four had developed specific strategies to encourage more business on event nights. Of the six businesses that reported an expectation of a decline in trade none had developed any specific strategies to increase trade.

On balance, the survey results do not support any significant adverse impact associated with major events at Lang park for evening events during the week. There are also indications that businesses that are normally open in the evening can develop strategies to benefit from the events.

#### Impacts of Car Parking Scheme on Local Businesses

The car parking scheme described in the Draft EIS is considered the most suitable for the circumstances of Lang Park and the proposal to develop a stadium there. The scheme derives from research into a number of other stadia in Australia and New Zealand. The Draft EIS acknowledges that it may require modification once operating. To assist on this point, the Draft EIS recommends that the parking scheme be monitored for its effectiveness, particularly with respect to car parking at the fringes of the parking scheme area, and in business areas.

Consultation with local business interests during and after completion of the Draft EIS has been frustrating due to very low interest and participation rates. Local businesses were canvassed and



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were invited to a Focus Group meeting on this issue during preparation of the Draft EIS. There was a very low response (ie two people attended).

During the State of Origin match in May 2000, a survey of local businesses, particularly in Given Terrace and Caxton Street was undertaken and supported by follow-up telephone calls to ascertain concerns and issues arising from the proposal. Generally, there were equally divided views both in support and against the proposal. Furthermore, inspections of kerbside parking in the locality and in particular the "IT precinct" in Cordova Street suggested that car parking impacts from Lang Park were minimal. Access to these streets was restricted by manned barricades for "foreign" traffic.

A meeting with a developer with interests in the Rosalie business area during the public notification period indicated support for the concept of a parking scheme but some concern as to the best means of implementation. That developer made a constructive submission suggesting a business related permit system. This suggestion has merit, particularly in terms of its implementation and meeting the specific needs of local businesses, and should be discussed with the Brisbane City Council.

The car parking scheme proposed in the Draft EIS should be viewed as a dynamic mitigation strategy which, if properly maintained and monitored, is expected to reduce the impacts of car parking that presently occur during major events at Lang Park.

#### **Employment Estimates**

The concern is that the Draft EIS over-states the employment impacts likely to occur as a consequence of the construction phase of the project. The issue raised suggests that consideration should have been given to the post-Olympic and post-GST downturn in the construction industry.

There is no concrete evidence to suggest that a downturn will occur after either event. Should a downturn occur, the proposed stadium would provide "replacement" jobs instead of new jobs. It would still provide an employment benefit in doing so.

The estimated full-time employment in the proposed stadium (Draft EIS Section 2) is for 15 positions, inclusive of ground staff and administration staff. This estimate is conservatively low but would include positions which are presently occupied with the existing stadium.

#### Employment and Income (Direct Impacts)

With regards the number of new jobs created by the proposed stadium, the impact of the GST and the post-Olympic period is still unclear. The Lang Park Stadium Proposal, in creating some 1,241 jobs during the construction phase, would more value in a period of downturn in the construction industry.

The proposed stadium may not lead to 1,200-plus new tradespeople entering the industry. However, it is expected to support some 1,200-plus people who might otherwise be unemployed due to the industry downturn assumed in the submissions.

On the other hand, the creation of employment opportunities in a fully employed economy creates inflationary pressures and tends to lead to wage rises and project delays whereas creation of new jobs in a downturn provides the full multiplier benefits in terms of new employment creation.

#### Net employment Impact

There will be significant temporary construction jobs. In addition, these jobs could be generated arguably in a period of downturn in the industry, thereby eliminating any inflationary pressures and

providing additional benefits. There is not likely to be net loss of on-going jobs. The increased stadium activity will create new on-going jobs and the worst case conclusion is likely to be a neutral impact on jobs in other sectors.

#### Job Losses (Community Facilities)

Several of the submissions contend that the proposed stadium will lead to job losses in the local community facilities (PCYC, Ozsports, La Boite Theatre). The suggested causes for job losses are the disruption during construction and operational phases, and the restrictive car parking scheme recommended as part of the mitigation strategies.

Subsequent to receiving these submissions, La Boite and the Brisbane Arts Theatre have been contacted with regards the parking scheme, and possible variations of it. The car parking issue could be resolved with further consultation and negotiation between the various activities, the Brisbane City Council and the proponent, should the proposal proceed.

The master plan addressed in the Draft EIS included car parking for the PCYC and Ozsports. Further consultation might be required during the detailed design stage to resolve perceived operational difficulties with the indicative parking provisions.

While the construction plan has yet to be prepared, there are opportunities to retain the existing sporting and community activities on their present sites during some of the construction programme, allowing for other suitable space to be provided for them in the interim. It should be noted that both these activities are commercial operations which could close or relocate at any time, regardless of the stadium proposal. Accordingly, some balancing of these possibilities is required by the Government.

## Loss & Resumption of Heritage Buildings

No heritage buildings are to be removed or resumed as part of the proposed development.

Any mitigation works, including relocation works on the R G Suters classrooms in the Baroona Special School would have to be undertaken as part of the proposal. The costs would be met out the stadium budget.

## Omission of Project Costs

The Draft EIS does not assess the construction costs for the proposed stadium as the cost plans for construction were being prepared concurrently with the EIS. As those cost plans contain information of a commercially sensitive nature, such as estimates for specific materials and equipment, public knowledge of these estimates would severely prejudice any future tender process should the Government decide to proceed with the proposal. For this part of the process, the cost estimates should not be published. This view is endorsed by the Minister for Communication and Information, Local Government, Planning and Sport, and the Coordinator-General.

## 9 SOCIAL

## Submission Issues

- Identify social impacts of out-of-hours construction work;
- Identify cumulative social impacts; A state of the sta
- 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);



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- 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;
- Consider and plan for minimisation of disruption to existing facilities (sports+theatres) during construction, and loss of revenue.

## □ Response

## Mitigation of Construction Impacts

The Construction Management Plan and the mitigation strategies recommended in the Draft EIS (refer to section 9) are intended to alleviate the adverse effects of a major construction programme in this inner city location. These measures will require initial instruction and strict adherence by the construction workforce to achieve the objectives of the mitigation strategies.

Some impacts will arise which will have short-term, adverse effects on the residential areas of Petrie Terrace and Castlemaine Street. Specifically, some out-of-hours work will be necessary to accommodate programmed movements on the heavy rail system and for the delivery of major construction materials. These activities could generate noise and possibly light spill to nuisance levels in the nearby residential areas.

Prior warning of residents of these occurrences is essential. Other measures should include:

- careful work planning to minimise the number of occasions when out-of-hours work is necessary (co-ordinated work activities could result in a number of out-of-hours being undertaken simultaneously to reduce the nuisance);
- use of construction techniques and equipment to minimise noise and other nuisances;
- the use of specialised lighting screens, acoustic screens and muffling wherever possible and practical to reduce nuisance from light spill and noise;
- the containment of heavy vehicle movements to the designated access routes (mostly Milton Road and Castlemaine Street);
- regular communications between the Site Manager, the Contractor, the Environmental Protection Authority and the Community Liaison Group to monitor the effectiveness of the Construction Management Plan.

#### Mitigation of Cumulative Impacts

A common theme to come out of the consultation process was the community's strong desire for a range of community benefits beyond the provision of a stadium. The majority of community

members attending the workshops did not see the stadium, in itself, as any form of community benefit. These people requested, in a variety of ways, for community benefits to be extended to the locality. Benefits suggested in submissions included:

- Upgrading the Ithaca swimming pool (increase to 50m and heating);
- Providing additional green space in the locality and ensuring that the parkland in the northern plaza be dedicated as open space;
- Direct links to a light rail system in Caxton Street if the Brisbane Light Rail Project proceeds in Brisbane;
- Additional community facilities, such as child health centres, library, meeting rooms and the like.

In considering such requests, it is important to establish the nexus between the potential impact on the community and the potential benefit. Where the nexus is not clear or not present, then a requirement for such facilities, attached to a development approval could not be sustained.

The level of understanding and co-operation between the Stadium Development Group, the Community Liaison Group and the Government will determine the extent to which the effects of cumulative impacts can be redressed.

## Impacts on Existing Community Facilities

There are several community facilities in close proximity to the existing stadium which are likely to be impacted by the proposed redevelopment. They are:

- the Ozsports fitness centre;
- the PCYC centre;
- the La Boite theatre; and
- the Christ Church.

Some submissions also raised concerns that existing businesses to the west of Castlemaine Street and in Chippendall Street could be adversely affected by the proposed parking scheme and by the increased frequency of events. As outlined previously in this report, the parking scheme will not alter the arrangements in the area to the west of the stadium. That area is used at present for coach parking and is intended to continue to be used for that purpose during events.

Observations during the May 2000 State of Origin match indicated that car parking spaces in these commercial (IT) premises were not being used by stadium patrons, with the exception of those business staff who were taking advantage of the strategic location.

In considering this issue, it is important to remember that IT businesses can relocate readily and frequently do, particularly in response to attractive rental deals offered by the property market. In this context, there is no certainty that the IT businesses in the Cordova Street locality will remain there in the longer term.

The arrangements between **Ozsports, the PCYC** and the Stadium Development Group will be resolved by negotiation should the Government decide to proceed with the proposal. The short-term disruption to their respective activities caused by the construction programme may result in local residents accessing similar facilities in other locations.

The arrangements with PCYC and Ozsports are currently undergoing commercial negotiations which will include issues of tenancy and continuing occupancy.



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Responses to submission issues on the **Christ Church** have been discussed in earlier sections of this Addendum.

#### Lang Park as an Icon?

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The term 'icon' is used in the context of the long-standing use of the site for sporting competitions, particularly Rugby League competitions. Lang Park is synonymous with Rugby League in Australia, and to that extent, is a sporting icon. To assert otherwise is to ignore the role of Lang Park in the development of competitive sport in Brisbane.

For reasons of community sensitivity, a different term could be used to assign similar community values to Lang Park (eg landmark). In this sense, the scale and design of the proposed stadium will achieve landmark qualities. This is relevant for a cultural icon of the national status of Lang Park. The term 'sporting icon' may be more appropriate in the EIS and less subjective. Its use is recommended.

#### **Brisbane Arts Theatre**

The ongoing viability of the Brisbane Arts Theatre could be compromised by the Lang Park Stadium Proposal unless mitigation solutions are implemented and effective.

Of most serious concern to Board members are the proposed parking restrictions on event nights. Of concern in particular is attendance at Saturday afternoon matinees, which attract full houses and represent a significant source of income for the Theatre. Board members reacted positively to a proposal that, as part of the overall parking scheme, Theatre patrons be issued with parking permits with tickets to attend performances.

The consultation process which accompanied the preparation of the Draft EIS revealed that car parking demand from the Brisbane Arts Theatre impacts upon local streets. Furthermore, the behaviour of patrons from the theatre restaurant has impacted upon the amenity of local streets.

As with other detailed aspects of the parking scheme, further and on-going consultation with the Brisbane City Council will be required to resolve 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.

Board members were of the view that given the demography of their patronage, public transport was unlikely to an attractive or viable option. The Theatre already receives complaints from patrons about difficulties finding parking on event nights at Lang Park.

Concerns regarding noise were also raised. 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. The acoustic performance of the proposed stadium design is predicted to be substantially improved on the existing situation, such that noise nuisance at the theatre should not be as noticeable.

Board members felt that unless mitigation strategies were developed and implemented that the already marginal Brisbane Arts Theatre would be unable to survive. The Brisbane Arts Theatre is the oldest surviving Arts Theatre in Brisbane and has been operating from its current location since 1936.

For local area amenity and mitigation purposes, the proposed parking scheme should be implemented with input on its monitoring and operation sought regularly by the Stadium Management Advisory Committee and the Brisbane City Council.

## La Boite Theatre

La Boite theatre could be impacted by the proposed stadium, not only during construction when office staff and matinees will be disturbed, but also after 2003, when the operational phase is programmed to commence. The main concern relates to the competition for or restricted access to car parking, particularly if the recommended parking control scheme is implemented.

In recent discussions, theatre representatives indicated that the proposed parking scheme would not suit their needs. However the alternative suggestion that theatre patrons be issued with a parking permit with their ticket for the duration of the performance was attractive.

The resolution of the operational details of the car parking scheme should involve representatives of the La Boite Theatre. In this context it should be noted that car parking by theatre patrons also impacts upon the local streets of Petrie Terrace to the east of Hale Street.

The operational needs of the La Boite Theatre must be taken into consideration in the decision on the proposal, as well as in possible subsequent mitigation and management planning.

The resolution of the potential impacts upon the La Boite Theatre also will need to be discussed at length during the construction planning and programming. Alternative car parking measures could be implemented which should overcome many of the theatre management's concerns, if these measures are adopted by the theatre with the agreement of the Brisbane City Council.

For local area amenity and stadium impact mitigation purposes, the proposed parking scheme should be implemented with input on its monitoring and operation sought regularly by the stadium Management Advisory Committee and the Brisbane City Council.

#### Impacts of Crowd Control Strategies

A number of submissions have raised concerns that the Code of Behaviour recommended as part of the mitigation strategies will result in impacts on the near neighbours. In particular, the eviction of intoxicated patrons is of concern if they are then permitted to roam the streets without supervision.

The intention in the behaviour management strategies is to prevent patrons from becoming intoxicated and to avoid the need for evictions. This outcome is to be achieved by:

- denying access to intoxicated patrons;
- managing the sale of alcohol;
- monitoring crowd behaviour through the CCTV system linked to security staff; and
- undertaking an educational awareness programme such that patrons are made aware in advance of the consequences for intoxication and other forms of unacceptable behaviour.

However, the experience elsewhere is that some evictions will still be necessary, although the number of evictions will be quite low (eg less than 20 in a crowd of 34,500 at Westpac Trust Stadium in Wellington NZ). Evicted patrons need to be supervised for a short period after their departure from the venue. Again, the experience elsewhere is that evicted patrons generally will not cause a disturbance if supervised by security staff and the Police Service stationed outside the venue.



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## **Community Benefits**

The community benefits anticipated to accompany the proposed stadium are set out in the Draft EIS (refer to. section 11.4, Volume 6). These benefits are expected to include:

- Increased and vastly improved seating capacity and conditions with approximately 80% of seats under cover of the roof;
- expected economic benefits of the construction phase (approximately 496 jobs & direct income of \$60 million);
- expected economic benefits of the operations phase (full-time employment for 15) with direct income benefits of \$8-9 million;
- . ability to attract major sporting and other events (eg Bledisloe Cup); the conversion leave the second background by
- implementation of the public transport strategy and the provision of transport infrastructure with J. substantial improvements in the accessibility of the proposed stadium and the locality.
- other positive impacts for the local community include:
  - reduction in current noise impacts and current light spillage;
  - improved pedestrian access around the proposed stadium between Caxton Street and Milton Road to improve accessibility for people with a disability;
  - an increase in useable public open space;
  - a potential decrease in parking conflicts;
  - a potential improvement in patron behaviour after games.

#### 10 ACOUSTIC

#### Submission Issues

- Need more monitoring sites and more frequent monitoring to get a true picture;
- 籔 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;
- 震 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; Ħ
- Mitigation of construction noise on Church and La Boite; and
- page 5-84, Table 5.4.2 acoustic levels require clarification and possible correction.

#### □ Responses

#### Monitoring

The investigations for the Draft EIS entailed monitoring noise levels at five sites in the locality of Lang Park. Five sites provide an adequate "picture" of the acoustic environment. Additional sites would only confirm that for locations near to traffic flows, the noise levels are higher than in areas protected from traffic.

The Environmental Protection Authority accepts a seven day period as being appropriate to assess the background noise in areas. Additional monitoring is unlikely to yield different results. Additional monitoring of events would have given information on the level of noise of those events. Different wind speeds and directions may have influenced the noise in some directions. However, the predictions of noise provide an accurate "picture" of the future worst case noise.

Five data loggers were used to measure the background noise. These units included sound level meters complying with the requirements for a type 1 instrument under AS 1259 - 1990 Acoustics – Sound Level Meters. A Rion Type 1 sound level meter was used to measure noise at individual locations. All measurements were done in conformity with the procedures described in AS 1055 – 1997.

With respect to the issue of presenting short term noise impacts from stadium use, it should be noted that while L10 levels are often greater than Leq levels, there is no reason for that to be the case in all circumstances. For example, a number of short term noise levels may not influence the L10 but could contain sufficient energy to influence the Leq.

The request for measurement of maximum noise levels  $(L_{max})$  is not appropriate as such measurements can be distorted by once-off unrelated events, such as the passing of a noisy vehicle.

Figures 5.4.3 and 5.4.4 from Draft EIS have been corrected and are included in this Addendum as Figure 10.1.

## Increases in Noise with Larger Crowds

An increase of 1 dB(A) is assumed as the number of noise sources (spectators) will increase from 40 000 to 52 500. It is assumed that in a crowd of 40 000 spectators would be cheering etc at the same individual loudness as in a crowd of 52 500 (that is, as loudly as they can). An increase in the number of equal sources from 40 000 to 52 500 would increase the total sound pressure level outside the pitch by an amount in the order of 1 dB,

#### **Concerts & Public Address Systems**

Other than for a large concert, the grandstands enclosing the pitch would be likely to render noise from amplified entertainment inaudible outside the grounds. Large outdoor concerts will be audible outside but the level will depend on the volume within the proposed stadium.

Outdoor concerts also do not occur as frequently as they did a few years ago owing to the need for all-weather performances. If concerts are causing noise nuisance, there are a number of steps which can be taken to reduce the noise, including managing the placement and number of speakers throughout the stadium and the use of appropriate time delays to ensure sound levels and acoustic quality is achieved. There are also Local Laws for concerts already in place with BCC.





## **Noise from Freight Trains**

Freight trains frequently move at night to avoid congestion with commuter traffic. The movement of freight trains on the Western Railway may be influenced by a range of activities throughout the City and South East Queensland (eg track works and derailments on other lines).

Also, over the course of a year, major events will only occur at the proposed stadium relatively infrequently such that alteration of the timetable for goods trains will be similarly infrequent.

## Noise from Airships (Blimps)

It should be noted that neither the stadium management nor the hirers of the proposed stadium have control over airspace above the stadium. Consequently, there is no effective mechanism for complete control over airspace.

Noise levels from airships have not been measured for the Draft EIS. From observations, the noise caused by airships is not considered very loud or even noticeable given their usual operating height. Should it become a nuisance the Civil Aviation Authority could require that it not hover over certain areas or limit the lowest altitude.

## Acoustic or Double Glazing

The loudest noises will only occur occasionally during major games. Also double glazing often has negative impacts on residences such as restricting ventilation. Double glazing can lead to the need for air-conditioning.

From the findings of the Draft EIS, the need for special acoustic treatments, such as double glazing, has not been established.

#### **Construction Noise & Vibration**

All construction in Queensland is governed by the Environmental Protection Act and by relevant local council rules. A Construction Management Plan will be required, detailing standard measures required for normal working hours and specific measures for those occasions when out-of-hours work is required (eg transporting major construction elements, or work on Milton Road or the Western Railway).

Tower cranes can be disturbing as they can radiate sound over large distances and in all directions. Although electric cranes could be used, their availability is limited. In these circumstances, a practical solution would be to use quiet diesel cranes, regularly maintained, in accordance with the Construction Management Plan.

Construction work planning must take into consideration the needs of shift workers. This could be assisted by the production and distribution of community newsletters and other forms of information exchange between the construction entity and shift workers. Shift workers' needs should be communicated to the construction entity, and the construction programme communicated to the shift workers.

Where possible construction should be limited to daytime hours and the Environmental Protection Regulations specify that audible noise is not permitted from a building site before 6.30 am and after 6.30 pm Monday to Saturday or at any time of Sunday (or public holiday). These hours of work are to be established in the Construction Management Plan.

Noise from haulage out-of-hours should therefore is not expected to be an issue. However, should it be required, trucks should proceed to the closest major road by the most direct route or by a route that avoids residences. Designated haul routes include Milton Road and Castlemaine Street.

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With respect to construction noise impacts on the Christ Church and the La Boite Theatre, it should be noted that no construction is proposed for Sundays, such that worship will not be interrupted on the principal day of worship. The potential impacts upon theatre activities will depend on the stage of construction and the nature of the theatre's activities at any time. As pointed out in the Draft EIS, the construction programme should maximise the use of screening buildings as much as possible, and should schedule major activity for times when the least nuisance will be caused. The Construction Management Plan also needs to stipulate particular construction protocols to minimise noise impacts on these properties.

The Construction Management Plan should include measures for mitigating noise impacts, including:

- impacts from the construction of light rail and heavy rail infrastructure;
- structural audit and dilapidation surveys of heritage buildings (Christ Church, Baroona Special School, Police Barracks) if construction works are likely to occur in close proximity;
- the use of tower cranes;
- programme and mitigation measures for shift workers, and the activities of the La Boite Theatre and the Christ Church.

Noise during construction will be managed by the appropriate authorities.

Ground vibration during construction will only be an issue if heavy equipment (eg vibrating rollers) is operating within 50 metres of a dwelling. As this is unlikely to occur vibration impacts on dwellings has not been given further attention. The Construction Management Plan will need to address the potential for vibration impacts of construction on the Christ Church. To this end, there should be a structural audit and dilapidation survey of the church and rectory prior to commencement of site works. The findings of this survey should be provided to the Church.

#### Fireworks

Fireworks make loud noise and some of them make this noise at a high altitude. The noise of fireworks potentially could impact on the residential area surrounding Lang Park. The use of fireworks (frequency, time of day, duration) could be negotiated by stadium management with the Community Liaison Group. Recent trends in the use of fireworks at stadia is for low rising, low impact fireworks to avoid community concerns and complaints, and to contain costs.

The use of fireworks is an operational issue and not one which should influence the decision in relation to the proposed stadium. For example, if fireworks are found to cause unacceptable impacts for the local residents, their use could be altered or discontinued without altering the design or other operational features of the stadium.

## Hale Street Noise Reflection

A large hard surface will reflect sound and this can result in an increase in noise level. For example, noise from traffic on Petrie Terrace presently is reflected from the western grandstand back towards the rear of properties on Petrie Terrace and those between the stadium and Petrie Terrace. It is also likely that noise from Hale Street is already being reflected back towards properties between Hale Street and Petrie Terrace.

The actual noise levels will depend on the shape of the outer wall. However, if a place receives sound directly from a noise source, such as Hale Street, the additional noise due to reflection could increase by up to 3 dB. Of more significance is a place that is currently screened from noise but will be affected by noise reflected as a consequence of the construction of the stadium. At the detailed design stage this effect could be calculated. However, to reduce reflection would require



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changing the angle of the wall. Along major freeways this is sometimes done by fitting a random patterned surface so that sound is directed in several directions and not just in one direction.

The design responses to this issue should be investigated further in the detailed design of the proposed stadium. The resolution of this impact would result in an improvement to the amenity for the residents of Petrie Terrace.

#### Noise from Waste Disposal

The collection of waste in large industrial bins involves a large and often noisy truck lifting bins and dropping waste into the body of the truck, often with noisy results. However, noise from this activity can be effectively attenuated by selecting an appropriate site for waste collection. Ideally this should be below the building and well screened from any noise sensitive place.

The master plan and concept designs show the waste collection site under the stadium building, with access via the internal service route off Castlemaine Street.

#### 11 OTHER ENVIRONMENTAL ISSUES the rest many set of the set of the

## 11.1 Flora & Fauna Chellingers golgadi ne warde refrance i synse i junter reste upen us Pfrank mendere

#### Submission Issues

- The removal of trees from Lang Park and the Baroona 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.

#### **Response**

#### Identification of trees to be removed from Lang Park

An annotated aerial photograph (**Figure 11.1**) indicates the trees intended to be removed from the Lang Park site during the redevelopment of the stadium. The aerial photo also shows those trees to be relocated to the open space between the stadium and Caxton Street. Only those trees within the existing stadium and on the Ozsports and PCYC sites will be removed.

All other trees described in the Draft EIS will be retained, however they may require some pruning to avoid damage during the construction of associated infrastructure, such as the walkways.

#### Value of trees in grounds of Baroona Special School

The listing of the trees (fig trees and frangipani trees) in the grounds of the Baroona Special School was recognised and discussed in the Draft EIS. The contribution of these trees to the amenity of the locality has been reflected in the draft report and mitigation measures were proposed. These included the design and construction of the walkway along Milton Road to accommodate these trees.

Specific measures to protect these trees included:

 limited pruning of lower branches to allow unimpeded pedestrian access along the walkway, using AS 4373; and

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ensuring a qualified and experienced aboriculturalist, knowledgeable of the requirements of AS 4373 undertakes tree surgery or pruning activities associated with the construction of the walkwav.

## Fauna Values as the control of the second development of the second s

The trees identified for removal did not show signs of being used for nesting by wildlife. Fauna that may frequent the existing stadium and use the trees within the site will relocate to adjoining areas such as the Neal Macrossan Park, trees in surrounding parkland areas and along the Brisbane River. aanse de sakende oorde op de s were gewene oorde de soere

Plans to relocate two large Ficus benjamina trees to the open space area between the proposed stadium and Caxton Street will continue to provide resting, nesting and foraging opportunities for wildlife that currently use these trees for this purpose.

While the Draft EIS listed fauna from the vicinity of the site, these records were obtained from the Queensland Museum and Wildnet database of the Environmental Protection Authority. These records were included to illustrate the range of fauna observed in the area of the site. The records do not represent the species that use the vegetation of the site, or rest or roost within the site.

As the site of the Lang Park stadium is an inner city location, the species of fauna found to use the site will be those species which have successfully adapted to urban development and make an opportunistic use of urban areas for nesting sites and foraging.

Proposed mitigation measures to minimise impacts on wildlife, reported in the Draft EIS, included the installation of nesting boxes for a variety of species, such as birds and arboreal mammals, and use if locally occurring native species in landscaping will address the removal of these trees from the site.

## 11.2 Contaminated Land Issues

#### Submission Issues

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

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Should the Government decide to proceed with the proposed redevelopment of Lang Park, a complete site investigation report would be required. Assuming the presence of contaminated material, a Site Management Plan would be prepared and approved prior to any clean up of the site. The Site Management Plan should include the following:

- a site history review
- preparation of Work Plan and Occupational Health and Safety Plan; **R**
- 囊 Field Program, Soil Sampling and Analysis;
- 嚻 Risk Assessment, and Management and Remediation Options; and
- Documentation and Approval.

It is not necessary for this level of investigation to precede with the making of a Development Application for the stadium proposal, however, the investigation would be required to be completed and the site remediated prior to the commencement of the proposed use of the site.



## 11.3 Lighting

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## Submission Issues

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

#### Response

For the preparation of the Draft EIS, site investigations and measurements were taken during the Rugby Sevens tournament in February 2000. This was a broadcast event, such that additional or supplementary lighting was engaged to achieve the required levels of illuminance on the pitch. Subsequent testing during the State of Origin match in May 2000, which was also a broadcast event, confirmed the initial findings and recommendations presented in the Draft EIS.

#### Pedestrian Access Lighting Installation

The criteria recommended for adoption during the design development for the illumination of pedestrian access (footpath, overpath, ramps etc.) include the following:

- 襧 Brisbane City Council Public Lighting Guidelines;
- Energex Public Lighting Manual;
- 繵 AS 1158 part 3.1 - Pedestrian area (P).

The luminaires selection criteria should meet the AS 1158 3.1 Table 2.5 requirements.

The luminaires should be selected from standard and non-standard luminaires specification approved by Brisbane City Council (BCC) and Energex. Specifically the following types are recommended:

- standard street lighting lantern;
- standard post-top lantern (e.g. Sylvania Nostalgia, GEC - Bathurst, Sylvania B 2001 etc.);
- æ decorative Post Top Lanterns with Light Diffuser:
- decorative Fully Cut-off Type Luminaires;
- any other luminaires approved by Energex/BCC which will improve the maintenance performance and service life with a minimum cost.

The control of luminaires shall meet the public lighting tariffs. All luminaires shall be controlled in accordance i.e. with local authority requirements.

Category	Location	Performance Eav (maint)
Category P1	Footpaths, walkways etc.	7 lux
Category P6	Transport Terminals	21 lux
Category P9	Steps and stairways, ramps, overpasses etc. ( If the rise of the treads are clearly illuminated by a continuing strip)	• <b>7 lux</b> • • • • • • • • • • • • • • • • • • •
	If this is not met:	14 lux
Category P10	High risk crime	35 lux
Category P11	Carpark Areas	14 lux
Category P12	PWD or prams parking area	35 lux

The selected lighting category and level of illuminance should be as follows:

The detailed designs should demonstrate compliance with AS 1158 3.1 and should include:

· "有我们的时候,你们的你们的你们,你们的你们的你们,你们的你们的你们。"

- detailed lighting layout (spacing mounting height, reaching arm dimensions and aiming angle);
   details of luminaires and lamp sources to be used; and
- details of luminaires and lamp sources to be used; and
- photometric data and design calculation print out.

Luminaires used for overpass lighting should meet the criteria of AS 1158 (Road lighting for vehicular traffic in accordance with road type classification).

Special luminaires should be used under the pedestrian overpass to illuminate the vehicular traffic area. The luminaires selected for pedestrian access and transport terminals should meet the AS4282 recommendations in regards to the obtrusive light for commercial and residential areas. The recommended maximum values of technical parameters for the control of the obtrusive light are detailed below:

Pre-curfew Hours:

Evmax = 25 lux At boundary between commercial and residential area. Evmax = 10 lux At residential area

Curfew Hours:

Current 11	ouro.	
Evmax	= 4 lux - At boundary between commercial and residential area.	
Evmax	= 2 lux - At residential area	
Evmax	= 1 lux - At residential area (dark surrounds)	

All lighting design needs to take into consideration the glare to road users and the threshold increment shall be calculated in accordance with AS1158 and AS4282 recommendations.

## 11.4 Miscellaneous Environmental Issues

## Submission Issues

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

## Response

The shadow diagrams were omitted from the Draft EIS and are included in this Addendum Report (**Figures 6.12-6.14**).

The need for an integrated pest management strategy would be investigated during the preparation of the Operational Management Plans. Pest management could be readily



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incorporated into appropriate strategies for waste management and disposal, food preparation and facilities clean-up procedures. The second and the equivation area we have a Control of the design of the second area of the se A normal requirement for the operation of the stadium would be compliance with the usual range of health, public safety and occupational health and safety regulations. Should the Government decide to proceed, approvals under these regulations would be required prior to commencement of the operation, read, a response with electric and a second space with the second statements, constraine or dam? A second statement is guidely and the second general response response and with read with the second second second 12 INFRASTRUCTURE CONTINUES CONTINUES AND MARKED AND A CONTINUES AND A DESCRIPTION OF

## Submission Issues

- Need to coordinate power needs with the possible decommissioning date for Hale Street sub-station;
- B 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.

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## Power Supply

The future planning and infrastructure development needs for meeting power supply demands should be addressed during the detailed design stage of the project should it proceed. The issues raised relate mostly to design and siting issues for the recommended project modification and certain aspects of the southern plaza. It is anticipated that these issues can be resolved in discussions during detailed design.

## Water Storage, Reuse and Detention

A preliminary sizing of the detention basin was estimated to be in the order of 2000  $m^3/s$ . This basin would be used as a storage and the water could be used after an event for watering the pitch, and wash down water. This water could also be collected by pitch drainage and returned to the storage for reuse. One of the problems with this is that if the storage is full at the time of a flood event, the detention affect of the basin would be small and hence flows to Castlemaine Street may be increased.

During design of the stadium, these issues should be addressed in detail to determine whether water reuse is feasible and/or cost effective, as under ground storage basins will add considerable cost to the project.

## Drainage

Regardless of the proposed relief drainage works, the Relief Drainage Investigation - Castlemaine Street Catchment (Wade Lester Consultants 1996) states that no increase in run-off is expected from the future development of Lang Park (page 76).

Preliminary estimates indicate that due to an increase in impervious area (due to additional roof area and surrounding pavement); an increase in run-off in the order of 6% is expected. If this increase in flow was discharged to the Castlemaine Street Drainage (relief drainage in place), this may reduce the flood immunity downstream to something less than the Q10 flood immunity expected when the relief drainage works are completed. A detention basin has therefore been included in the proposal.

While the Report on Relief Drainage Investigation – Castlemaine Street Catchment (Wade Lester Consultants 1996) addresses the relief drainage in the Castlemaine Street Catchment Area, page 73 of the report states that further detailed investigation at the design stage is recommended in regard to Hale Street. No further advice has been received that indicates that any further design work has been done in this location.
From an access perspective, it would be appropriate to upgrade the east/west drainage line that crosses Lang Park. However the flooding would not be caused by the Lang Park redevelopment.
Flooding is currently caused by the catchment area to the east of Hale Street and is due to the

It is also not clear whether the relief drainage along Castlemaine Street accounts for additional flows that would be introduced should the east/west drainage line be upgraded. This should be determined during detailed design.

## 13 TRAFFIC & TRANSPORT

600 mm existing pipe crossing Lang Park being under size.

## 13.1 Pedestrian Walkways

## Submission Issues

- 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 Baroona 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;
- Pedestrian walkways are uncovered and will not provide adequate shelter.

## Responses

## CPTED issues

The key concern regarding CPTED issues relates to the use of the walkways, plazas and concourses out of event times. Most of the submissions accept that these facilities will be safe from a CPTED standpoint during events. If the walkways are to remain open outside event times, for the purpose of providing a community benefit, then the CPTED concerns are raised in relation to the proposal.

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CPTED principles should be adopted in the detailed design of the facility and the pedestrian areas and walkways to minimize crime and personal injury. Key principles would include:

Natural Access Control denies access to a crime target and creates a perception of risk in offenders. Design mechanisms could include:

- (a) use of clearly defined paths, pavement, lighting and landscaping to clearly guide the public to and from building entrances and exits.
- (b) use of fences, walls or landscaping to prevent and/or discourage public access to or from dark or unmonitored areas.

Surveillance – directed at keeping offenders under observation. Design mechanisms could include:

- (a) placement of activities on walkways to maximize surveillance possibilities (e.g. in Police Barracks transition plaza);
- (b) use of CCTV on walkways and around the Stadium pedestrian plazas (as proposed in the Draft EIS);
- (c) provision of quality lighting for night-time illumination of walkways, entries, exits and plaza areas.

Territoriality – creates or extends a sphere of influence so users develop a sense of proprietorship. Design mechanisms could include:

- (a) use of pavement treatments, landscaping, art and signage to define and outline ownership of walkways;
- (b) measures aimed at the socialization of user groups.

## 13.2 Roma Street Walkway Alternatives

Alternatives to the elevated walkway along Roma Street east of the elevated pedestrian bridge crossing of Countess Street have been considered as follows:

## Provision of an easement adjacent to the Transit Centre

This would allow a post-event pedestrian route to the Transit Centre between the rail facilities and the northern side of the Transit Centre car park. This option requires further resolution of detailed issues with the Transit Centre owners and Queensland Rail. Such issues should be pursued as part of the detailed design phase.

## Provision of a post-event pedestrian route via the Transit Centre car park

Dependent on design detail, this option may be workable without major impacts on car park operations. However it is likely that a shorter elevated pedestrian connection along Roma Street would be required to link to the car park at a suitable entry point. The feasibility of this option also requires further resolution of detailed issues with the Transit Centre owners. This option can be pursued as part of the detailed design phase.

## Closure of lanes in Roma Street to provide a post-event pedestrian route

Current planning by Queensland Transport and Brisbane City Council for the routing of the Inner Northern Busway and the BLR network along Roma Street effectively precludes this option. The travel lanes adjacent to the northern footpath are allocated for bus and light rail use as shown in Figure 7.6a in Volume 4 of the EIS. If this bus lane were relocated within the Roma Street reserve, then there may be scope to utilise a closed kerbside traffic lane for pedestrian flow post-event.

The disadvantage of this approach would be the disruption caused to CBD traffic flow on a "regular" basis. Based on the forecast pedestrian flows identified in Table 7.18 of the EIS, the widened footpath capacity to Roma Street station would be required to cater for even a typical event (35 000 person) post-event movements at a suitable level of service.

**Direction connection of the Countess Street bridge to rail platforms** This option does not provide for flexibility on modal choice scenarios and is likely to present complexities for users due to the range of platform access options needed.

It does not provide effectively for Stadium patrons proceeding to other locations in the CBD. This option could also preclude future rail corridor development.

In summary, it is recommended that either of the first two options be pursued as part of detailed design for the project as a means of minimising the need for the elevated walkway along the northern side of Roma Street.

#### Connection to Bicentennial Pedestrian Route and Bikeway

The use of a pedestrian connection from the Southern Plaza to the Bicentennial Pedestrian/Bikeway spine was considered. However, modelling indicated that the travel distances and times to major public transport nodes in the CBD (eg Roma Street, Queen Street bus station) via this route would not be an attractive route option for pedestrians. This was the case especially in the critical post-event time period which dictates pedestrian walkway capacity needs.

If this route were available there may also be safety concerns with its discretionary use by a small number of patrons post-evening event. Thus whilst such a link would provide every-day day-time use benefits for the community, it would not play a critical role in serving the transport needs for the proposed stadium or reducing the pedestrian infrastructure requirements post-event on the more direct walking routes (ie via Milton Road and Roma Street).

#### Pedestrian Path on Northern Side of Milton Road

In the event that Light Rail to the stadium does not proceed, it would be possible to explore several alternative design details which minimise the impact on the Baroona Special School although require land from the rail corridor. These would include:

Increasing the width of the southern side footpath (to cater for CBD and Southbank destined patrons) and reducing the northern side footpath width (to say 7-8 metres).

Note that access to the southern side footpath would be enhanced with an elevated connection across Milton Road from the expanded Southern Plaza as identified in the Mitigation Master Plan. There would also be a need to improve the pedestrian corridor on the southern side of Upper Roma Street in this scenario.

Further shifting Milton Road south into the rail corridor to accommodate the 10 metre footpath along the northern side without impact on the Baroona Special School buildings.

It is recommended that these options be further examined in the detailed design phase pending clarification on Light Rail provision and timing.

In exploring these options, it should be noted that the primary function of the rail corridor is one of transport. Should light rail not proceed, the availability and use of the light rail corridor other than for primary transport functions should not be presumed. Negotiations with Queensland Transport and Queensland Rail would be required during the detailed design stage to ascertain whether any



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land from the corridor would be available for use for stadium-related and other pedestrian movements.

## Pedestrian Walkway to Milton Station and a set of a set of a set of the set o

Preliminary design concepts (including cross-sections within the rail corridor) for the widened walkway on the southern side of Milton Road between the Stadium and Milton Station are shown in Figure 7.2 in Volume 4 of the EIS.

## 13.3 Future Pedestrian Connection from Victoria Barracks to Roma Street Parklands

The pedestrian strategy and infrastructure provision proposed for the proposed Lang Park Stadium is highly compatible with the potential future provision of a pedestrian connection between the adjacent Victoria Barracks site and the Roma Street Parklands. In particular, the inclusion of the Transition Plaza area at the Police Barracks as identified in the Mitigation Master Plan lends itself to a possible future connection with the Roma Street Parklands precinct.

## 13.4 Pedestrian Connection from Petrie Terrace to Roma Street Parklands

The potential for the pedestrian and vehicular bridge from Petrie Terrace north of Secombe Street to the Parklands road system has been considered in the Roma Street Parklands Master Plan. Transport modelling was carried out to identify the benefits of the proposed bridge to the proposed stadium and it was found that the bridge would not serve a primary transport function for stadium patrons.

The lack of "directness" of the walking route for CBD destined patrons in combination with topography factors implied that the Lang Park pedestrian volumes using this link would be minor. Furthermore other upgraded pedestrian routes to Roma Street would still be required. This bridge link also did not offer improved connection to the Countess Street bus station due to vertical and horizontal separation issues.

## 13.5 Countess Street Bus Station

Pedestrian flows to Countess Street bus station have been modelled. The planned management of traffic and pedestrian use of Caxton Street will assist in pedestrian access to this location. The existing footpath infrastructure along Petrie Terrace, Secombe Street and the signalized crossing of Countess Street at Secombe Street will be suitable to cater for the anticipated peak post-event demands.

As the planning for the Inner Northern Busway evolves, the functional relationship between the Countess Street bus station and the Roma Street bus station need to examined in terms of servicing stadium patrons. This is a matter to be resolved through the detailed design process should the Government decide to proceed with the proposal.

#### 13.6 Broadwalk on Hale

The "Broadwalk on Hale" concept, which proposed a full covering of Hale Street with a pedestrian plaza, was considered in the early stages of developing the master plan. Key access routes to the proposed stadium were identified as being from the north and the south such that the stadium would not have a physical requirement for a broadwalk over Hale Street. The pedestrian concourse within the stadium and along Hale Street provides sufficient space to conduct pedestrian flows for peak events safely.

The proposed stadium will be supported by a range of integrated pedestrian infrastructure including:

- the northern and southern pedestrian plazas;
- the north-south pedestrian concourse on the Hale Street frontage;
- associated widened pedestrian crossings of Hale Street at Caxton Street and Milton Road.

This infrastructure is expected to provide adequately and effectively for the distribution of pedestrians around the proposed stadium and to major transport nodes. A widened Broadwalk on Hale extending over the roadway along its length is not necessary on capacity grounds to accommodate pedestrian flows.

The combination of the northern plaza and the Hale Street pedestrian concourse, which is to remain open out of event periods, will deliver the community benefits of accessibility and connectivity. However the concourse will not be used for markets or other community activities, to avoid the potential impacts on the residential areas to the east of Hale Street.

## 13.7 Realignment of Pedestrian Link across Roma Street to Skew Street from Transition Plaza

This concept has merit in that it would reduce the need for at-grade crossing movements by pedestrians destined for Southbank. This design variation should be examined further in the detailed design.

# 13.8 Impact of Pedestrian Furniture on Capacity Calculation

The walkway width and pedestrian level of service assessments presented in Table 7.18 of the EIS are based on parameters for pedestrian densities identified in Austroads (1995) *Guide to Traffic Engineering Practice Part 13 – Pedestrians.* A generous allowance of a one metre width, which would account for "pedestrian furniture influences" has been included in the calculations presented in the EIS Volume 4 – Section 7.

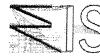
#### 13.8.1 Uncovered Pedestrian Walkways

The provision of covered walkways is not essential from a functional viewpoint, however the provision of shelter at key holding points could be considered in detailed design to improve amenity for users. Covered walkways, if required, would also need to be assessed from a safety and CPTED standpoint.

## 13.9 Transport Infrastructure of the second se

## Submission Issues

- 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.



#### □ Responses

## 13.9.1 Milton Station Upgrade

The indicative concept for the upgrading of pedestrian (including provisions for persons with disabilities) access arrangements and platform capacity improvements including widening of Platform 4 (platform adjacent to Milton Road) at Milton Station are illustrated in Figure 7.2 in Volume 4 of the Draft EIS. The proposed upgrading would not affect properties in Railway Terrace.

## 13.9.2 Strategic Role of the Upper Roma Terrace Contra-flow Bus Lane

The proposed bus lane /light rail route along Upper Roma Street between Skew Street and Countess Street matches draft planning layouts prepared by Queensland Transport. The purpose of this route is to provide improved access for western bus routes between Coronation Drive and the planned Inner Northern Busway (refer to. section 7.7.1 of the Draft EIS Volume 4).

The proposed two-way bus lane/light rail route between Skew Street and Milton Road will also provide important benefits for everyday use by Milton Road bus services. It avoids the need for buses to travel via the longer and less direct Petrie Terrace-Secombe Street-Countess Street route to Roma Street. Implementation of the proposed bus lane in Upper Roma Street as part of the stadium proposal therefore represents a significant improvement in the strategic public transport network.

#### 13.9.3 Bus Station Issues

A profile of expected arrivals at the bus station was developed based on assessment of the crowd surge expected as people exit the Stadium (refer to. section 7.8.2 and Figure 7.7 of the Draft EIS Volume 4. This was used to model the likely accumulation of patrons on bus platforms for the expected demand and with the recommended bus service frequencies (refer to. section 7.6.6 of the Draft EIS Volume 4). From this work appropriate platform provisions were determined. Therefore the bus station design has factored crowd surge factors into the design.

It is recommended that crowd control personnel be positioned at the bus station particularly for post-event situations.

The bus station shown in the Master Plan incorporates sufficient bus bays (11) to accommodate anticipated demands (refer to. section 7.6.6 of the Draft EIS Volume 4). Extra bus bays would provide greater flexibility. The Mitigation Master Plan can incorporate a larger bus station, providing for a further 4 bus bays, with more generous crowd storage areas and improved pedestrian access from an enlarged southern plaza.

#### 13.9.4 Ferry Terminal at Park Road

The potential role of ferry as a transport mode for the proposed stadium is assessed in Section 7.10.3 of the Draft EIS Volume 4. A ferry terminal at Park Road, whilst undoubtedly representative of a desirable community initiative, would not be reasonably attributed to fulfilling the transport task needs of the proposed stadium.

#### 13.9.5 Hale Street should remain open

With the stadium proposal, Hale Street would remain open during all events, unlike the present situation during a major event at Lang Park where the northbound lanes are closed post-event due to pedestrian and bus needs.

Partial closure of Hale Street may be required at non-peak times to facilitate construction of pedestrian links across Hale Street. Construction activities that potentially impact on key traffic

Addendum

routes would require permits to be organized by the contractor as per the current arrangements of the Queensland Transport/Brisbane City Council *Inner City Major Projects Construction Management Traffic Permits and Assessment Process* (refer to. section 6.1.6 of the Draft EIS Volume 4)

## 13.9.6 Milton Road Roadworks

The proposed widening of Milton Road approaching the Petrie Terrace - Upper Roma Terrace intersection to accommodate the widened pedestrian path on the northern side of Milton Road and a bus lane to access the proposed contra-flow bus lane on Upper Roma Street is illustrated on a scale 1:1000 layout plan in Figure 7.6a in Volume 4 of the Draft EIS.

## 13.9.7 Countess Street Bus Station

The bus operations assessment (refer to. section 7.6.5 of the Draft EIS Volume 4) includes modeling of the use of the Countess Street busway station within the transport strategy. Indeed the proposed mitigation strategies (refer to. section 9.5 in the Draft EIS Volume 5) recommend a contribution towards the fit-out of the Countess Street Bus Station on the Inner Northern Busway. This was identified as an appropriate transport mitigation measure as the early provision of this facility would be benefit to both stadium patrons and the general community.

## 13.9.8 Permanency of Transport Infrastructure

Many elements of the transport infrastructure proposed for the stadium will provide for everyday use benefits to the community. These include:

- bus priority measures on Milton Road and Upper Roma Street;
- upgraded pedestrian routes to the CBD;
- fit out of Countess St busway station
- grade separated pedestrian crossings across Milton Road, Countess Street and Upper Roma Street; and
- Milton Station improvement and enhancement including, accessibility improvements and platform widening

## 13.10 Traffic Impacts during Construction

## Submission Issues

- 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.

## Responses

## **Construction Traffic Routes**

Section 6.1.6 – Construction Materials – Traffic Impacts and Mitigation : Haulage Routes in Volume 4 of the EIS identifies allowable routes for construction vehicles. These avoid residential streets. Further details on routes to be used between the site and material sources and the means of control for use of the approved routes would be identified as part of the Construction Traffic Management Plan (TMP). The Community Liaison Group should have an input to the preparation of this plan.



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#### Construction Traffic Impacts

Section 6.1.6 – Construction Materials – Traffic Impacts and Mitigation : Construction Vehicle Numbers in Volume 4 of the EIS describes the likely impact of construction traffic on local intersections. The discussion presented identifies that because detailed estimates of material quantities and vehicle movements are not available at this stage of the project planning, detailed modeling of intersection performance is not feasible. It is recommended however that this assessment should be carried out as part of the Construction TMP activities and the need for appropriate mitigation strategies such as possible delivery time restrictions in peak hour could be identified in that process.

#### **Construction Workforce Parking**

As identified in Section 6.1.6 – *Construction Workforce* – *Traffic Impacts and Mitigation* in Volume 4 of the EIS the site contractor will be responsible for identifying a suitable remote parking location for construction workforce vehicles. This parking location would be serviced by shuttle bus transfer. The location of this parking would be identified in the Construction Management Plan for review and approval.

## 13.11 Light Rail

## Submission Issues

- 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.

#### □ Response

Section 7.7 – *Light Rail* in Volume 4 of the EIS comprehensively addresses the requirements of the EIS Terms of Reference on light rail issues.

# 13.12 Traffic Management and Impacts in the Local Environs

#### Submission Issues

- 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.

#### □ Response

#### 13.12.1 Impact on Local Bus Services

Section 7.6.9 – Operation of Local Bus Stops and Countess Street Bus Station in Volume 4 of the EIS identifies the effects of the proposal on the operation of local bus stops in Milton Road, Caxton Street, Given Terrace, Heussler Terrace and Petrie Terrace.

In particular, the need for re-routing of local bus services using Caxton Street when the traffic management of Caxton Street to accommodate increased pedestrian movement post-event occurs is assessed. No other road closures are proposed in association with traffic management around the proposed stadium that would directly impact on local bus service routing. However, some delays may be experienced by local bus services travelling through the area in the hour immediately before and after major events due to increased pedestrian activity at intersections and the Police control of some key intersections post-event to manage pedestrian crossing in safety.

There is no direct mitigation available for such impacts, although it is noted that the implementation of the contra-flow bus priority lane system on Upper Roma Street in conjunction with the stadium proposal will improve bus operations and travel times for Milton Road services entering the City.

#### **Caxton Street Set-Down Area**

The private vehicle set-down area located off the Caxton Street road reserve in the northern plaza is discussed in Section 7.10.2 – *Private Vehicle Set-Down* of the EIS.

Management measures (eg police control post-event) are identified for implementation to avoid post-event operation and congestion problems. The traffic impact assessment at local intersections presented in Section 7.11.3 – *Traffic Impacts and Mitigation Measures* incorporates the effects of private vehicle set-down/pick-up traffic at this location.

It is considered important to provide a formal facility for private vehicle set-down/pick-up at the proposed stadium in order to minimize potential for the use of residential streets near the stadium



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for such activities. A set-down area off Caxton Street would also provide enhanced safety for access by patrons of the PCYC and Ozsports facilities out of event times.

In the detailed design phase of the project, the design of this proposed northern plaza set-down area can be refined so as to ensure adequate spaces are available and that flow-though operation can be achieved, avoiding the potential for disruption to Caxton Street traffic.

#### 13.12.2 Isaac Street precinct issues

Concerns have been raised regarding the vulnerability of Isaac Street to use by set-down and pick-up traffic particularly traffic approaching from the west that would not find use of the proposed northern plaza facility convenient. The suggestion of barricading local streets in the vicinity of Isaac Street would represent a very restrictive measure that may impinge adversely of the overall accessibility of the area for many residents in these streets.

It is recommended that the use of No Standing restrictions on vulnerable street sections in this precinct, where residential kerbside parking is not likely to occur, be examined further. This work should include the detailed identification and design of allocation restrictions in the Traffic Management Operational Plan identified as a key mitigation measure in Section 9.5 of the EIS. 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.

#### 13.12.3 Blaxland Street and Taxi Issues

Observations of the operation of Blaxland Street during the May 2000 State of Origin match, indicated that its current role for major events is for limousine parking rather than as a "taxi feeder" post-event serving the Castlemaine Street taxi rank. Limousine parking is understood to be acceptable to current residents, however it could be relocated to on-street areas south on Milton Road in the vicinity of Cribb Street. The relocation of on-street coach parking areas in the streets west of the stadium to accommodate limousine parking should not be supported.

With the recommended expansion of the southern plaza as a project modification, it may be possible to incorporate a secondary taxi rank for the proposed stadium served from the southern plaza. This would reduce pressure on the Castlemaine Street facility. This option should be examined with input from the Taxi Council during the detailed design phase should the Mitigation Master Plan proceed.

## 13.12.4 Local Intersections and Traffic Impact Assessment

Section 7.11 – *Traffic Impacts and Mitigation Measures* in Volume 4 of the EIS details a comprehensive assessment of the impacts of traffic flows in the road network immediately surrounding the site and also the wider regional road network. The capacity of local intersection operations has been analysed for a range of event scenarios using the SIDRA analysis package with results summarized in Table 7.25 of the Draft EIS.

The right turn out of Castlemaine Street post-event is prevented to maximize operating capacity for the key movements (i.e. bus station traffic) rather than private vehicle movements from the proposed stadium car park. Alternative routes are available for these users.

SIDRA files for key intersections can be provided to Council for review with the Development Application. The potential for capacity improvements at the Castlemaine Street - Milton Road intersection could be examined further if the project modifications involving an expanded southern plaza are adopted. With these modifications additional land to accommodate effective intersection capacity improvements may be available.

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## 13.12.5 Cribb Street Area Coach Parking

This precinct has been identified in Section 7.6.2 – *Service Types: Charter Coaches/Mini buses* and in Figure 7.3 in Volume 4 of the Draft EIS as a supplementary on-street coach parking area for major events. It is not proposed that streets in this area be closed to normal traffic use when kerbside coach parking is required. Property driveways would also remain operational.

## 13.12.6 Hale Street Vehicular Access

Hale Street performs a significant function in the regional road hierarchy. Its use will increase with the completion of the Inner City Bypass. It would not be sound traffic engineering practice to provide for a direct car park access to Hale Street and it would not comply with Brisbane City Council's *Transport Access Parking and Servicing Code*.

## 13.12.7 Contract Traffic Management Operational Plans were used in the events of the second forces

In Section 9.5 – *Transport Mitigation* of Volume 5 of the Draft EIS, the establishment of detailed a Traffic Management Operational Plan, Parking Management and Enforcement Operational Plan and Public Transport Operation Plan has been recommended.

These measures should be established via the Stadium Management Advisory Committee with representation from the Community Liaison Group as described in Section 9.2 – *Further Community Involvement* in Volume 5 of the EIS.

These measures will provide for the further consideration of specific detailed local operational factors for businesses immediately west of the stadium. Procedures for addressing public complaints would also be defined by this Committee.

## 13.13 Accessibility and Cyclists

## Submission Issues

- 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.

## □ Response

The provision for disabled parking is in accordance with Brisbane City Council Codes and Australian Standards. Provision of on-site undercover parking for vehicle occupants with disabilities represents a major improvement over the current situation whereby only on-street areas are available for such patrons.

Section 2.6.2 – Cyclist Access and Facilities in Volume 2 of the Draft EIS provides a summary of proposed provisions for cyclists. Further details are provided as follows:

- the stadium proposal incorporates provision for bicycle parking in the form of 100 bike rack spaces for general patron use, to be located in the southern and northern plazas. Staff bicycle parking is to be catered for via the provision of 18 cages or lockers.
- bicycle parking spaces will also adequately serve the community facilities (PCYC and Ozsports) incorporated at the northern end of the proposed stadium. End of trip facilities (showers etc) for cyclists are also to be included within the proposed stadium. These provisions are in accordance with the guidelines for level of initial provision at as specified in Austroads Part 14 Bicycles for a Major Sports Ground.



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The intended provision of bicycle storage and facilities is in accord with the Performance Criteria P2 in the Transport Access Parking and Servicing Code of Brisbane City Council's draft City Plan.

Accessibility issues including the refinement of access to lifts and ramps, ramp grades etc can be considered in depth as part of the detailed design of the proposed stadium and pedestrian structures.

Links to the Brisbane River and Roma Street Parklands are addressed in the response on Pedestrian Issues.

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## Submission Issues Apply of the technologies of the technologies of the geographic strength of the technologies

- 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.

#### □ Response

#### 14.1.1 Permit System for Businesses in Parking Restriction Area

The potential for such a special permit system for businesses was discussed with BCC officers during preparation of the Draft EIS. Advice at the time was that this did not comply with Council policy.

A permit system would clearly be beneficial to restaurants and other entertainment venues (such as the Brisbane Arts and La Boite Theatres) in minimizing impacts of the Lang Park related parking restrictions. Research conducted for the preparation of the Draft EIS found that in many other places, a specific permit system was not required. However, the range of different activities in close proximity to Lang Park warrants investigation of a business permit system.

Potential mechanisms to achieve a workable permit system from Council's perspective for restaurants and the theatres should be pursued in conjunction with the Development Application.

The costs of implementation of such a scheme would need to be borne by the hirers, through the stadium management. It is recommended that a business permit scheme be adopted for detailed discussion with the Brisbane City Council as part of the resolution of the parking scheme.

#### 14.1.2 General Matters associated with Parking Restriction Scheme

- Observations were undertaken at the weeknight State of Origin Match held at Lang Park (May 2000) to ascertain the extent of intrusion of parking within the local area. This was done as a "cross-check" on the validity of the indicative scheme area presented in Section 7.9.2 in Volume 4 of the EIS. The field survey found that the area identified encompassed all on-street parking areas used, and provided for a suitable buffer from the existing extent of parking to avoid potential "parking outside the fringe' effects with a restriction scheme.
- It is anticipated that the impact of the proposed transport strategy will be to reduce the demand for on-street car parking. For patrons who chose to drive to events at the proposed stadium, the most convenient parking will be either in the City or at Southbank. These facilities will be connected to the stadium by shuttle bus services and the pedestrian walkway system.
- As stated in Section 7.9.2 of Volume 4 of the EIS, it has been identified that the proposed Lang Park controlled parking scheme could be implemented by Brisbane City Council as a Local Law. As such "official traffic signs" (in accordance with the Manual of Uniform Traffic Control devices) would be installed to implement the scheme. The design of the parking signs will conform with the requirements of the local law to ensure that the scheme can be implemented by officers of the Brisbane City Council and the Queensland Police Service.
- Based on discussions with Council officers, it was envisaged that BCC Local Law officers would be used for scheme enforcement, with costs borne by the Stadium. This replicates the practice at other venues in Brisbane where parking controls are used.
- If the illegal backyard parking becomes problematic, then Council has legislative power with respect to business licensing to control this practice.
- Refinement of the details of the restricted parking scheme should occur as part of the consultation processes required for implementation of a Local Law (procedures for issuing permits to residents, precise location of 2 hour limit areas etc).
- The Community Liaison Group, to be established as part of the mitigation strategies (refer to. section 9.2 of the Draft EIS Volume 5), would have a valuable role to play in providing feedback and monitoring of the parking restriction scheme.

#### 14.1.3 On-Site Parking

While the concept plans provided in Volume 2 of the Draft EIS provide for approximately 280 spaces, the Draft EIS traffic impact assessment has been based on a provision of 400 parking spaces. This greater number represents a "worst case" scenario for localised traffic operations and intersection analysis. The total number of parking spaces would physically be located in extended basement levels as per the concepts demonstrated in the architect's plans in Volume 2.



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## 15 POLICE AND EMERGENCY SERVICES

#### Submission Issues

- 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. æ
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## Response

The provision of the Police control, with a vantage or view over the bowl, close and unobstructed parking and effective communications and monitoring capacity are all matters of detailed design. These issues should be attended to, in consultation with the Police Service and the Emergency Services, should the Government decide to proceed with the proposal.

It should be noted that a control room overlooking the field of play is envisaged in the concept plan. This facility is to be located on Level 6 in the north-west corner of the proposed stadium.

## **16 CONSTRUCTION**

## □ Submission Issues

- No construction should be permitted on Saturdays, Sundays or after hours;
- 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; 巖
- Important for objectives and criteria to be met by soil and erosion plan be proposed in the EIS:
- 腏 Need to develop drainage issues into mitigation strategies;
- 貜 Reiterate lighting standards in mitigation section;
- No Construction or Environmental Management Plan (inc. cultural heritage management plan) included in the Draft EIS

#### Responses

# Construction Hours, Workforce & Parking

The proposed working hours for the construction phase are:

- Monday Friday: 6.30 am 6.30 pm;
- 10 Saturday 2**7.00 am – 3.00 pm**, de la superfectione des las des estas des estas de las des
- Sundays where there is no work there there are a series and the series of the series
- Religious Holidays no work. The the second s

The construction workforce is expected to peak at approximately 450 workers.

Parking for the construction workforce is to be provided partly on-site, as the construction programme permits, and off-site remote locations serviced by a shuttle bus from the site. The maximum number of parking spaces able to be accommodated on site during construction is not expected to exceed 180 spaces.

## **Out-of-hours Truck Movements**

By necessity, there will be some out-of-hours truck movements to avoid congestion at peak hours on the major arterials adjacent to the site. In particular, the delivery of large construction elements will need to be delivered in out of peak traffic periods. The least disruption to the City traffic flows will be in out-of-hours periods.

Prior notification of nearby residents will be required to reduce nuisance. Furthermore, the involvement of the Community Liaison Group in the construction planning phase of the will assist in avoiding or reducing the impacts of out-of-hours truck movements and other work. Open communication with the community will assist in resolving construction issues.

Designated routes for these movements are set out in section 9.3.7 in the Draft EIS and include the primary use of Milton Road and Castlemaine Street.

## **Dust Monitoring**

The movement of dust monitoring equipment is essential if the potential impacts of construction upon air quality are to be measured and responses set in place. Static monitoring stations will not enable appropriate responses to changing winds, and multiple monitoring stations will prove impractical to manage and maintain.

## **Soil Erosion & Sedimentation Control**

The erosion and sediment controls for the construction phase are presented of 6.1.4 of the Draft EIS and reiterated in section 9.7. The former section addresses the need for a Sediment Control Plan to be developed prior to construction. It also states the minimum measures that should be implemented as part of the plan, and provides the relevant guidelines under which the Plan should be developed.

## Construction & Operational Management Plans

The final terms of reference (TOR) required the presentation of the range of issues to be addressed in the Construction and Operational Management Plans. The Draft EIS presents these issues in sections 9.7 and 9.8 respectively.

## 17 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;

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- 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.

#### Response

The proposed design establishes the northern and southern plazas on a plinth and utilising the screens to introduce a strong horizontal influence which will reduce the **apparent scale of the building**.

The **designed walkway widths** are functional and are based on peak loading according to accepted criteria. In this regard the proposed stadium has been benchmarked against other world-class venues in relation to the plazas, circulation space and access routes. With respect to providing access for people with disabilities, ramp access is proposed where gradients and site area permits. In other places, lifts are proposed to be installed adjacent to stairs accessing the walkways.

With regards **providing sheltered walkways and other pedestrian spaces** outside the proposed stadium, the issues of safety, visual impact and out-of-hours use need to be considered. The design intention for these spaces is to provide facilities which can be easily and continually observed by neighbouring buildings and CCTV installations (to achieve CPTED principles), and to minimise the visual impact particularly of elevated structures. Appropriate forms of landscaping along the pedestrian routes could provide visual relief and shade, without necessarily extending shelter from rain and other inclement weather.

The issue concerning **the treatment of the Caxton Street frontage** is debated in the submissions. For example, the Royal Australian Planning Institute argues for an active street frontage with the introduction of a series of small buildings which would reduce the apparent scale of the building and present a safe pedestrian environment for Caxton Street. The Royal Australian Institute of Architects (RAIA) does not support this view. The RAIA strongly argues in support of the proposed northern plaza and parkland. An individual submission goes further to request that this space be dedicated as public open space.

The Brisbane City Council also strongly supports the proposal to provide an open, landscape northern plaza as a breathing space and a leafy transition between the Caxton Street entertainment precinct and Paddington. The stadium proposal includes a landscaped open plaza to the northern, Caxton Street frontage to:

- ameliorate the impacts on the northern residential areas;
- provide some much needed open space for the benefit of the local community;
- provide milling space for patrons prior to and after events to achieve superior pedestrian environment and pedestrian flows.

This northern plaza should be retained in its present form and supported by detailed landscaping concepts should the Government decide to proceed with the proposal.

With regards the **size of the proposed building**, it should be recognised that a stadium with seating for 52,500 people has a size and mass to it which is governed by its function. The

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proposed design is the reflection of vigorous attempts to reduce the apparent scale and size of the building by layering the facades, use of external screens and avoiding expressive roof structures. The building is intended to have varying treatments in the facades that will further reduce its scale and bulk.

The opportunity to allow light to permeate through the southern wall of the **proposed stadium building adjacent to the Christ Church** would provide some relief to the scale difference in comparison to a wall of solid construction.

In this regard, the proposed design will pull the building back from the church and establish a backdrop elevation that can be treated in a variety of ways. It is intended that the final treatment of this elevation will be refined during the detailed design stage, should the Government decide to proceed.

The stadium acts as a dynamic back-drop to the Christ Church and could create a unique environment and a sense of space and enclosure which is currently lacking. Initiatives such as the plaza over Hale Street, the proposed treatment of the south-eat elevation, and the establishment of crowd circulation patterns away from the church all assist in developing an environment which will ameliorate the current environment of the building.

Should the Government decide to proceed with the proposal, it is intended to research and resolve the issue of **telecommunications and television reception** in detailed design studies.

#### □ Crime Prevention Through Environmental Design (CPTED) Issues

- Design and EIS must address CPTED issues to avoid creating further problems and liability risks;
- Should state CPTED principles to be applied to pedestrian areas and walkways (eg Hogs Breath to Transit centre link is unworkable);
- Serious safety issues for walkways between the stadium and Roma Street station, around the stadium (northern and southern plazas) and along Hale Street concourse;
- CCTV monitoring insufficient and impractical mitigation along walkways, with the responsibility for monitoring not clear;
- Face of stadium on southern side of plaza is a dead frontage leading to possible safety concerns;
- Suggest small, friendly buildings to northern frontage and drive-through access for PCYC and Ozsports;
- Relocate PCYC from NE to NW corner at plaza with access available at grade internally to attain adequate safe access for children and youth;
- Pedestrian connections with City West precinct tenuous and transport links unclear;
- Strong arguments for re-assessment and modification of design to meet CPTED principles and reduce public liability risks.

#### □ Response

CPTED issues have been considered in the design and will continue to be addressed during the development of the design should the proposal proceed.

Consideration of CPTED principles should be included in the mitigation measures in the Final EIS. Key principles are based on Territoriality, Natural Surveillance, Activity Support and Access Control.

the area behind the Hog's Breath and former police station





- pedestrian link from there (above) to Countess St
- elevated walkway
- plaza between stadium and Caxton St
- pedestrian space between stadium and Hale St

Safe environmental design parameters will be further developed in the detail design stage. The principles of "defensible space" and alternate routes have been investigated and implemented where possible and the walkways will be monitored by CCTV. The final position and number of exist points from the elevated walkways will be refined with detailed design and the applications of CPTED principles.

In particular, the design treatments of the southern plaza will require careful attention to achieve the objectives of a safe environment outside event times.

### 18 GENERAL MITIGATION

#### Submission Issues

- 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)
- Proposal should include food safety plans eg. Food Act 1981 & Food Hygiene Regulation 1989

#### □ Responses

The conclusions of the Draft EIS depend on the implementation of the full suite of mitigation measures. They should be incorporated into any development approval issued by the Brisbane City Council so that they have force and effect upon the construction and operational phases of the proposal.

Whether the proposal proceeds, and proceeds without further mitigation is a matter for the Government to decide. The Draft EIS has concluded that there are some impacts for which there are no effective mitigation strategies for the proposal in its present form (eg shadowing of the Christ Church, visual impact on properties to the east of Hale Street). As there are a range of other factors influencing the master plan and concept design, the Government could revisit the proposal and require further design work and investigations to overcome these issues.

Further discussions are being held with both the Brisbane Arts Theatre and the La Boite Theatre to explore possible mitigation measures. These discussions should be continued in the event that the Government decides to proceed with the proposal. It should be noted that the La Boite Theatre anticipates the impacts to have disastrous consequences, possibly to the extent of causing the theatre to close. This possibility should be taken into consideration in deciding whether to proceed with the proposal.

Many of the recommended mitigation strategies will require the support of detailed design and planning prior to their implementation (eg Stadium Operational Management Plan incorporating the Code of Behaviour, Food Safety Plan).

#### **19 REQUESTS FOR FURTHER CONSULTATION**

#### Submission Issues

- 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.

#### **Response**

As part of the mitigation strategies, the EIS recommends the establishment of a Community Liaison Group and a Stadium Management Advisory Committee (refer to Draft EIS section 9.2). The respective roles and memberships of these groups are set out in the Draft EIS. Should the Government decide to proceed with the proposal, it will be important and necessary to establish the Community Liaison Group as soon as possible after the decision is made public.

Some specific further consultation will be required should the proposal proceed. Further consultation to resolve issues pertaining to construction and operation of the proposed stadium will be required with the following interests:

- the Anglican Diocese of Brisbane and the parishioners of Christ Church;
- the Brisbane Arts Theatre and La Boite; metadates and the second seco
- the Environmental Protection Agency the and the Queensland Heritage Council;
- the Department of Emergency Services and the Queensland Police Service;
- FAIRA; and
- the Department of Natural Resources.

Other groups and interests represented by submissions also need to be consulted but have requested their submissions be treated with confidentiality. This consultation should form the basis for the preparation of the Construction Management Plans.



#### ANG PARK STADIUM PROPOSAL REVIEW

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#### 20 COMMERCIAL STRATEGY

#### Submission Issues

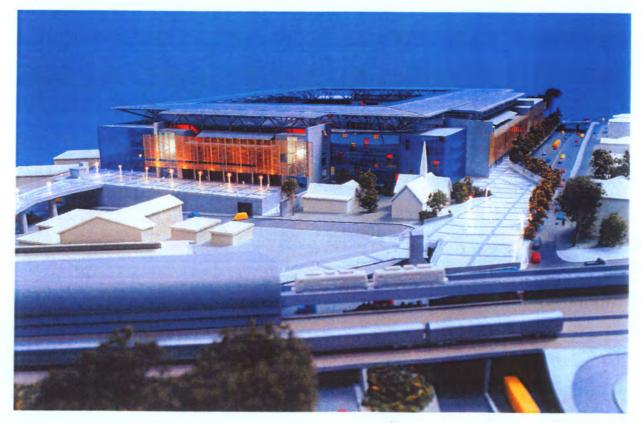
- Commercial justification for the proposal required with EIS for public scrutiny;
- Elaboration of financial arrangements, including a market feasibility study required;
- Need detailed synopsis of financial viability, suitability and conformity with local authority plans;
- Reconsider viability of major cultural events given supply of venues in the city;
- Material in EIS doesn't make a strong case for the redevelopment to proceed.
- Re-examine conclusion of EIS, mitigation measures and total cost of the project

#### **Response**

The terms of reference for the EIS do not require an assessment of the commercial model for the proposed stadium. That model is being developed concurrently with the EIS. As a commercially sensitive undertaking, it is not appropriate to release the tenancy and business models for community review.











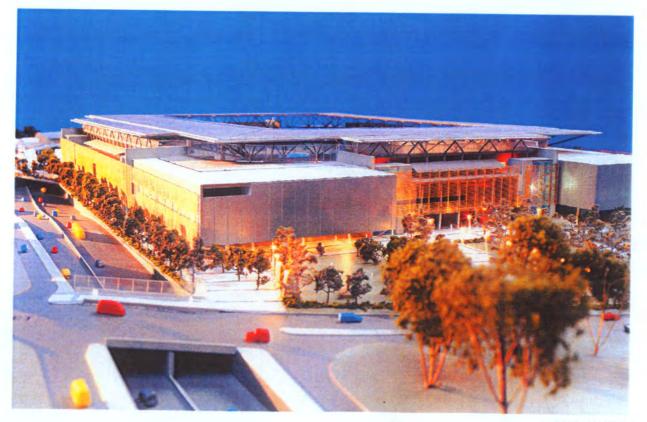


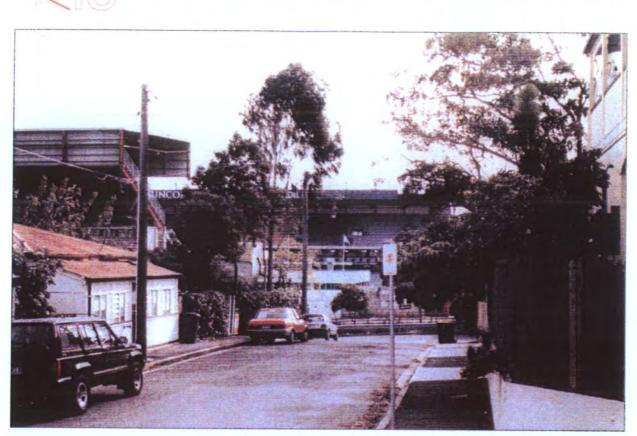






FIGURE 6.6

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LANG PARK STADIUM PROPOSAL REVIEW

Petrie Tce South - Existing



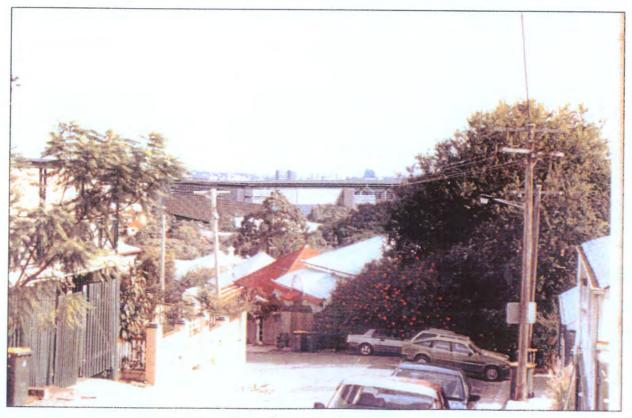
Petrie Tce South - Simulation

FIGURE 6.7



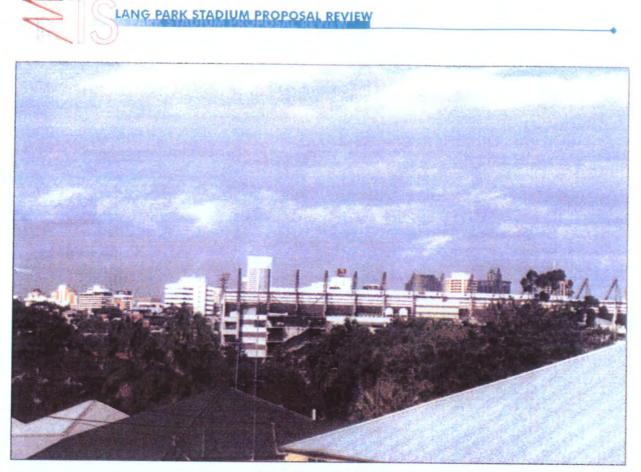


Petrie Tce North - Existing



Petrie Tce North - Simulation

FIGURE 6.8

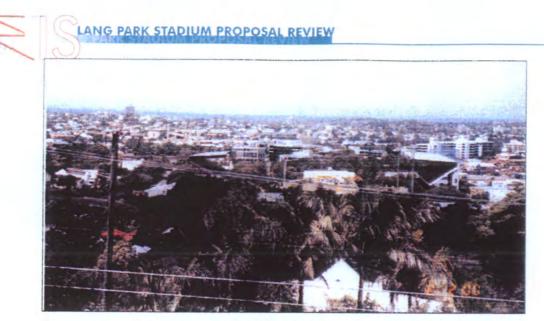


Paddington - Existing

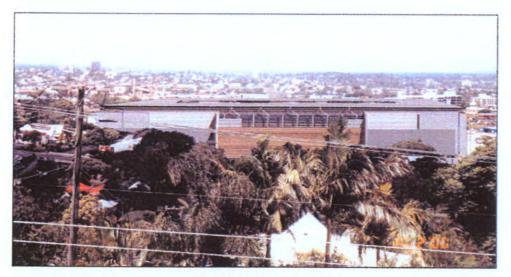


Paddington - Simulation

FIGURE 6.9



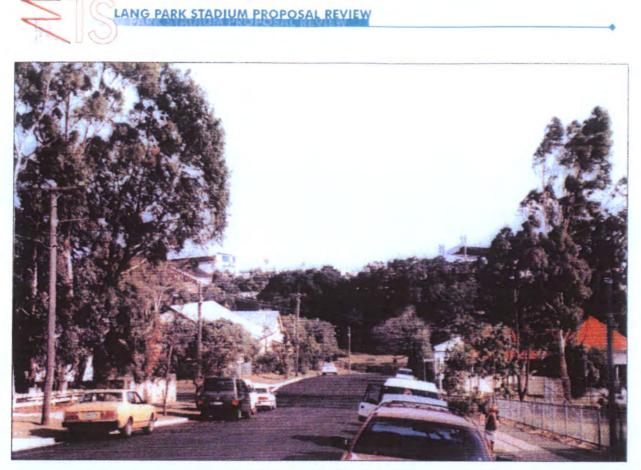
Red Hill - Existing



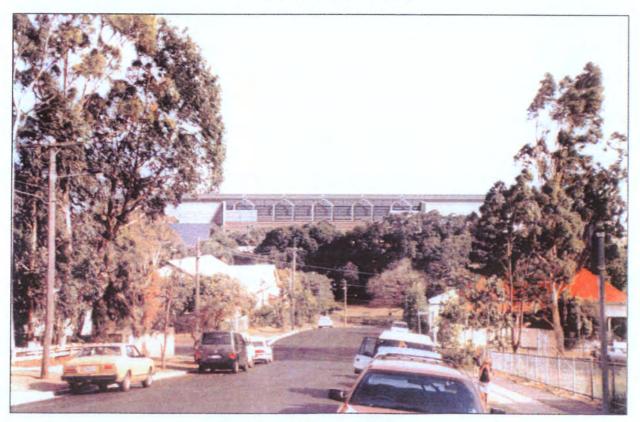
Red Hill - Simulation



Petrie Tce North - Simulation



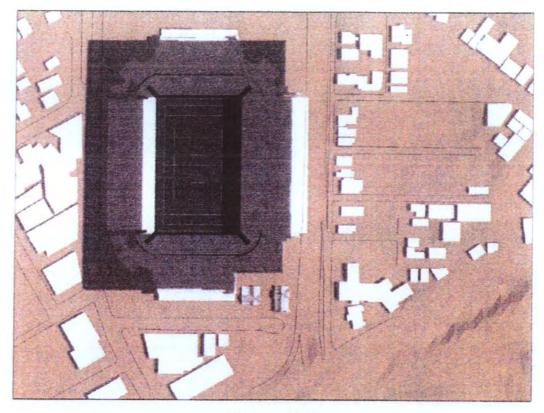
Red Hill Lower Slopes - Existing



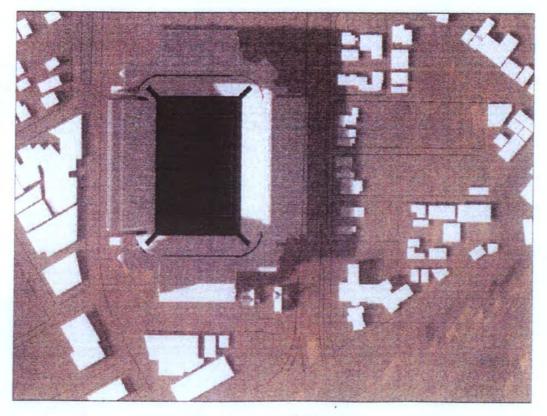
Red Hill Lower Slopes - Simulation

FIGURE 6.11

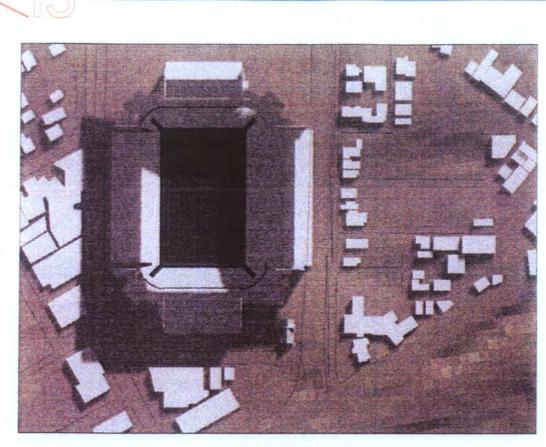




Summer - 10.00

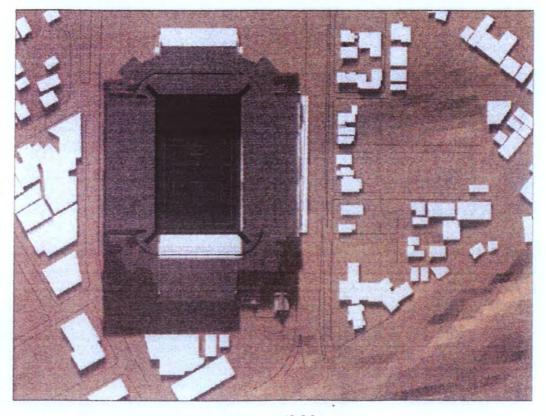


Summer - 16.30



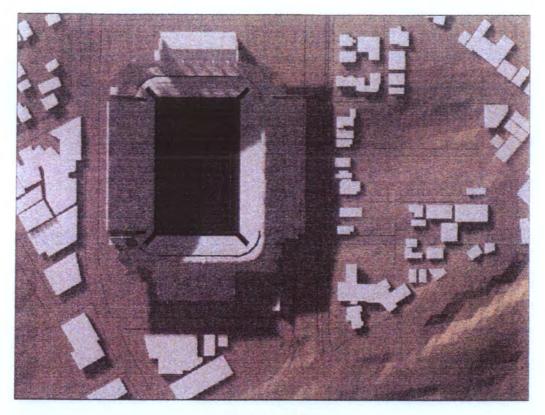
LANG PARK STADIUM PROPOSAL REVIEW

Winter - 10.00

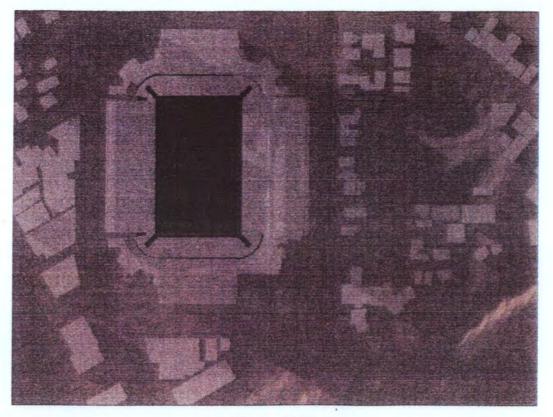


Winter - 12.00





Winter - 14.30



Winter - 16.30

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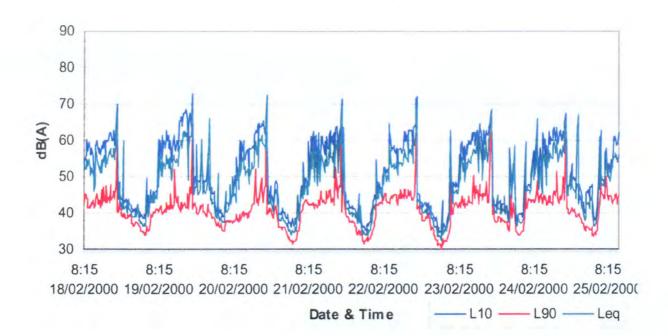


Figure 1 Background Noise - Site 3 - 105 Hale Street

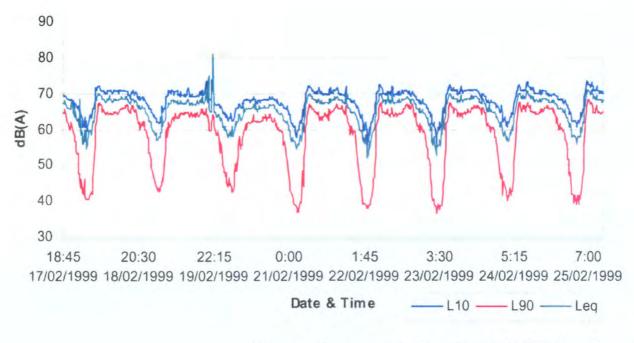
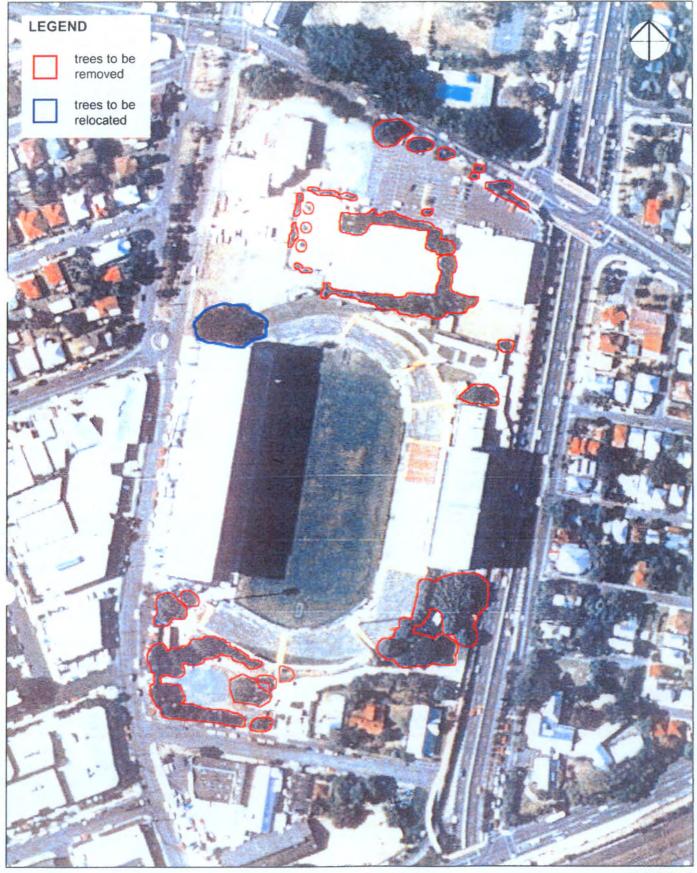


Figure 2 Background Noise - Site 4 - 26 Princess Street

FIGURE 10.1

# SLANG PARK STADIUM PROPOSAL REVIEW



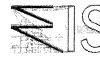
## LANG PARK STADIUM PROPOSAL REVIEW

## 3. SUMMARY OF SUE

### LANG PARK STADIUM PROPOSAL REVIEW

### 3. SUMMARY OF SUBMISSIONS





#### ANG PARK STADIUM PROPOSAL REVIEW

#### JULY 2000

#### SUMMARY OF SUBMISSIONS

21 BRISBANE CITY COUNCIL

### SUBMITTER: Brisbane City Council

#### City Planning, Urban Management Division Level 16, 698 Ann Street, Brisbane

#### Community

- what will be the facilities provided in the plazas for non-event times
- does not address issue of reducing community access to facilities

#### Construction and Operation

- no details of how construction vehicles will be prevented from using residential streets
- impacts of construction vehicles not considered at intersections
- no consideration of BCC 1996 drainage study in EIS recommended improvements
- proposal for water reuse and storage need detailing
- no consideration of relief drainage for works on the site

#### **Cultural Heritage**

- unacceptable impacts on church
- no consideration of impacts to historic tram shelter on Milton Road in front of school
- issues surrounding Police Barracks site and associated protection by planning scheme

#### Design

batten screens may exaggerate the apparent bulk and scale of the stadium - needs evaluation of alternatives

#### Economic

- economic benefits not exclusive to Lang Park development
- negative impacts on information technology type industries what is the opportunity cost involved for the proposed expansion of this industry on the site

#### EIS and Assessment Process

- needs a rigorous cost-benefit analysis
- no realistic assessment of proposal impacts

#### Environmental

 opportunities to introduce water, waste and energy minimisation measures should be explored for both construction and operation stages

#### Flora and Fauna

- accurate depiction of affected flora is required by graphics, including mature trees to be relocated
- impacts on fauna related to flora disturbance when this determined can predict impacts on fauna

LANG PARK STADIUM PROPOSAL REVIEW

#### JULY 2000

#### Mitigation

no mitigation measures for addressing visual impacts

#### Noise, Vibration and Light

- need specific measures for mitigation construction noise EIS measures to broad to determine adequacy
- applicability of Environmental Protection Register 1998 questionable
- Iower level should be used as baseline noise level and all acoustic assessment adjusted accordingly
- fireworks impacts need assessing
- no assessment of noise relating to other uses for the site (entertainment)
- light measurements too broad to determine impacts

#### Site Selection and Project Justification

wrong site for large sporting facility

- light rail benefits are questionable
- need more emphasis on heavy rail access
- implications of potentially lower levels of public transport use needs assessing with particular emphasis on impacts of higher private vehicle use on carrying capacity
- elevated walkway along Roma Street should be deleted from the proposal
- essential to extend southern pedestrian plaza
- need to show a significant connection from the Milton Road level up to the plaza
- contra-flow bus and light rail corridor needs examining in the role of strategic transport corridor context
- need to examine costs and benefits of proposed passenger set-down area off northern plaza
- Blaxland St inappropriate as taxi feeder because is a residential street
- capacity at Caxton/Castlemaine Streets intersection and Milton Road/Castlemaine Street intersection not adequately addressed
- need to provide details of consultation with QR about heavy rail planning options
- pedestrian movements around bus stations not adequately addressed
- parking control measures need clarification
- no reason for parking restriction radius or any mitigation for illegal parking
- no illustration that parking monitoring will occur at small events as well
- overlooked weekday events at varying scales
- what is the impact of street furniture on pedestrian movement
- comprehensive restricted parking scheme is essential but should be fully funded by the stadium operator



#### ANG PARK STADIUM PROPOSAL REVIEW

JULY 2000

#### 22 STATE AGENCY ISSUES

#### SUBMITTER: Department of Natural Resources (Greg Carpenter)

#### Construction

if proposal proceeds, early consultation on the structures placed over a number of public roads is required.

#### SUBMITTER: Department of Aboriginal and Torres Strait Islander Policy and Development

#### Community

recommended inclusion of traditional owners through FAIRA (Foundation for Aboriginal Islander Research Action) if any open or green space is to be developed during the construction of the project.

#### SUBMITTER: Department of Emergency Services (Michael Kinnane)

#### Operations

further involvement of Queensland Ambulance Services and Queensland Fire and Rescue Authority will be required if project is approved and detailed design begins.

#### SUBMITTER: Queensland Police Service (Inspector S.F Davies)

#### Safety

- the master design plan subject of the EIS does not compliment the existing design of the stadium in terms of:
  - improved access for police to and from incidents
  - command room facilities
- even though the improved design of the stadium and mitigation measures are intended to eliminate intrusive crowd behaviour, policing is still always needed where people come into contact and where alcohol and entertainment are mixed
- recommended that stadium facilities should incorporate:
  - an optimum vantage point for police command operations
  - adequate communication facilities
  - unimpeded right of access to all internal and external precincts within the venue
  - the ability to station response vehicles in close proximity to problem areas
  - the support of CCTV/video surveillance monitoring system
  - a joint emergency services/internal security approach to the control requirements of the venue
  - for the benefits of management, security forces and police

- police are powerless to enforce parking restriction by road signage unless it is in accordance with 'Uniform Traffic Control Devices' stipulating either 'No Standing', 'Bus Zone' or 'Taxi Zone'
- legislative changes to allow police to enforce the traffic and parking management plans are needed

#### SUBMITTER: Education Queensland (Richard Williams - Director)

#### Construction

- concern about potential impact that the adjoining road development will have on Baroona Special School site
  - reorientation (RG Suter) classroom block which is of enormous heritage value would compromise the heritage/architectural value
  - construction a 9m wide pedestrian walkway, which will intrude partially into the school reserve and infringe onto the building located on the eastern end of the site
  - mature trees lining Milton Road frontage are also heritage listed

#### Safety

 increased property damage, littering and graffiti can be expected from increased pedestrian traffic - surveillance will be necessary in and around the school during event times

#### SUBMITTER: Department of Housing - Affordable Housing Unit (Fergus Smith Director -Planning and Strategic Management)

#### Noise

- Department's clients would be affected by construction noise and event noise levels above those for sleeping, and affected by the loudest crowd noise
- noise study did not include noise and light generation from aerial blimps

#### Safety

- the pedestrian walkway between Castlemaine and Hale St of Caxton St has inactive frontages, providing no surveillance, creating an isolated and sheltered space, inconsistent with CPTED esp in non-event times
- elevated walkway allows no natural surveillance, without any exit points indicated, especially during non-event times, and are inconsistent with CPTED principles
- CCTV monitoring is insufficient, especially considering time delay for action in emergencies
- northern and southern plazas are 'dead' zones inconsistent with CPTED principles

#### Town Planning

- supports the strengthening of links between the redevelopment and the strategic direction of including City West 'Vision', Brisbane Town Plan, Draft City Plan, SEQ-RFGM
- concerned that the application will only require code assessment
- no specific code for major sporting stadiums, only applicable to the 2 general centres codes
- support the exclusion of Gona Barracks from traffic precinct (requires further consultation should it be included)

- unknown and unquantifiable impacts upon (Department's) properties and tenants should modifications to the transport strategy be pursued
- transport strategy hinges on the success of increasing the use of public transport to the stadium - considerable impact in the local area if outcomes cannot be delivered
- concern regarding feasibility and viability of light rail (esp. in terms of cost)
- safety issues concerning the pedestrian links could impact upon the viability of the public transport outcomes
- parking restrictions may result in problems being pushed outside the traffic area
- not clear if parking permits in restricted areas will attract a cost



#### LANG PARK STADIUM PROPOSAL REVIEW

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- connectivity with Roma St Railway parklands is unclear
- unclear if elevated walkways are wheelchair accessible
- stadium access points should be close to these drop-off points to enable safe entry

#### SUBMITTER: Queensland Health (Jim Dodds - Manager Environmental Health Unit)

#### EIS

need a reference to the Food Act 1981 to highlight requirement for specification for food stores, licence, registrations and design and fit out of food service areas

#### Operations

- need to detail site services for increased capacity (water supply and sewage system);
- need details as to number, location, accessibility, disabled toilet facilities and number, location and accessibility of water fountains

#### Safety

- consideration of an integrated pest management strategy for preventing disease and contamination from biting insects, pests and vermin - responsibilities for operational management should be reviewed in this regard
- consideration should be given to alcohol free zones and restriction to supply and consumption of alcohol
- consideration of tobacco free zones and restriction on the supply and consumption of tobacco products - including consideration of vending machines in accordance with the Tobacco and Other Smoking Products (Prevention of Supply to Children) Act 1998
- consider protection from day time elements (shade) for daytime events and adverse conditions
   consider such facilities along footpaths, bridges and walkways
- consider directional signs, notices and communication devices for emergency by patrons

#### SUBMITTER: Main Roads - Office of Director-General (Don Muir)

Floor 13, Capital Hill Building, 85 George St, Brisbane

no conditions for consideration by Main Roads

#### SUBMITTER: Environmental Protection Agency

160 Ann St, Brisbane

#### Construction

construction environmental management plan is not included in EIS documents

#### **Cultural Heritage**

- cultural heritage issues must be determined under the Queensland Heritage Act 1992 and the Cultural Record (Landscapes Queensland and Queensland Estate) Act 1987
- a Heritage Conservation Management Plan is necessary to fully assess impacts on heritage registered places
- Lang Park is built on North Brisbane Burial Grounds containing convict burials
- an early brick drain runs along the Castlemaine Street side of the development site
- moving school buildings will trigger application of the Queensland Heritage Council
- not clear what is intended for Police Barracks site

include recognition of potential impacts upon archaeological resources, particularly in view of early use as a burial ground.

#### Environmental

- no search to find if land is contaminated when significant landfill material could remain on site
- soil erosion and sedimentation plan needs to be proposed for EIS
- operational impacts of site drainage needs further development in mitigation strategy

#### Noise

- Construction impacts
  - clarity on hours is needed
  - further noise and vibration impact assessment required
  - required assessment for potential damage on church and school
  - fireworks is mentioned but no noise impact is included
- describe monitoring equipment

#### Transport, Traffic and Access

special consideration of impacts and benefits of expansion of light rail needed

### SUBMITTER: Department of Employment, Training and Industrial Relations (Sheridan Van Asch)

75 William Street, Brisbane

#### Economic

employment issues need clarification (opportunities and losses)

#### 23 PEAK INDUSTRY BODIES

#### SUBMITTER: Royal Australian Planning Institute Queensland Division

PO Box 223, Albert Street, Queensland, 4002

#### Community

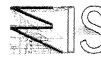
- some residents are being asked to bear impacts which represent significant increases in emissions and behaviour already unacceptable
- there can be no suggestion that the proposed stadium is a positive element in the surrounding areas which already receive impacts from the existing facility
- should not be allowed to impose itself on the central local community spine of Paddington

#### Cost

the EIS does not support public investment in such a project

#### **Cultural Heritage**

- the Church
  - overshadowing during winter months for almost the entire day
  - diminished visibility of church because of the scale and bulk of the stadium
  - proposed plaza is not useful or sympathetic or compatible with the listed architecture



#### ANG PARK STADIUM PROPOSAL REVIEW

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#### Design

- needs to reflect the context of the neighbourhood which in key places is small-scale finegrained structures and abuts very different existing environments on its different sides and needs to reflect the difference
- instead of trying to blend the building into its context, the design creates spaces around it
- master plans shown do not indicate the current state of thinking of known projects including Roma Street Parklands and Inner Metropolitan Busway

#### EIS

- process has been constructive and open breadth of issues impressive
- ameliorative measures well documented (especially parking and traffic, public transport and pedestrian access and drainage)
- doesn't acknowledge the impact of the stadium in non-event times

#### **Mitigation Measures**

the measure proposed to reduce the apparent bulk for the sake of the church is unsuccessful as glazing the south eastern corner cannot effectively reduce the impression of bulk

#### Safety

- consideration of CPTED principles
  - the area behind the Hog's Breath and former police station
  - pedestrian link from there (above) to Countess St
  - elevated walkway
  - plaza between stadium and Caxton St
  - pedestrian space between stadium and Hale St
- the scale of the southern plaza should be acknowledge as it will not create a workable space in the normal life of the community, nor support for the light rail

#### Site Selection and Project Justification

- need for and reduced capacity of proposal not well demonstrated
- with the inclusion of major cultural events, there is an oversupply of such venues
- significant uncertainty that the proposal will work
- if public money is to be expended, then more sound arguments of need are required than that in the EIS
- community is entitled to expect that money spent on the stadium will value-add to the community, not create further problems

- support of clear commitment to increased use of public transport, representing a strong step forward in the sensible development of public transport infrastructure in the city
- some transport recommendations need significant commitment, including
  - improving amenity of stations will required substantial commitment to avoid piecemeal upgrades
  - walk to station is of low amenity (including Milton Road environment)
- considerable thought needed to address effects on local businesses and residents of parking restrictions

- pedestrian connections in contradiction to CPTED with a negative impact in functional, social and aesthetic terms, questioned workability and major aesthetic impacts on Roma St - needs to be safe at event and non-event times - creates a lifeless space
- significant doubt of the cost-benefit and cost-efficiency of the light-rail needs a year-round trip generator not just for event times
- cultural heritage management of church buildings/grounds much more difficult if Milton Road is to remain one of the prime access points for large crowds
- reliance on high level of public transport is not really achievable given that Stadium Australia hasn't achieved this, a less accessible location than Lang Park
- integration with Roma Street Parklands not considered

#### Submitter Suggestions

- a service/drop-down road connecting Caxton and Castlemaine Streets
- some small pedestrian-friendly buildings on the Caxton Street frontage
- a wider-angled pedestrian crossing of Caxton Street

SUBMITTER: Property Council of Australia (Warren Denny - Chairman) GPO Box 113, Brisbane Qld

#### Cost

cost not included and EIS lacks a financial model

#### Economic

no indication that tenants have been secured to the stadium

#### Noise

need to demonstrate that light spill and noise impacts can be reduced by stadium design

#### Site Selection and Project Justification

capacity is not sufficient to attract major events

#### **Transport, Traffic and Access**

- maintain access and egress
- car parking stations (basement parking) will complement overall traffic facilities
- new ferry terminal for Coronation Drive should be considered
- walkway to Coronation Drive bikeway
- need to provide pedestrian shelter strategically along route

#### SUBMITTER: The Royal Australian Institute of Architects

#### Community

- the northern plaza will require managing to ensure it doesn't become a rest place for itinerants (on non-event days)
- shadowing will impact to the east side residential area
- food and drink outlets could be used for both in and out of the stadium and beyond event times

#### **Cultural Heritage**

consideration for relocating church?



#### LANG PARK STADIUM PROPOSAL REVIEW

JULY 2000

#### Design

- integration of commercial space should be considered;
- the transparent roof edge treatment will not be sufficient to provide the necessary elements for grass growth particularly suffering in winter
- design does not reflect use, attempt might result in it being iconic, but tries to hide use rather than express it
- does not present development opportunities of surrounding areas
- use conflict for accessing plaza, with queuing for turnstiles and for ticket purchase, and prepaid ticket collection likely
- turnstile arrangement considered inadequate
- design makes no attempt to reduce the scale through fragmentation of the facade

#### EIS

- site cross sections, elevations and proposed building sections in both directions missing
- cross sections of proposed pedestrian bridges needed
- wind study report needed
- shadow diagram needed
- alternative master plans would assist in assessing achievement of objectives
- needs to fully state description of existing environment and possible impacts of proposed development
- valuable to see basis for evolution of master plan designs and alternatives investigated (if any)
- wind tunnel test required

#### Mitigation Measures

- infrastructure mitigation strategies were not illustrated for consideration
- project modification to develop Police Barracks site is to be encouraged
- Iook for more direct bridge crossing at Skew Street

- inappropriate visual impact of pedestrian walkway
- connection to Roma Street Parkland considered?
- consider street level activation of elevated bridge structures
- alternative to bridge link needs investigation
- need resting places and seats along walkways
- major visual impact of light rail station and connections
- no equity in access in stair connections for Castlemaine Street and Chippendall Street
- the connection to the City through Hale Street connection can be optimised as a second standard
- conflicts in travel management plan
  - designed loading time for buses and queuing spill
  - vehicle queuing
  - pedestrian gridlock with Milton Road esp, after games
    - discharge of stadium carpark
    - taxi access and queuing

#### SUBMITTER: CONFIDENTIAL SUBMISSION

This confidential submission related primarily to construction issues which are not included as they were submitted in confidence.

SUBMITTER: Australian Institute of Urban Studies (Queensland Division) - (Chairperson Andrew Hammonds)

#### Amenity

- considerable disadvantage for amenity and livelihood of local business and residents
- contrived urban space with unacceptable impacts on the aesthetics of the area
- abuts very different environments and makes no contribution to the fine-grained streetscape

#### Community

- not a positive attribute to locality
- proposal does not address the negative impacts of day-to-day normal life of the community

#### Design

- requires different urban, functional and maybe scale relationships and expect the new civic facility to make a positive contribution including better frontage treatment
- preoccupation with making the building be seen rather than blending the building into its context
- not addressing the overall potential vision for City West
- seems that the proposal has been carried forward in isolation of other known projects

#### Safety

- pedestrian access to Roma St Station conflict with CPTED including
  - the area behind the Hog's Breath and Former Police Station
  - the pedestrian link from there to Countess Street
  - the elevated walkway along Roma Street
  - the plaza between the stadium and Caxton Street
  - pedestrian space between the stadium and Hale Street
- surveillance cameras a superficial response to a significant problem
- consider crime prevention issues in event times and non-event times

#### Transport, Traffic and Access

- potential negative impacts at major event times if public transport fails
- public transport proposals need to contribute to the local community at all times
- upgrade of Milton Station to make it work
- considerable obstacle to improving the pedestrian access from the Milton Station including distance and poor pedestrian amenity on Milton Road
- reliance on pedestrian access for stadium appropriateness
- pedestrian connections are tenuous or non-existent
- integration with Roma Street Parklands is not clear



#### ANG PARK STADIUM PROPOSAL REVIEW

JULY 2000

#### 24 COMMUNITY GROUPS

#### SUBMITTER: National Parks Association of Queensland Incorporated (L M Misfield)

#### Community

- concern about relying on mitigation measures, which may not work for affected parties
- insufficient mitigations for the neighbourhood impacts (because of uncertainties)

#### Flora and Fauna

too low on priority hierarchy

#### Noise and Vibration

- impacts on residential life and nearby business operations (e.g. La Boite Theatre)
- concern about relaxing bans on rock bands and concerts

#### Transport, Traffic and Access

- concern about core coach parking area impeding access to office on Finchley and Black Streets
- concern about road closures and parking restrictions (if on a regular basis, it is not welcome)
- Iack of vehicular access to area

SUBMITTER: Flower and Hart (on behalf of the Anglican Parish of Christ Church, Milton) Robert Cunningham, Partner (or Katrina Chambers) GPO Box 219, Brisbane, Qld, 4001

#### Amenity

- impact of large physical building contrasting in scale with the Church
- solar shading will reduce the amenity for residents and visitors especially shading during the winter months, but also impacts the church interior of natural light through stained glass windows and also may impact upon vegetation growth
- loss of privacy
- reduced amenity also from light and noise pollution during events, especially residents

#### Community

- significant pedestrian flows past the Church
- potential for vandalism, damage and littering from event patrons of the Church site

#### Cultural Heritage

- the Church and Rectory are heritage listed for significant reasons
- the memorial cemetery is significant because it was Brisbane's first major burial ground

#### Noise and Vibrations

- damage to Church structure and the pipe organ is likely from vibration, particularly from excavation and other earthworks
- significant effects on visitors and residents to the Church from noise and dust

#### Transport, Traffic and Access

parking and access problems relating to coaches and mini-bus parking for events

 damaged road surface on Chippendall Street by trucks and earthmoving equipment will cause access problems

#### Recommendations

- a structural condition audit of the Church be undertaken before construction begins
- measures to minimise structural and garden damage during construction
- commitment to remedial action for structural or other damage during construction, and that the site be cleaned up once construction complete
- construction works program designed in consultation with the Parish
- vegetation buffers between the Church and the Stadium should be provided prior to construction
- recognise historical significance through plaques or other means of the cemetery
- consider the Church in design of the stadium
- restrict heavy vehicles on Chippendall Street
- construct a turnaround area in Chippendall Street
- construct parking bays for the congregation in Chippendall Street (especially if access to the stadium is to be via Milton Road), provide permanent car parking spaces in the stadium with day and night access for parishioners, tenants and visitors
- maintain access by emergency services at all times
- have insurance for the Diocese for property damage, personal injury, vandalism and theft in conjunction with the development group
- security measures for the Church should be taken into account in design of the stadium, including security cameras, suitable vegetation and security guards at end of events
- fencing of the Church grounds
- install water fountains and litter bins along walkways
- conditions on use of lighting to reduce impact on particularly the Rectory should be instigated
- consult Parish on timing of events to minimise interference with Church services and events
- community hall, conference rooms and offices for use by the Parish incorporated into stadium design is welcomed
- the Parish would consider making the Church available to Lang Park as an interdenominational chapel

#### SUBMITTER: The Petrie Terrace Residents Association (Derek Jones) PO Box 320 South Brisbane, Queensland, 4101

#### Community

do not want the stadium previous experiences are unacceptable from the existing use of the football stadium

#### **Consultative Process**

- felt ill-treated in the consultative process, dismissed and/or ignored concerns, not recognised as key stakeholders (despite high community profile)
- information supplied was old and often repeated
- little official minuting
- it is felt that the government is withholding critical information from the public and are dismissive of the public's opinion



#### LANG PARK STADIUM PROPOSAL REVIEW

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#### Cost

- assessment of total monetary costs (to taxpayer) not fully identified, including
  - resumption cost of site beside Hog's Breath Café and Police Barracks site
  - cost of mitigation measures
  - costs of integrated transport and upgrades to road networks

#### Operations

 want political/authoritative assurances that mitigation measures will be implemented and that the original plans are amended

#### Site Selection and Project Justification

need for project not demonstrated

#### TOR

the study does not address a significant aspect of the TOR

#### **Town Planning Issues**

if project proceeds to code assessment then there will be no more community consultation

#### Transport, Traffic and Access

BLR decision is independent of stadium development, so how can the private sector guarantee the additions to the transport system when the government hasn't committed

### SUBMITTER: Queensland Police - Citizens Youth Welfare Association (Owen Page, Inspector, State Manager)

GPO Box 1440, Brisbane, Qld, 4001

#### Submissions

- acknowledging a submission by Mr K Fraser from Lang Park Branch and the endorsement by Inspector S F Davies claiming a part in Queensland Police Service
- clarifying that the association is a public company and not part of the QPS, although have close links
- have no objection to Lang Park Branch making a submission but wanted to assure that the comments do not represent the official position of the Board
- is making a submission of own to protect appeal rights

#### Community

- disruption while construction is in development progress
- effect of existing tenure and loss of future potential
- Ioss of revenue from several sources during construction and through operation
- concern about possibility of future development

#### Safety

concern for safety of young people, particularly at night

#### Transport, Traffic and Access

access to branch facilities, particular when stadium is in use

#### SUBMITTER: People for Paddington (Jenny Lyons) 34 Latrobe Terrace, Paddington 4064

#### Amenity

- there will be a lasting aesthetic impact of the monumental structure which can be mitigated by strong architectural design and allowing other uses from community groups
- it is a positive impact that PCYC and OzSports will have improved amenity
- the contemporary appearance responding to the local architecture can be positive by creating a contemporary landmark stadium but needs to respond to the needs of the residents in the area with a vision for a world class environment
- increase in useable public open space is positive provided if well designed
- potential improvement in patron behaviour after games will be a positive if achieved better to keep crowds away from sensitive areas rather than trying to control behaviour
- security and pedestrian lighting will have negative impacts on surrounding residents
- adverse impact visually to the residential area, east of Hale Street

#### Community

- the pedestrian plaza over Hale St will be beneficial if it is designed and constructed well otherwise will be detrimental
- compensation (or rate rebate) should be considered for the adverse effect on the residents near the stadium
- local open space and public spaces will be positive if they are well designed, including pedestrian linkages
- concern about
  - construction of the large southern plaza
  - elevated pedestrian bridges crossing Hale, Countess, Roma and Upper Roma Streets and Milton Road

#### Cultural Heritage

- believe that sentiment and cultural heritage of Lang Park will not be respected by any future owner, as it has not been respected by owners allowing it to change name
- agree that reference of Lang Parks' history as a sporting venue of significance must be recognised in any future development of the site
- the site is a significant site at the entrance to Paddington redevelopment will impact on suburb image and character
- overshadowing on the Church will have an adverse impact on the cultural heritage values of the church and is a permanent impact, not transitory
- re-orientation of classrooms in the Baroona Special School will detract from its cultural heritage values - significance should be further investigated
- support opening of police barracks but in a natural, not theme park way

#### EIS

- question some of the conclusions reached and mitigation strategies proposed resulting from the issues raised in public meetings
- consider alternatives if the redevelopment does not go ahead



#### ANG PARK STADIUM PROPOSAL REVIEW

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#### **Mitigation Measures**

- considered that some of mitigation strategies are extremely difficult to enforce once the stadium development has been approved (e.g. how to enforce continued consultation, how to enforce crowd control and behaviour codes)
- agree that the Community Liaison Group and the Stadium Management Advisory Committee(during the operational phase) should be established if the project goes ahead
- concern that the proposed mitigations could in themselves be the cause of inappropriate development and be detrimental to the built environment

#### Noise

- the positive impact of reduction in current noise impacts and light spillage must be off-set against the increased use of the stadium
- does not agree that noise impacts from pedestrian walkways will be occasional only and noise levels will occur more often
- noise will occur anywhere where people will be returning to their car, not just in the vicinity (esp. Given and Latrobe Terraces)
- no evidence that crowd behaviour can be controlled

#### Operations

- negative impacts of stadium during construction and operation must be less than currently experienced
- support the integration of OzSports and PCYC to promote it being open to the public at all times - including consideration of the Ithaca Pool
- upgrade and beautification of Given and Latrobe Terraces should continue

#### Site Selection and Project Justification

- not endorsing the decision that Lang Park is the preferred site or the design itself
- has not taken into account the impact on fragile historic high-density residential area of large crowds
- recognise some economic and social benefits however must be scrutinised in the context of the impacts on the local community
- the building should be viewed (be vistas) as a building of international standard
- do not support the removal of the Hog's Breath Café

- the design of the walkways are critical to the acceptance of the redevelopment of Lang Park
- Iight rail (station on Milton Road) is of no benefit to Paddington/Red Hill residents who still will not have access to rail facilities - consider light rail to Paddington to benefit Lang Park and the residents
- it is a positive impact that access for disabled is improved, however, ensure that ramps, etc. are designed sympathetically to prevent visual blight in the built environment
- the potential decrease in car parking conflicts is yet to be proven benefits must be off-set against the increased use of the stadium
- believe the proposed car parking scheme won't work because people will continue to drive and park outside the zone, and walk because it is not far enough away to be a deterrent - the proposed control scheme is inadequate
- the proposed parking control will impact on patrons and employees of businesses in the restricted area, including residents and visitors

- light rail gantries will have enormous visual impact over the Western Railway
- the transport station off Chippendall Street should be of quality design
- active and effective marketing of transport strategy to ensure 8% of patrons use public transport - including integration of transport across the city, widening of restricted parking area beyond 2 km and discouraging drop-off and collects
- increased local bus services should continue for sporting events
- genuine improvements to transport may go someway in addressing community's high level of concern about the proposed development

#### SUBMITTER: Paddington Traders Association

#### **Consultative Process**

Iack of consultation

#### Operation

 want assurance that The Paddington Festival will not be interfered with proposal goes ahead and will contribute towards the running of the festival

#### Construction

concern that road surfaces will be damaged during construction, requiring repairs

#### Safety

want assurance of street cleaning after events for safety (broken glass)

#### Transport, Traffic and Access

- unrealistic vehicular usage projections especially concerning traffic congestion
- delays to traders and residents esp concerning requiring emergency access during peak congestion periods
- parking restrictions need further investigation and consultation some traders have indicated that an approved permit system could be workable

#### 25 INDIVIDUALS

#### SUBMITTER: Ken Fraser

86 Jenner Street, Nundah

#### Community

- Impacts on Police and Citizens Youth Club (PCYC)
- negative impact of construction
- need for the Youth Club to retain existing 'title'
- provision of safe and secure access for patrons
- ongoing need for access to unrestricted parking
- provision of a readily accessible, safe drop-off and pick-up point
- provision of adequate access facilities for the disabled
- fundamental change to the club's proposed location and access is required
- recommended that the club be relocated from the north-east corner to the north-west corner and provide a limited access driveway to the underground car-park
- recommended that the club should be located at plaza and access driveway levels (max. 2 levels)
- Increased Running Costs



LANG PARK STADIUM PROPOSAL REVIEW

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- Loss of substantial income/revenue due to:
  - removal of advertising sign at corner of Caxton and Hale Streets
  - increased operating costs (e.g. plant maintenance, air-conditioning, car park ventilation)
  - new fire modelling
  - increased staff numbers for supervision and security of minors, disabled and other at risk for access to facility
  - inability to expand after development is completed
  - recommended that advertising facilities be provided within the grounds

SUBMITTER: Gary A Moffat Civil Engineering and Project Management (Gary A Moffat and Margaret H Norman)

31 Isaac Street, Milton

#### Transport, Traffic and Access

- set-down and pick-up patrons in Isaac Street not adequately addressed
- concern that Isaac Street is vulnerable to substantial set-down and pick-up area as it already
  occurs
- consider traffic block (except private residents) prior to, during and after events at Guthrie Street and Heussler Terrace, Blaxland Street, Hall Street, Nairn Street and Patrick Street
- coverage of private vehicle set-down only discusses the issue at the northern plaza and Roma St areas
- little consideration of approaches from the north-west and west (emphasis on approach from north, south and east)

#### SUBMITTER: James Meehan

81 Glenora Street, Wynnum

#### Community

- residents, businesses and schools not in favour of noisy crowds and vandalism
- negative impact on the Church, intimidated by huge structure

#### Site Selection and Project Justification

- waste of (taxpayers) money for only an extra 10 000 seats
- consider the old Roma Street goods yard as site because there are no existing structures to demolish, and could start construction immediately and finish promptly

#### **Transport, Traffic and Access**

- Milton Road can not carry the extra load of private cars
- Unrealistic to expect crowds to walk 600 m to Milton Station and 1000m to Roma Street Station
   apart from the young ones

#### SUBMITTER: Ellen O'Reilly

125 Annerley Road, Dutton Park

#### Site Selection

- Lang Park is not the most suitable site RNA grounds is because of heritage
- thought that RNA would be the cheaper option

#### Transport, Traffic and Access

- RNA grounds is more suitable because of car, train and bus access
- covered walkways cause more runoff, destroy aesthetics and viewing, blind spot for traffic

#### Noise

would not be a problem at RNA Showgrounds

#### Health and Safety

RNA Showgrounds at close proximity to hospital for medical emergencies

#### SUBMITTER: Public Transport Alliance (Michael Yeates)

7 Marston Avenue, Indooroopilly

#### Transport, Traffic and Access

- weak and unsubstantiated provision of, or commitment to increased public transport and 'otherthan-car' modes
- interpreted that transport and access issues have not been addressed or cannot be addressed because of lack of clear direction of policy commitments
- review indicates poor or very poor accessibility for all routes to and from the site (e.g. insecure, single lifts, large changes in levels, narrow pathways, poor connectivity)
- the precinct has been identified as an important 'to and through' cycling route has not been addressed - this requires attention to support the intent of the IRTP - there are many potential opportunities for cycling
- proposal for Brisbane Light Rail Project, indicating unnecessary duplication, Milton Station is adequate and in dire need of an upgrade regardless of Lang Park proposal and access to the station could easily be upgraded - this could provide a feeder to the whole SEQ regional train network - for accessing local buses, taxis and cars
- Citytrain is deliberately not being promoted and the upgrade appears deliberately proposed to ensure a very low level of service
- expansion of BCC bus access to the venue is only of utility in events period
- widening of Milton Road, would be used only by increased car and bus traffic, which needs to be discouraged
- walking connectivity requires review and modification
- bus and car parking can be eliminated by utilising Citytrain as the major carrier, supported by buses at train stations and transit interchange locations

#### SUBMITTER: Terence Gill

42 Princess Street, Petrie Terrace

#### Site Selection and Project Justification

- conclusion of Lang Park as a sporting icon is based on poor reasoning and nostalgic claptrap
- sentimental connections with long-established sporting venues of little interest (example of people not knowing/caring of exact location of SCG in Sydney)
- should be referred to as 'Brisbane Stadium'
- would football games move from Mt Gravatt?



### SUBMITTER: CONFIDENTIAL SUBMISSION

#### Transport, Traffic and Access

- the impacts of traffic on surrounding commercial and industrial premises and its management to ensure that these businesses may continue to unaffectedly operate before, during and after the events, have not been addressed.
  - in particular the effect of road closures, increased traffic, increased parking, significant pedestrian flows
- mitigation measures may exacerbate the impacts for local businesses (7.11 of EIS)
- impacts during construction relate to road closure, deterioration of pavement on Castlemaine St from vehicle and access and earthwork, maintenance of emergency access, local interruption of services - particularly water
- impacts during major sporting/entertainment events include temporary road closures, use of local streets for coach parking, heavy traffic congestion, access for emergency access, increased demand for water could decrease pressure in adjacent areas and the potential for transport ticketing/permit arrangements for local businesses.

SUBMITTER: Centenary Health and Sports Massage (C Stansfield) 150 Caxton Street, Paddington

#### Site Location and Project Justification

 demolition of OzSports will include demolition of Centenary Health and Sports Massage (in a which leaves the business future in an unstable position

SUBMITTER: Paul and Ros Goldsbrough; Joe and Josephina Ciottariello

5 and 7 Hall Street, Paddington

#### Amenity

- the huge size of the stadium in not in keeping with the character of the area
- the outcome is mediocre, uncreative design rather than a leading edge public structure to be proud about

#### Community

opposed to disruptive patrons being kicked out of the ground into residential areas; while the stadium protects the patrons, it does not protect residents and their property

#### Economic

- on trends, attendance rates are falling, being fundamental to the viability of the stadium, and if the estimates are below the attendance rates the entirety of the EIS is questioned
- does not acknowledge impact of GST on attendance levels, construction costs or labour requirements
- modelling did not incorporate mid-week events, only week-end events, what will be the resultant impacts on surrounding businesses and transport (peak hour)
- EIS does not address impacts on existing small businesses need to outline costs and benefits of proposal on businesses
- concern that existing restaurants in vicinity will be replaced by chain fastfood outlets
- should give a more accurate reflection of direct imports for the total project, which currently appears underestimated in comparison to other major infrastructure projects

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- consider scaling back the suggestion that 1241 jobs will be created because it is based on assumptions that the light rail will proceed and that there is no under-utilisation of labour in the construction and machinery equipment sectors (when there will be one from pre-GST construction boom and post-Olympics down turn)
- the full time employment (FTE) calculation needs adjustment to reflect existing staff and contractors because the 40 permanent positions to be created does not consider any existing contractors for security, food and beverage staff
- calculation don't consider any job losses from closure of PCYC and OzSports during construction
- the likely job losses from La Boite theatre are not considered on event nights which suffers a down turn in business by 80%

#### Noise

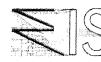
- misleading information regarding hours of operation during construction
- deliveries from heavy vehicles area classified as construction work and hence is illegal that deliveries occur outside hours of operation - the EIS states that out of hours deliveries by heavy vehicles will occur
- many references to 'some out of hours work' the intention needs to be clearly stated and the impacts of out-of-hours work assessed and specified
- attention to the issue of 'noise from amplified entertainment' is required either to say that such activity is banned or an assessment undertaken regarding impacts as required by the TOR
- an assessment of noise associated with increased frequency of bus and rail services in the greater Brisbane area, as specified in the TOR, is required, including attention to goods trains which will be forced to operate later into the night on event nights with increased frequency of commuter trains at these times
- the proposed taxi-rank on Castlemaine St will ensure patrons are drawn to the residential areas surrounding stadium for lengthy period after events, impacting on residents and is inconsistent with the consultants assurance that proposals would steer people away from residential areas

#### Site Selection and Project Justification

- delete 'cultural icon' and 'until recently the home ground of the Bronco's' because subjective and inaccurate
- attraction of major events to the State is not supported in any real or quantifiable terms

#### **Transport, Traffic and Access**

- impact of street closures and parking associated with construction should be considered
- impact of temporary street closures on Hale St during demolition and construction should be considered
- impact of proposed parking restriction on the Given and Latrobe Terraces and Baroona Road entertainment precincts should be costed.
- there should be a more realistic representation of the cultural dependence on private motor vehicles through a modal split based on a number of scenarios rather than the base case
- a proposal envisaging people walking from Roma Street Station will not encourage people with children to attend events
- it is inconsistent with Government's mantra of 'fairness and equity' that 40 parking space of 400 are for disabled patrons and also access to Roma Street and Milton Stations is not conducive for disabled patron use, even though walkways may be accessible for wheel chairs
- the number of buses to park immediately around the ground has not been specified
- there will be a significant impact on local businesses from the suggested parking ban at the 1.5 km radius



- need another EIS for Light Rail down Milton Road, because of visual and noise impacts
- the final EIS should identify who will monitor that walkways as ongoing surveillance and who will pay for the service considering that BCC and QPS have both stated that they will not monitor the walkways

#### SUBMITTER: F J St Ledger (President-Baroona Branch ALP)

21 McCook St, Red Hill

#### Amenity

consider including community art spaces (and community artists; skills) as part of the concept e.g. in designs of walkways, gardens and art space

#### Noise

residents will be affected by noise if they are within 200 m and there are residents within 200 m of Lang Park on the western and north-western side

#### Safety

concern regarding the overhead walkway relates to both potential crime area at times of low use and carrying capacity capability at high use

#### Site Selection and Project Justification

questioning the location of the overhead pedestrian bridge, and why it could not be from behind Roma Steet station to provide local residents with direct access to proposed Roma Street gardens

#### **Town Planning Issues**

- community has little comprehension of the differences between code and impact assessment and hence, their ability to protect their amenity and property rights would be weakened by this inability
- it would have been beneficial to indicate in simple terms, the implications of town planning aspects such as loss of right to appeal if failed to respond to EIS

#### Transport, Traffic and Access

it is inequitable that residents who wish to privately entertain on event nights would have to attain parking permits for themselves and their guests

#### SUBMITTER: CONFIDENTIAL SUBMISSION CONTRACTOR CONFIDENTIAL SUBMISSION

#### Community

the locally published reactions indicate lack of community benefit of the proposal sector.

#### **Consultative Process**

- inadequate consultation
- truly disappointed not to be invited to community consultation sessions to provide input into solutions that may meet community needs

#### **Assessment Process**

requires a more comprehensive assessment to acknowledge the multifunctional proposal for community open space and amenity and the fully nature and implication of the concept

#### SUBMITTER: Sally Grimes

#### 15 High Street, Milton

#### Amenity

- the necessity of fireworks at events be reconsidered as they occur late into the evening and intrude residences
- PA-Systems are notoriously invasive and have a major impact the proposal is lacking confidence to minimise this
- support proposed code of behaviour
- concern about increasing number of patrons especially the number of evictees will increase
- acknowledged that light spill will be reduced by proposed design
- the visual impact of the stadium is a major impact on the adjacent residential environment
- if the government has so much money to spend, why not spend it on something to the benefit of the community, like return to open space

#### **Consultation Process**

- feels there is a high level of cynicism regarding the State government and the decision-making process for large-scale developments reflected by the small numbers of residents
- the format for submission restricted/minimised submissions from ordinary residents especially people without a reasonable level of computer and literacy skills
- residents not involved in the 1997 study undertaken by the State government attempting to determine need of the new stadium
- the geographical area for impacts is conservative as impacts will be felt beyond the arbitrary zone, eg. to the west past Isaac Street

#### Cost

no mention of anticipated increase in ticket prices, if the development goes ahead, it must be affordable

#### **Flora and Fauna**

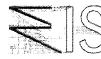
Ioss of the fig trees in Baroona Special School considered as a serious impact as it is a much appreciated floral feature in the area

#### Noise

- noise, dust and increased traffic is a severe impact and a major concern for 6 days a week for 2 years - consider some form of compensation for those most severely impacted
- PA-Systems are particularly intrusive, especially at all day events, as it is vague regarding other events apart from football, it is hoped that restraints will be instigated for this noise
- helicopters should be banned because of intrusion into residential amenity
- concert use possibility is a recurring concern regarding other uses for the stadium, the final decision on this issue should be made prior to the approval of the development
- doubtful that the current background noise experienced at (her) residence is higher than the anticipated noise from demolition and reconstruction
- anticipated noise from the construction of the light rail is totally unacceptable and makes the proposal unfeasible

#### Operations

opposed to work proceeding on Saturdays



#### Safety

surveillance measures too expensive, and doubtful that they will be in place for matches attended by low numbers

#### Site Selection and Project Justification

- no inclusion of alternative uses of the area as stated in the TOR
- unhappy about the process by which Lang Park was chosen as the preferred site
- the relationship of the 4 main stadiums in Brisbane has not been mentioned, only the Gabba (not Ballymore and ANZ stadiums)

#### Transport, Traffic and Access

- take account of residential community as well as patrons for the Milton Station upgrade
- the light rail is expensive, visually and structurally intrusive and duplicates the heavy rail
- no mention of construction of bicycle paths
- radical challenge to reduce car travel from 52% to 20%, and that 80% of patrons will arrive by public transport is difficult to achieve
- Heussler Terrace contains residential housing and should not be used for a taxi rank
- the set down area is likely to be congested and unworkable as many patrons who can no longer park near the stadium and using public transport will add considerable travel time to the venue which was previously very accessible
- backlash predicted from patrons spending 3-4 times as long to travel in the days of free parking
- integrate suggested controlled parking area with BCC residential parking scheme to reduce overlap and duplicate parking stickers
- information on how to best utilise the public transport system and persuasion that it is the best option is required
- consider free public transport with event tickets

#### SUBMITTER: B R Johnson and L Johnson

35 Judge Street, Petrie Terrace

#### Amenity

concerns regarding directing stadium patrons through residential streets

#### Community

- disagree that the community benefits of the public plaza and local park adjacent to Caxton Street are significant enough to offset the impacts of the proposed stadium
- refute the statement that through consultation, the concerns of interest groups have accommodated in the proposed design the stadium design incorporates only the activity needs that are displaced and are not providing any additional activities and certainly no lifestyle advantages from stadium development
- consideration of impacts on property values in required and compensation for loss of local amenity and decreased desirability

#### Noise

- acoustic impacts though increased traffic noise from Hale Street reflecting from the 'walling effect of the building is of greater significance than the acoustic impacts resulting from stadium activities because they are permanent impacts rather than intermittent
- the incorporation of the public plaza over Hale Street by undertaken to ameliorate visual and acoustic impacts resulting from the stadium structure

Addendum

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#### Transport, Traffic and Access

potential community benefit of the light rail is significantly curtailed through location to the southern end of the stadium - consider location to the northern end or further extension from the southern end of the stadium which is supported by community patronage rather than intermittent stadium patronage and stadium efficiency

#### SUBMITTER: Ms Fiona Burns

53 Princess Street, Petrie Terrace

#### Community

to suggest that Lang Park is public space is misleading because the public only has access when the ground managers want to profit from the public grant of the land

#### Cost

- information incomplete regarding direct economic and financial information to support expansion
- the commercial model given does not explain the underlying assumptions to satisfactorily explain the commercial viability of such a venture

#### **Site Selection and Project Justification**

- does not clearly give a need for the modification of Lang Park and only considers conclusions regarding the workability of the project - additionally what does workability mean - it doesn't say
   will it be profitable, workable neighbours, workable for football, workable component for city west
- commercial realities of more and bigger events are not explained or detailed
- it is implied that the area already experiences impacts and that there are not a problem, failing to recognise that more and bigger events will increase the impacts
- justification for the re-development for either sporting, social or commercial activities cannot be found in the EIS
- use of the term cultural icon and home is not accurate because if cultural heritage is a measure of Lang Park then the surrounding district and in particular the Church should have precedence over it
- once Lang Park is redeveloped it will loose that alleged mystique

#### Transport, Traffic and Access

the fundamental transfer from private to public transport to facilitate the expansion is very difficult to believe

#### SUBMITTER: Robert J F Burns and Darcia F Burns

50 Mountjoy Street, Petrie Terrace

#### Community

- implies that because already experience impacts, these are not a problem
- to suggest that Lang Park is public space is misleading because the public only has access when the ground managers want to profit from the public grant of the land

#### Cost

incomplete direct economic and financial information to support such expansion



#### ANG PARK STADIUM PROPOSAL REVIEW

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#### Site Selection and Project Justification

- no clear need to modification to Lang Park
- use of the term cultural icon and home is not accurate because if cultural heritage is a measure of Lang Park then the surrounding district and in particular the Church should have precedence over it
- once Lang Park is redeveloped it will loose that alleged mystique

#### **Transport, Traffic and Access**

not feasible that most people will arrive by public transport

#### SUBMITTER: David Turnbull

24 Belgrave Street, Petrie Terrace

#### Community

 impacts of privacy, overshadowing and adverse changes in microclimate have not been properly assessed in relation to existing residential character immediately to the east

#### Cost

- it has not been demonstrated that the development will maximise commercial investment in the stadium or minimise its cost to the government immediately and over time
- cost of land acquisition to enable mitigation strategies needs to be borne by the redevelopment, not the taxpaying community
- need to elaborate on financial arrangements (operating costs, fixed expenses)

#### EIS

- is incomplete because it requires further inclusions to control the possible redevelopment and associated impacts
- development feasibility and preliminary costing, identified as key issues in the TOR has not been referred to
- fails to qualify the loss from the resumption and demolition of heritage buildings
- the EIS has 2 plans for the proposed development; a Mitigation Masterplan and a Base Masterplan - fails to stipulate which plan is the actual masterplan

#### Mitigation

the impacts with not complete or mitigation strategies available (such as visual impact, social disruption) need to be ensured by the EIS that there are no unmitigated issues as part of the redevelopment and that there is mitigation (financial or otherwise) to compensate affected parties

#### Site Selection and Project Justification

- without proof of costing and reference to comment regarding that the additional seats will only be used 1-3 times a year and 1-2 events only fill 2,000 of the seats, the development proposal is not financially viable
- need information to prove the development is feasible
- fails to prove that the development is necessary or that it will provide a positive benefit to the wider community
- full cost/benefit analysis is needed and analysed in terms of ESD

 need a detailed synopsis of financial viability, social and environmental suitability, demonstrate accordance with local plans and legislation - and assess also in terms of residential character housing areas

#### Transport, Traffic and Access

- the draft EIS does not indicate that the light rail will be provided or required for the development
   the final EIS needs to ensure light rail is a prerequisite to development
- pedestrian routes via overhead walkways need to be rethought because they have not been designed with user-safety in mind and will require security - if not rethought, it needs to be ensured that the stadium operator pay for maintaining security and providing extra policing needed at all times

#### SUBMITTER: Bruce Purdon

60 Garrick Terrace, Herston 4006

#### Community

if stadium moved to superior site, would have many advantages for the community and Brisbane generally - remove eastern grandstands and western grandstand in part and retain oval for public access, remove embankments in north and south and areas graded and landscaped to enable greater public use

#### Costs

money could be saved if proposal relocated to superior site, then no need for various access infrastructure were deleted including - upgrade to Milton Station, walkways, bus interchange, light rail etc.

#### Site Selection and Project Justification

- the assumption that Lang park is the best site for showcase stadium is flawed based mainly on extent of transport infrastructure requiring upgrading or constructing
- comparisons have strongly favoured the RNA option on the grounds of available space and transport/access considerations
- while RNA is superior to the Lang Park site, still inferior to the location in the Roma Street goods yard site- because of the prime location to bus and train network focal points, including inter-city and inter-state; accommodation facilities, existing parking facilities, with minimal impact on a small section of total parkland development area
- site development needs to be reconsidered and a full development proposal for Roma Street -George Street - CBD - River precinct to ensure proper consideration of pedestrian linkages
- stadium capacity only provides for 25% more capacity when Brisbane's population has doubled since 1960s
- need 60 000 seats as a minimum (realistically) and potential crowd capacity should not be compromised by inadequate size and inappropriate site and patch work access systems

#### SUBMITTER: Susan Lawrence

26 Princess Street, Petrie Terrace

#### Amenity

- impacts from events occur irrespective of size and are simply larger for large events
- considerable impacts from lighting and acoustics
- volleyball courts creates unacceptable noise intrusion



#### LANG PARK STADIUM PROPOSAL REVIEW

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#### Assessment

- inconsistent and conflicting predictions occur of the number of days with events likely to impact on transport and residents
- doesn't know whose data was interpreted to substantiate conclusions
- only one (wet) night of a State-of-Origin event was monitored for noise which was insufficient (sound was dampened by the rain)

#### **Cultural Heritage**

Lang Park is only an icon to footballers and not an icon to all Queenslanders

#### Community

noisy crowds a problem especially after the match concludes (and hours after)

#### Costs

- how accurate are costs when it is unclear whether the mitigation plan is in place or not
- impact on tax-payers must be taken into account

#### EIS

- no alternatives considered
- 2 plans Mitigation Master Plan and Base Master Plan which has precedence

#### Mitigation

- contradiction that the proposal is workable yet some impacts cannot fully be mitigated
- no political guarantee of implementation of mitigation measures

#### Safety

safety hazards of pedestrian facilities not carefully considered

#### Site Selection and Project Justification

- no need in Brisbane for world-class stadium and no justification for more and bigger events
- should definitely be funded by private money there are other venues to serve the purpose
- no information of precise detail to support the reduction of stadium capacity from 60 000 to 52 500 - and should the reduction be greater
- consider if Lang Park should continue in its present form at all
- strongly object to rationale that justification for project stems from the existing problems of Lang Park that recommending bigger and more frequent events and disruption if OK - residents opposed the previous Lang Park proposal - most residents want Lang Park closed down
- commercial realities not addressed which accounts for the fact that commerce has not wanted to fund the project - so is dumped on taxpayers

#### Transport, Traffic and Access

- insufficient regard has been given to the potential effects of pedestrian walkways, plazas and concourses and the light rail proposal
- questioning how 80% of patrons will use public transport
- many residents don't have adequate off-street parking for household requirements
- police manpower is virtually impossible for policing illegal parking in defined restricted areas

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#### SUBMITTER: Jennifer Cannon

4 Musgrave Street, Fig Tree Pocket 4069

#### Amenity

the effect of caged overhead pedestrian walkways may scar the environment

#### Assessment

- timeframes considered too short to facilitate sound consideration of relevant issues
- terms of reference and study limited to a narrow focus
- impacts declared as acceptable are not apparent at how conclusion has been made
- arguments ill-founded and illogical
- alternatives have not been given adequate attention

#### Cost

no justification for allocation of financial resources on this scale to such a project

#### **Cultural Heritage**

if considered a cultural icon, then it should be left intact and placed on heritage register

#### **Consultative Process**

persons excluded from the process who believed the site selection issue of significance, yet it was taken out of the Terms of Reference

#### Safety

no evidence that a code of behaviour will address this problem

#### Site Selection and Project Justification

redeveloping any of the stadiums with inadequate seating in Brisbane should have been considered

#### **Town Planning**

project alignment with visionary policies of livability, economic vitality, discrete human scale, etc has not occurred

#### Transport, Traffic and Access

traffic congestion extending to South Brisbane and western suburbs not considered

#### SUBMITTER: John Byrne

Queensland University of Technology, School of Architecture, Interior and Industrial Design, Gardens Point Campus, Brisbane

#### Amenity

- pedestrian concourse above northern footpath of Roma Street will be a massive visual intrusion, with significant detriment to the amenity
- the day-to-day impact of the stadium must be considered and minimised
- large plazas are aggressive and self-important approach



#### ANG PARK STADIUM PROPOSAL REVIEW

#### Design

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- e post o com
- fails to consider principles of CPTED, especially with the pedestrian connection to Roma Street Transit Centre, the area behind the former police barracks and the connection to the Countess/Roma Street intersection
- the northern face of the stadium at plaza level is dead and needs animating with other facilities (other than entry doors and service cores)
- the southern plaza is vast and unworkable

#### Safety

- surveillance cameras are not a solution to CPTED problem
- buildings developed along the Caxton Street frontage would make the pedestrian connection safer along the street

#### Site Selection and Project Justification

- the justification for selecting the site is questionable without effective and safe connection to Roma Street
- project is flawed and should not proceed

#### Transport, Traffic and Access

- reliance on one-third of patrons getting to Roma Street station on foot is a problem for safety, workability, liability and amenity - alternatives must be found before the EIS can support the proposal
- the drop-down facility on Caxton Street only works for those travelling west and interrupts pedestrian movement - consider connection from Caxton Street past the face of the stadium to make a more effective drop-down facility, and could be closed on major event times
- the upgrade proposals for Milton Road, need to be substantially more than suggested
- viability of the light rail is highly questionable, but if not delivered, leaves the proposal legitimacy further eroded
- walk to Milton Station of poor amenity
- proposals for Castlemaine Street and eastern side of the stadium fail CPTED
- pedestrian connections to other parts of the City West precinct are non-existent, especially South Bank

#### Submitter Suggestions

- a better approach would be to 'sleeve' the building into the neighbourhood, especially on the northern Caxton St frontage, reducing the visual impact upon the local street
- a smaller but better designed public space between the stadium and local buildings is a far better solution
- need to provide a variety of day-to-day activities

#### SUBMITTER: Sue C Fihelly

22 French Street, Paddington

#### Site Selection and Project Justification

the site is not suitable for a super stadium

#### Transport, Traffic and Access

- squeezing people along public footpaths and roadways is not suitable for area in an already congested environment

#### SUBMITTER: Craig Whitehead

La Boite Theatre (General Manager)

#### Community

future of theatre remains uncertain

#### Noise

- noise from construction will make it impossible for business operation during this phase
- noise (or even the perception of noise problems) of new development will be reason for patrons not to attend productions on event nights

#### **Transport, Traffic and Access**

- 65% of theatre patrons are women who drive and park near the theatre for safety they will not attend with the parking restrictions resulting in a debilitating effect on business
- in disagreement about the suggestion that the theatre lease a non existent local car park on an 'as needed' basis

#### SUBMITTER: Anne Reid

52 Sheriff Street, Petrie Terrace

#### Community

- discussion that local residents must receive compensation for loss of property value and/or income from rent has not been discussed in EIS
- no benefits for the community and no improvements for day-to-day life
- interference with television and radio transmissions will be worsened by a larger structure, of which there are no serious mitigation measures - supposed to be part of development to include structures to facilitate better service

#### **Consultative Process**

- considered that agreement on issues in meetings that were never intended to include in the EIS was deceitful
- maps/diagrams were inconsistent in meetings interpreted that it was deliberate to confuse people who aren't conversant with map reading, to misrepresent ground reality to hide absurdity of scale

#### Costs

no costs included for resumptions, reorientation of buildings, realignment of road or walkway infrastructure

#### Cultural Heritage

- heritage of surrounding suburbs of much greater significance than that of association of field to rugby league
- the heritage of the area and facilities will be negatively impacted from the stadium

#### Mitigation

- measures for noise including insulation and/or double glazing on affected residents, discussed in 2 meetings has been omitted from the EIS
- mitigation measures not measurable and offered as suggestions or recommendations only



#### LANG PARK STADIUM PROPOSAL REVIEW

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 mitigation measures need to be reviewed to comply with discussions held in the community and without the apparent bias

#### Noise

- does not cover impact of noise resulting from increased events
- noise impact findings are contingent upon parking restrictions (which have inadequate mitigation measures)
- no coverage of parabolic effect of a larger structure and noise reflection into residential areas (particularly on Hale Street)

#### Safety

 close-circuit monitoring on walkways is not sufficient and it requires 24 hr police monitoring for response times, the cost paid for by the operator

#### **Site Selection and Project Justification**

- no justification for site being chosen and no criteria for selection to be rated against
- home ground association can be negated by purpose-built, more convenient and accessible facilities (that which is not Lang Park)

#### Transport, Traffic and Access

- raised walkways not safe or attractive with negative spaces underneath
- walkways should be provided with lifts for disabled and elderly
- walkways provide no benefit to the local community because access points are restricted

#### SUBMITTER: Richard Groves Architect

39 Creswick Street, Clayfield

#### Cost

- the submission of cost is not good value to the taxpayer
- running costs of high volumes of public transport late at night not obviously factored in second second
- high cost of development and huge government subsidy

#### Community

discriminatory to expect young families to walk to Roma Street Station

#### Cultural Heritage

significant loss of cultural heritage associated with Lang Park by the new design

#### Design

- world class stadiums have larger breathing spaces around them not hemmed in by roadways
- Iarge overhanging roofs create shadow problems which creates problems for viewing in day time events and grass maintenance
- cabling up seats with fibre optics will be a white elephant

#### EIS

- the terms of the EIS need to be widened to consider other sites which have not had the benefit of an EIS to measure their suitability
- EIS should be undertaken on other sites deemed possibly suitable

#### Safety

travelling on public transport with intoxicated persons is dangerous

#### Site Selection and Project Justification

- unsuitable location to service a major metropolis and will not be world class and should be reconsidered
- other key sites in Brisbane that could be redeveloped at much lower cost
- the economic benefits to the few business in Caxton Street that will benefit from this proposal do not outweigh the lost opportunities this flawed proposal will miss

#### Transport, Traffic and Access

- simplistic view of how to solve access issues
- current transport infrastructure is unable to cope with existing events at Lang Park
- nothing is shown how the stadium will cope with 52 000 patrons all leaving at once at night
- fairly hard to enforce public transport strategy especially without strong support from BCC, QR and TOA (Taxi Owners Association)
- transport strategy not attractive because of amount of interchange and vehicle parking is so far removed and is inadequate
- nothing in the City West Strategy will help alleviate the overwhelming problems of access
- most world class stadia have access to plentiful car parking
- does not have helicopter access

#### SUBMITTER: Mrs Wensley Goebel

Brisbane Arts Theatre (President) 210 Petrie Terrace, Brisbane

#### Noise

Iarger stadium noise would drown out theatrical performances

#### Site Selection and Project Justification

should be location elsewhere so as not to adversely effect residential areas and existing entertainment establishments

#### Transport, Traffic and Access

- parking restrictions would result in nearly 100% of audiences being unable to attend
- public transport (stop locations, frequencies and night services) are not practical for audiences and would be aggregated if stadium enlarged

#### SUBMITTER: Michael Christensen

22 Patrick Street, Milton

#### Community

make improvements to other social facilities that are lacking as compensation

#### Mitigation

- does not provide satisfactory mitigation measures
- some facilities promised have not been included eg, access to river and ferry stop

#### Transport, Traffic and Access

need linkages to Roma Street Parklands, river



#### LANG PARK STADIUM PROPOSAL REVIEW

lack of information regarding the car parking scheme

#### SUBMITTER: Georgina Aitchison

65 Prince Street, Paddington Q 4064

#### Amenity

- no assessment of impacts on views to city and other views (e.g. Mt Coot-tha)
- need for graphic documentation of light spill

#### Community

- fails to discuss impacts associated relocation of OzSports facility or impact mitigation for relocation and absence from site during construction
- need confirmation that northern plaza area to be dedicated as public parkland
- proposed mechanisms for public complaint response during construction phase should be provided

#### **Cultural Heritage**

- significant impact on the area's architecture
- no consideration to historic tram shelter near Baroona Special School

#### Design

- should include a concept plan for landscaping, screening and retaining works
- improvements to areas should be developed in light of qualities of suburb features
- CPTED needs adopting in design of stadium and walkways

#### Economic

- economic benefits not exclusive to Lang Park development
- opportunities cost of proposal needs considering in relation to wide city priorities for e.g. expansion of area for Milton IT/Knowledge based industries and are in effect negatively impacted upon

#### EIS

- failed to consider and mitigate the Officer's Mess (Hog's Breath Café) should the building be demolished or reconstructed - and is important to the district - and is contrary to the planning scheme intent
- no description of impact mitigation of reorienting buildings in Baroona Special School protected in the DCP for the area and is contrary to the planning scheme
- no description of mitigating impacts to the Church
- no consideration of impact to the bridge/overpass at the corner of Petrie Terrace and Milton Road
- no description of extent of works proposed to various buildings, trees and structures of significance
- no graphic depiction of overshadowing impacts written descriptions are inadequate
- need assessment of any flow-on effects from off-site parking of construction workforce
- need detailed elevation drawings for assessment
- discussion of alternatives

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#### Flora and Fauna

- accurate depiction of affected flora is required by graphics, including mature trees to be relocated
- impacts on fauna related to flora disturbance when this determined can predict impacts on fauna

#### Mitigation

- proposal to screen the school buildings should be reconsidered because of their role in the streetscape
- no mitigation measures for addressing visual impacts
- should set time limits and minimum altitudes for aircraft and hovering positions
- no mitigation measures for impacts of pedestrian walkway on western side of Milton Road and residents and businesses of Clifton Street
- no mitigation of construction traffic on local intersections
- need explanation as to why mitigation excluded consideration of ceasing 12 hrs of construction (M-F)
- mitigation measures for construction noise too broad to determine adequacy

#### Noise

- lower level should be used as baseline noise level and all acoustic assessment adjusted accordingly
- fireworks noise impacts not considered
- no discussion of potential to exacerbate traffic noise
- no discussion or assessment of noise and other impacts associated with entertainment events on the site (Concerts)
- need assessment of noise criteria for haulage and construction activities outside of normal working hours
- crowd noise impacts to be considered
- operational phase noise assessment needs an actual assessment of impacts of surrounding residents
- noise levels are inappropriate for extensive and long term activities on a wide area

#### Site Selection and Project Justification

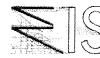
wrong site for large sporting facility

#### **Town Planning**

principles of IDAS should be respected and the intent of the process used as a guide

#### **Transport, Traffic and Access**

- visual impact of pedestrian overpasses not considered
- no discussion of impacts to railway reserve along Milton Road, considering large retaining walls will be needed to widen the footpaths on the eastern side
- what are the final figures for parking spaces available
- taxi routes need defining
- parking control measures need clarification
- failed to define commercial areas suitable for 2 hour parking limits
- confusion regarding benefit of Countess Street bus station
- fails to consider legislation requiring equitable access



LANG PARK STADIUM PROPOSAL REVIEW

- need a more integrated transport approach
- should omit setdown area on Caxton Street frontage because disrupts pedestrian movements
- alternative on-site vehicle access should be provided from Hale Street
- Blaxland Street inappropriate as taxi feeder because is a residential street
- new geometries for dealing with increased road pressure need consideration without costing character hosing and shops
- not adequate address of impact on local business fronting Railway Terrace from augmentation of Milton Station
- no consideration of how pedestrian walkway will be accommodated within constrained railway corridor
- impact on bus services has not been considered bus stops and service timetabling
- pedestrian thoroughfare proposed for the north-western side of Milton Road should be deleted
   because of significant and non-mitigatable impacts to school, character housing and shops
- consideration should be given to improving pedestrian linkage to Coronation Drive bikeway
- no reason for parking restriction radius or any mitigation for illegal parking
- impacts of weekday uses should be assessed
- should not rely on integrated ticketing

#### SUBMITTER: E M Exley

5 Chiswick Road, Bardon

#### Cost

too costly for something used so infrequently

#### Cultural Heritage

impact on Church, rectory and cemetery by scale and proximity

#### Site Location and Project Justification

- inappropriate site
- already significant impacts from present stadium (noise, light and traffic congestion)

#### SUBMITTER: Mary Shepherdson

167 Simpsons Road, Bardon

#### Community

events make it difficult for people to get home

#### **Transport, Traffic and Access**

difficult to get to Church during reconstruction

#### SUBMITTER: David Scott

51 Princess Street, Petrie Terrace

#### Amenity

will there be no loss to amenity guaranteed

#### Community

no significant benefits to the local community

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# LANG PARK STADIUM PROPOSAL REVIEW

# 4. CONCLUSIONS



ANG PARK STADIUM PROPOSAL REVIEW



#### JULY 2000

## LANG PARK EIS SUBMISSIONS FROM COMMUNITY AND GOVERNMENT

#### CONCLUSIONS

#### 26 OVERVIEW OF SUBMISSION ISSUES

The submissions received in relation to the Draft EIS covered most aspects of the terms of reference. A number of points raised did not relate to the EIS or the Terms of Reference, while others raised several new matters which had not surfaced during the consultation process. In order of importance to the community, the key issues of concern are:

- there is no need nor is there any commercial justification for the proposal, or if there is a need, then Lang Park is not the most suitable location;
- the public transport mode share objective of 80% of patrons travelling by public transport, set out in the transport strategy part of the proposal, has little prospect of being achieved;
- the car parking scheme will not be implemented successfully, or alternatively, will have an adverse impact on local businesses;
- the proposed pedestrian walkways and plazas will not be adequate for the task, will not be safe, and will not be attractive for use outside event times;
- the proposed building and the associated walkways will impact upon the historic character of the locality;
- the proposal will impact upon places of cultural heritage significance;
- the increased frequency of events at Lang Park will diminish the residential amenity of the locality due to crowd behaviour, noise and disruption;
- the construction phase will impact on the residential amenity of the locality due to dust, noise, traffic impacts and out-of-hours work; and
- the proposal does not bring any community benefits to residents of the locality.

#### 27 RESPONSE

#### 27.1 Need & Justification

The EIS was not required to examine the need nor was it required to examine the commercial justification for the proposal. Furthermore, Lang Park was selected by the Government as the preferred site for a world-class stadium for rectangular pitch sporting events prior to the commencement of the EIS process. Consequently none of these issues was required to be investigated as part of the EIS process.

#### 27.2 Public Transport

The strategy objective of 80% public transport mode share for patrons travelling to Lang Park was derived from a Preliminary Transport Strategy prepared by Queensland Transport. The strategy presents a fully integrated approach to resolving the transport issues arising from the proposal to develop a major stadium at Lang Park. These issues would have to be addressed for a similar development elsewhere.

The extensive modelling and scenario evaluation conducted indicates that the strategy objective is achievable, particularly if supported by a range of complementary measures such as:

- an extensive public awareness and education campaign on the availability, convenience and efficiency of the proposed public transport arrangements;
- an integrated system of pedestrian walkways linking Lang Park with major transport stations and car parking facilities in the City and at Southbank; and
- the implementation of a car parking scheme aimed at encouraging greater use of public transport and discouraging use of the private vehicle as the prime means of accessing Lang Park.

The Queensland Government is yet to decide whether the Brisbane Light Rail Project is to proceed. Light rail is an important mode for the transport task associated with the operation of Lang Park. However, the Draft EIS anticipated a scenario where light rail would not be available for the operation of Lang Park. Should the decision be taken not to proceed with the Brisbane Light Rail Project, fine-tuning of the re-tasking of transport modes would be required in an operational sense. This could be achieved in parallel with the detailed design phase of the Lang Park Stadium Proposal.

#### 27.3 Car Parking

The submissions raise two major concerns with the proposed car parking scheme. These are somewhat at odds with each other and are:

- that the car parking scheme can not be implemented effectively such that a greater load will be placed on local streets, on-street car parking and the transport system; and
- that the car parking scheme if implemented effectively will have an adverse impact on residents and local businesses.

The recommended car parking scheme 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, will provide a further opportunity for consultation.

Effective implementation of the car parking scheme will 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 Brisbane City Council, should the Government decide to proceed with the proposal.

Overall, the car parking scheme is considered to be workable, and represents a realistic measure for achieving the multiple objectives of:

- supporting the transport strategy for the proposed stadium;
- easing traffic congestion in the local street network before and after events;
- controlling stadium-related car parking in residential streets and local business areas; and
- reducing, if not avoiding, behavioural issues arising from patrons accessing cars in residential streets after events.

#### 27.4 Walkways

The major concerns raised in relation to the pedestrian walkways relate to the possible safety risks associated with their use outside event times, and to the visual impact of them, particularly along Roma Street.

Addendum

ang park stadium proposal review



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The safety concerns are recognised and need to be considered further in the detailed design phase. The principles of crime prevention through environmental design (CPTED) should be adopted in the detailed design of 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. Alternatively, the walkway system should be evaluated further through the detailed design phase to ensure adequate levels of public safety and amenity can be achieved.

The urban design of the walkways and plazas also should take into account their 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 than the events at the proposed stadium.

#### 27.5 Historic Character

There are discrete residential areas of strong historic character in close proximity to Lang Park. Of these, the Petrie Terrace area is considered to be the closest and most susceptible to be visual and construction impacts.

Lang Park also is an important element within the urban fabric of Petrie Terrace, Paddington, Red Hill and Milton. It has continued to be developed as a sporting venue over many decades and represents a focus for rugby league and other sports in Queensland.

The Lang Park Stadium Proposal in its totality includes a range of infrastructure and operational measures to reduce the impacts on its nearest neighbours. The proposal itself will not impinge on the Petrie Terrace residential area and will bring about improvements such as reducing the movement of patrons through and car parking within those streets.

The increased frequency of events will lead to some disruption of patterns of life for residents and some local businesses owing to the implementation of the car parking scheme. This is an impact on the amenity of the area more so than on the character of the area.

The proximity and scale of the proposed building are significant, and the anticipated visual impacts on the Petrie Terrace area in particular will be adverse. The detailed design phase should reexamine additional means of reducing the visual impacts of the scale of the proposed building. The effect of the proposed stadium will be to wall the Petrie Terrace residential area on its western side, whereas the existing stadium still permits some views through and between the structures.

While it is possible that this impact can be reduced through detailed design, it is not expected to be completely overcome. In this regard, the Petrie Terrace area will become an enclave of historic residential buildings surrounded by the local businesses of Petrie Terrace and Caxton Street, and the proposed Lang Park stadium.

#### 27.6 Cultural Heritage

The proposal will impact upon the Christ Church precinct, which includes a rectory and grave yard as well as the church, and to a much lesser extent, the Baroona Special School. The impact on the Christ Church precinct will be adverse due to over-shadowing and the immediate proximity of a very large building to the precinct. Detailed design measures will be required to ensure that the precinct is not impacted upon by patron movements. It is noted that no such measures presently exist.

The heritage value and historical connection of the precinct will not be lost however if the proposal proceeds. The impact will be more on the appreciation of those values. Consequently, the detailed design phase needs to provide the greatest opportunity possible for appreciation and interpretation of the values of the Christ Church precinct.

Further design studies are required to consider measures for lessening the impact on the Christ Church precinct. The mitigation measures put forward by the Church in its submission warrant careful consideration.

The impacts on the Baroona Special School entail the reorientation of the R G Suters classrooms and the construction of part of a pedestrian walkway within the site adjacent to the Milton Road frontage. These impacts are not considered to affect the cultural heritage values of the site. However, it should be noted that a detailed submission and a Conservation Management Plan will have to be put to the Environment Protection Agency and the Queensland Heritage Council prior to the commencement of any works.

The recommended project modifications include the removal of the Hogs Breath Café. This building has some historical connections with the 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.

#### 27.7 Residential Amenity

The proposed stadium will be used more frequently than the existing facility. As a consequence, the mitigation measures, including the parking control scheme, will have to be implemented more frequently. The parking control scheme will require residents and businesses to plan their activities to minimise their disruption. At the same time, the stadium management must maintain open and effective communications with local residents through the Community Liaison Group and the Stadium Management Advisory Committee to ensure the level of disruption is minimised.

Part of the mitigation measures recommended in the Draft EIS include crowd behaviour measures. The combined effect of these measures with the vast improvements in patron seating and other facilities and the efficient movement of patrons to and away from the stadium on public transport, is expected to be an improvement on the existing situation for major events at Lang Park. However, there could still be disruption arising well after events in the Caxton Street and Given Terrace entertainment precincts. This will require a co-ordinated approach to management and policing between the proprietors of licensed premises and the Queensland Police Service.

The existing impacts of crowd noise and light spill from Lang Park are not expected to continue with the proposed stadium. Light spill is expected to be minimal, even with security lighting on the walkways.

The extent of noise breakout will be greatly reduced by the enclosed nature of the structure. Acoustic modelling indicates that the noise levels of a capacity crowd in the existing facility greatly exceed the levels predicted for a capacity crowd in the proposed stadium.

Consequently, the impacts on residential amenity due to light spill and noise breakout are considered to be an improvement on the existing situation. Also, the approach to crowd behaviour through integrated management strategies and environmental design in the proposed stadium is expected to result in improvements to residential amenity.





With the increased frequency of events at Lang Park, there will be a need for a coordinated approach to managing the use of alcohol in the Caxton Street and Given Terrace entertainment precincts.

#### 27.8 Construction Impacts

The principal construction impacts potentially could be:

- noise, particularly during out-of-hours work (eg light rail work);
- light spill if out-of-hours work conducted;
- diminished air quality due to dust generation;
- potential traffic disruptions in Milton Road and Castlemaine Street unless deliveries are made out-of-hours.

The Draft EIS establishes principles and heads of consideration for the preparation of a detailed Construction Management Plan. This plan will need to be approved by the relevant agencies prior to the commencement of work, and, will benefit from the input of the community.

The range of impacts is common to all major construction projects and should not cause the project to be abandoned. The appropriate course of action is the management plan and mitigation approach also common to all major construction projects.

#### 27.9 No Community Benefits

The Lang Park Stadium Proposal will bring a range of significant and less significant benefits 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 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 setdown areas (eg PCYC and Ozsports); and
- better management of crowd movement, behaviour and car parking during events.

There are a number of other less significant benefits which will become evident with the operation of the proposed stadium.

A number of submissions suggest that the proposal does not or will not advance any benefit to the communities of Milton, Petrie Terrace, Paddington or Red Hill. There is no statutory obligation for the proposal to provide community benefits. With regards to conditions that could attach to a development permit for the proposed stadium, there must be a direct nexus between the nature of the proposal, potential impacts on the environment and the community, and the benefit required in a condition. For example, the enlarging and heating of the Ithaca Pool would not have a direct nexus with the expected impacts of the proposed stadium, but undoubtedly would provide a benefit to that section of the community which enjoys swimming.

The extension of a light rail service along or to Caxton Street and Given Terrace would provide a community benefit. However, the costs and engineering constraints associated with this benefit militate against its provision as part of the stadium proposal. There is nothing to prevent the possible extension of a light rail service along Castlemaine Street into Given Terrace as part of the

Brisbane Light Rail Project at some future time if the issues of cost and engineering constraints can be resolved.

The Lang Park Stadium Proposal is considered to return a range of benefits to the local community. Those benefits, combined with the range of mitigation measures proposed in the Draft EIS, are considered both necessary and sufficient to resolve most of the impacts on the locality.

#### 28 OVERALL CONCLUSION

The Draft EIS concluded that overall, the Lang Park Stadium Proposal presented a workable solution to the objective of providing a world-class Stadium for rectangular pitch sporting events at Lang Park. It went further to recommend that a range of project modifications would greatly enhance the proposal to achieve a world-class solution to the objective.

The submissions received in relation to the Draft EIS have raised some issues which will need to be addressed through detailed design work. Specifically, the following matters require further detailed design investigation:

- public safety and shelter issues along some sections of the proposed pedestrian walkways;
- the visual impact of some sections of the pedestrian walkways, particularly along Roma Street to the east of Countess Street;
- the pedestrian plazas, particularly the southern plaza to address issues of urban design, landscaping, visual impact and public safety out of event times;
- some elements of transport infrastructure in the event that the Brisbane Light Rail Project does not proceed, or that the light rail is not extended to Lang Park;
- parking scheme sign designs;
- the location and form of the walkway adjacent to the Baroona Special School;
- the retention or relocation of vegetation during construction;
- the visual impact of the proposed building for each of its facades; and
- the pedestrian concourses around the proposed building to enhance the safe through movement of pedestrians and cyclists outside event times.

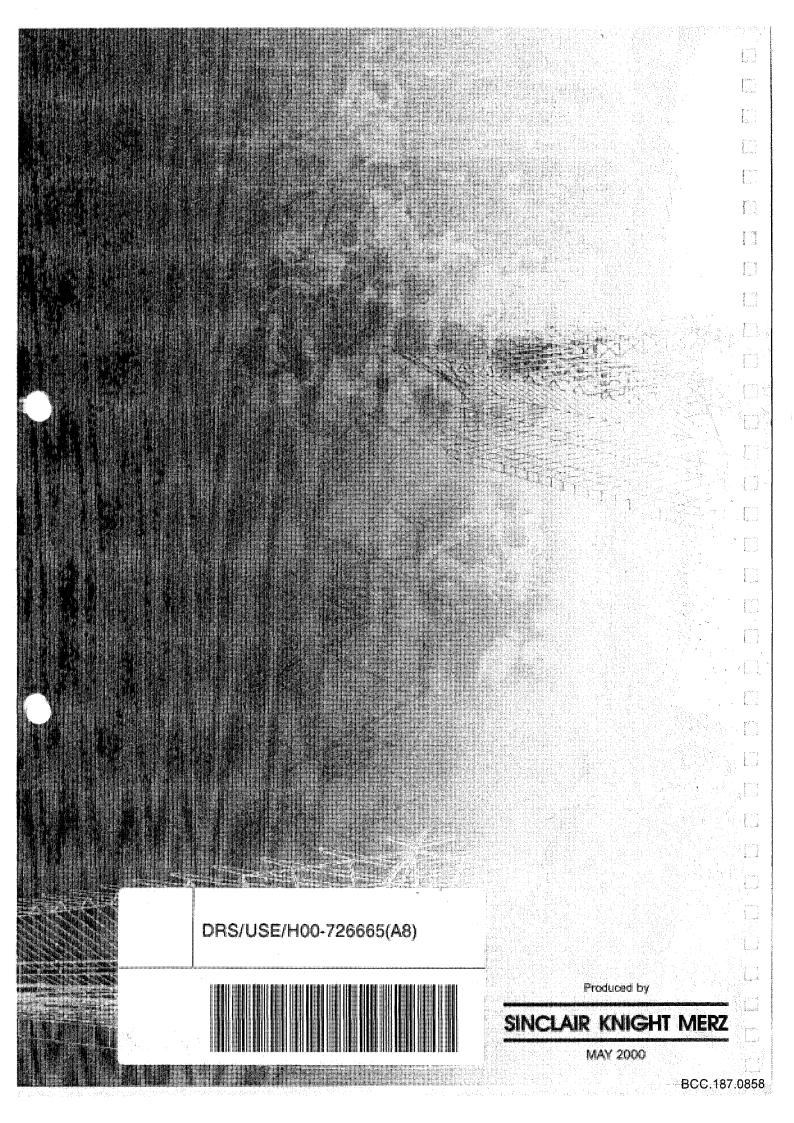
The use of the detailed design process to attend to and resolve these matters of community concern, and other matters raised elsewhere in this Addendum and in the Draft EIS would lead to best practice environmental design led by the environmental impact assessment process.

None of the issues raised in the submissions are considered to be of such significance as to alter the findings and conclusions of the Draft EIS.

#### 29 LIGHT RAIL DECISION

At the time of going to print with this Addendum, the Queensland Government announced a decision to defer the development of the Brisbane Light Rail Project. It is noted that the EIS and the consultation processes undertaken provided for a scenario of light rail not proceeding. The conclusions drawn in the EIS remain valid such that a workable transport system can be provided to Lang Park Stadium without light rail. Detailed transport planning and operational design of a 'no light rail' transport strategy will be conducted by Queensland Transport if a decision is taken to proceed with the stadium.

Sinclair Knight Merz 10 July 2000







# Development Application Lang Park Trust

SEPTEMBER 2000

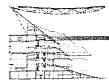


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DEVELOPMENT APPLICATION

#### 1 INTRODUCTION

#### 1.1 Outline

The Lang Park Stadium Proposal involves several components, namely:

- the redevelopment of Lang Park Stadium into a world-class rectangular pitch sporting facility;
- the provision of community infrastructure to enhance the operation of Lang Park Stadium, including
  pedestrian walkways, plazas, parkland, a transport station and upgrades to existing transport
  infrastructure at Milton Station;
- the provision of an integrated transport services comprising rail, bus, taxi, private passenger vehicle and pedestrian travel; and
- the implementation of a comprehensive range of impact mitigation and management measures including an on-going community liaison and consultation program, a car parking scheme, a crowd behaviour strategy, heritage conservation measures and environmental measures.

A complete description of the overall proposal is contained in the environmental impact study (EIS) (Volume 2, Chapter 2).

The Queensland Government supports the Lang Park Stadium Proposal after considering:

- the findings of the environmental impact study (EIS) in relation to the proposal;
- the submissions received in relation to the EIS;
- the commercial analysis of the proposal; and
- the report of the Co-ordinator General into the proposal.

There is a commitment by the Queensland Government, expressed in the terms of reference to the EIS, to the development assessment process established by the *Integrated Planning Act* 1997.

The Deputy Premier and Minister for State Development and Minister for Trade has designated land external to the stadium site, for community infrastructure to provide a range of infrastructure and facilities. In accordance with the designation for community infrastructure, it is intended to commence processes to acquire land to give effect to the designation for the provision of infrastructure external to the site. Subsequently, the Queensland Government intends to deliver such community infrastructure.

#### 1.2 The Subject Application

This application is made specifically in respect of the redevelopment of the Lang Park Stadium.

The application is not made in respect of the community infrastructure external to the subject site as this component has been designated as Community Infrastructure under Part 6, Chapter 2 Integrated Planning Act.

The land the subject of this application is described in section 4.1 of this report. The development the subject of this application is described more specifically in section 4.3 and in the EIS.

Although this application is made in respect of the Stadium redevelopment component only, a description of the external community infrastructure works is also provided for completeness. These works will be undertaken by the State of Queensland. Refer to section 3 of this report and the EIS for further details.

The Lang Park Trust now intends to make a development application to the Brisbane City Council for a development permit (material change of use) and a preliminary approval (building works assessable under the Town Plan).

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DEVELOPMENT APPLICATION

#### 1.3 Purpose of Report

This report has been prepared on behalf of the Lang Park Trust which is the applicant.

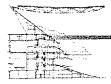
The purposes of this report are to:

- inform the Brisbane City Council on a range of matters relevant to the assessment and determination of the development application for material change of use and preliminary building works;
- describe the subject application in the context of the overall Lang Park Stadium Proposal;
- set out the scope of plans for the mitigation and management of social and environmental impacts arising from the construction and operational phases of the project

#### 1.4 Material Submitted with Application

The material submitted with the development application for material change of use and preliminary approval of building works includes:

- the Assessment Report prepared by the Co-ordinator General under section 29 of the State Development & Public Works Organisation 1971, and copies of the submissions received in relation to the EIS;
- the EIS prepared in accordance of the terms of reference issued in relation to the Lang Park Stadium Proposal;
- the application and this planning report;
- plans, elevations, sections and perspectives of the proposed stadium; and
- a copy of the Ministerial designation of land required for community infrastructure (previously served on the Council).



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#### 2 APPLICATION APPROACH

#### 2.1 Overview

The approach to making the development application derives from a number of factors including:

- (a) the Lang Park Stadium Proposal will allow a world-class rectangular pitch stadium with 52,500 seats to be developed on the existing Lang Park site;
- (b) the Lang Park Stadium Proposal will provide enhanced patron seating and viewing conditions, facilities, comfort and levels of accessibility when compared with the existing Lang Park stadium;
- (c) the Lang Park Stadium Proposal will allow Brisbane to attract and host major national and international sporting events; and
- (d) hosting major national and international sporting events can produce significant flow-on economic benefits for the State.

The application is in response to the assessment process established by the *Integrated Planning Act*, having completed an assessment process under the *State Development and Public Works Organisation Act* 1971.

It is important to note that the overall Lang Park Stadium Proposal entails several components, namely:

- the Lang Park Stadium redevelopment (the subject of this application);
- external infrastructure identified in the EIS to enhance the operation of Lang Park Stadium, including pedestrian plazas and walkways, areas of parkland and open space, transport stations and upgrades to existing transport facilities, and other public utilities; and
- a strategy and measures for impact mitigation and management during both construction and operational phases of the project.

To achieve the overall proposal, the approach to gaining a development permit for material change of use and preliminary approval for conceptual building works entails several distinct steps including:

- (a) designation of all land required for community infrastructure by the Deputy Premier and Minister for State Development and Minister for Trade; and subsequently
- (b) lodgement of an application for a development permit for material change of use over land controlled by the Lang Park Trust, the State of Queensland and the Brisbane City Council, and a preliminary approval for conceptual building work under the Town Plan;
- (c) an application for a development permit for building work (demolition) under the Building Act;
- (d) an application for a **development permit for building work** for the stadium construction under the *Building Act.*

The applicant for each of these applications is the Lang Park Trust.

#### 2.2 Designation of Land for Community Infrastructure

The designation of land for community infrastructure occurred on 11 September 2000. A copy of the designation, which is attached, has been provided to the Brisbane City Council. Owing to the EIS process being conducted under the *State Development and Public Works Organisation Act*, the procedure for Ministerial designation is determined by Schedule 7 of the *Integrated Planning Act* stemming from the provisions of section 2.6.8 of the *Integrated Planning Act*.

#### 2.3 Assessment under State Development & Public Works Organisation Act 1971

The Lang Park Stadium Proposal was determined on 17 December 1999 by the Queensland Government to be a project of State significance under the *State Development and Public Works* 



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*Organisation Act 1971.* The overall proposal, including items of external infrastructure, was assessed in the EIS. The completion of the EIS, including the period of public notification, were undertaken in lieu of the assessment and notification stages of IDAS (integrated development assessment system) established under the *Integrated Planning Act*.

The EIS has completed a process of public notification commencing on 17 May 2000 and concluding on 26 June 2000. There was a total of 54 submissions received, only some of which are considered to have been properly made. All submissions were considered in the assessment of the proposal.

The Lang Park Stadium Proposal has completed an assessment process by the Co-ordinator General under the *State Development and Public Works Organisation Act*, where that assessment included a review of the EIS and the submissions received in relation to the EIS.

The Assessment Report by the Co-ordinator General, dated 2000, is included with this application. The report contains recommendations and conditions of approval (refer to attached CoG Assessment Report).

#### 2.4 Development Application (Material Change of Use & Prelim. Building Work)

The development application for material change of use and preliminary approval for conceptual building work under the Town Plan relates only to land owned by the Lang Park Trust, the State of Queensland and the Brisbane City Council. The subject land is identified in the attached Site Plan.

The application relates to the Lang Park Stadium component only, because, on 11 September 2000, the Deputy Premier and Minister for State Development and Minister for Trade has designated the land required for community infrastructure in accordance with the *Integrated Planning Act 1997*. The effect of the designation is to exempt such community infrastructure from assessment under the Town Plan.

The community infrastructure will enhance the operation of the stadium and will mitigate a range of impacts identified in the EIS. The community facilities will enhance the community benefits to derive from the Lang Park Stadium Proposal.

The application, when lodged, will enter the decision stage under IDAS once the Assessment Report of the Co-ordinator General has been received.

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#### 3 DESIGNATION FOR COMMUNITY INFRASTRUCTURE

#### 3.1 Community Infrastructure - Description

The community infrastructure referred to in the designation of 11 September 2000, includes items from Schedule 5 of the *Integrated Planning Act* as follows:

- community and cultural facilities item (d) in Schedule 5;
- parks and recreational facilities item (I) in Schedule 5;
- transport infrastructure as mentioned in section 5.1.1 of the Integrated Planning Act item (o) in Schedule 5;
- storage and works depots and the like including administrative facilities associated with the provision or maintenance of the community infrastructure mentioned in paragraphs (a) to (q) of Schedule 5 of the *Integrated Planning Act* - item (r) in Schedule 5.

The infrastructure proposed will enhance the operation of the Lang Park Stadium such that it will achieve the project objectives of a world-class rectangular pitch sporting facility. The community infrastructure includes:

- an expanded pedestrian plaza extending from the southern end of the stadium building to cross Chippendall Street above the road level, over the existing lots between Chippendall Street and Milton Road, and then over Milton Road above the road level, to connect with a walkway to Milton Station;
- a bus station, situated under the enlarged southern pedestrian plaza, capable of being used outside event times;
- an area of parkland, public spaces, pedestrian plaza and a passenger set-down area situated off Caxton Street, adjacent to Hale Street;
- a pedestrian plaza extending over Hale Street adjacent to and north of the Milton Road intersection;
- a widening of the pedestrian walkway in Caxton Street extending over Hale Street;
- passenger set-down and taxi rank areas in Caxton Street and Castlemaine Streets;
- a network of walkways connecting the stadium with Milton and Roma Street Stations; and
- upgrading the platform capacity of Milton Station.

#### 3.2 Designated Land

The land referred to in the schedule of the designation includes:

- land required for parkland and community facilities off Caxton Street;
- land required for pedestrian walkways adjacent to Caxton Street, Petrie Terrace, Chippendall Street, Milton Road and Roma Street;
- land required for pedestrian plazas, walkways and enhanced urban spaces in Hale Street, an area in the Railway land to the north of Upper Roma Street and Roma Street; and
- land required for pedestrian plazas, walkways, enhanced urban spaces and transport facilities bounded by Castlemaine Street, Chippendall Street, Hale Street and Milton Road.

A copy of the notice of the Ministerial designation, including a schedule of the land affected, is attached.

#### 3.3 Effect of Designation

The effect of the designation is to give an indication of an intention to provide certain community infrastructure by the entity named in the designation. In this instance, the entity is the Deputy Premier and Minister for State Development and Minister for Trade.

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The community infrastructure referred to in the designation is now exempt from assessment under the Town Plan.

#### 3.4 Acquisition of Land

Following designation, the process of acquisition of land required for external infrastructure supporting the overall stadium proposal will commence. This process will comprise either:

- acquisition through commercial negotiations; or
- acquisition under the provisions of the Integrated Planning Act 1997 or the State Development and Public Works Organisation Act 1971.

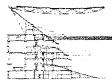
The Lang Park Trust has no power under the Lang Park Trust Act 1994, to undertake these steps.

#### 3.5 Timing for External Infrastructure

The external infrastructure must be provided prior to the commencement of the use of the proposed stadium.

The timing for the construction of particular elements of external infrastructure is to be determined in consultation with the Brisbane City Council. Specifically, the construction of particular elements of external infrastructure must take into account the functional needs of the existing urban transport network.





DEVELOPMENT APPLICATION

## 4 DEVELOPMENT PROPOSAL

## 4.1 Stadium Site Description

The land subject of this development application is part of the overall site referred to in the EIS (refer to EIS Vol 2, Section 2.2).

The subject site is described in Table 4.1 – Stadium Site Description.

## Table 4.1 – Stadium Site Description

Parcel	Description	Owner	Area (ha)			
Lang Park, Hale Street Milton	Lot 354 on RP 898660 (incl. Easement B on Plan 908721)	The Lang Park Trust	4.7283			
Oz Sports site & surrounds, Caxton Street Milton	Part of Lot 355 on RP 898660	The State of Queensland represented by the Department of Public Works and Housing	1.1052			
Brisbane City Council land, Hale Street, Milton	Part of Lot 470 on SL 4951	Brisbane City Council	0.0182			
All parcels are situated in the Pa	arish of North Brisbane, County	of Stanley	1			
Total Area						

The site is bounded by Caxton Street in the north, Hale Street in the east, Chippendall Street in the south and Castlemaine Street in the west. The site does not include Sports House or an area of car parking on its eastern and southern sides.

## 4.2 External Land for Community Infrastructure

The land required for community infrastructure is described in Table 4.2 – External Land for Community Infrastructure.

	Λ	
Lot	<b>Plan</b>	Approximate Area Of Lot Affected
Lot 2	RP 160559	563 m <sup>2</sup>
Lot 2	RP 160557	390 m <sup>2</sup>
Lot 3	RP 160557	85 m <sup>2</sup>
Lot 42	RP 904552	2588 m <sup>2</sup>
Lot 900	RP 904552	41 m <sup>2</sup>
Lot 41	RP 904552	2020 m <sup>2</sup>
Lot 1	RP 227053	1162 m <sup>2</sup>
Lot 1	RP 493	503 m <sup>2</sup>
Lot 2	RP 493	405 m <sup>2</sup>
Lot 3	RP 493	405 m <sup>2</sup>
Lot 4	B 3552	476 m <sup>2</sup>
Lot 3	B 3207	533 m <sup>2</sup>
Lot 2	B 3552	561 m <sup>2</sup>
Lot 1	B 3552	458 m <sup>2</sup>
Lot 1	AP 1748	834 m <sup>2</sup>
Lot 654	SL 8308	377 m <sup>2</sup>

## Table 4.2 – External for Community Infrastructure



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## DEVELOPMENT APPLICATION

Lot	<b>Plan</b>	Approximate Area Of Lot Affected
Lot 1	CP 841301	48 m <sup>2</sup>
Lot 11	SL 1126	2129 m <sup>2</sup>
Lot 1	RP 10650	182 m <sup>2</sup>
Lot 2	RP 10650	349 m <sup>2</sup>
Lot 3	RP 809878	935 m <sup>2</sup>
Lot 6	RP 826295	488 m <sup>2</sup>
Lot 705	SL 12305	3865 m <sup>2</sup>
Lot 475	SL 4479	32 m <sup>2</sup>
Lot 706	SL 12305	581 m <sup>2</sup>
Lot 1	RP 177961	217 m <sup>2</sup>
Lot 27	SP 100555	180 m <sup>2</sup>
Lot 16	RP 903097	1150 m <sup>2</sup>
Lot 581	RP 227070	5068 m <sup>2</sup>
Lot 4	RP 805871	72 m <sup>2</sup>

## 4.3 Development Proposal (Stadium Component)

The development proposal set out in the application for material change of use and preliminary approval of building works is to establish on land the subject of this application, is as follows:

- a stadium and associated facilities which include grandstands, car parking, passenger set-down areas, public conveniences, kiosks for light refreshments, club restaurants, and administrative offices;
- licensed premises including areas in the seating bowl where liquor can be consumed;
- public parkland, pedestrian plazas and walkways, and meeting spaces;
- sporting facilities such as gymnasia, courts, training rooms, change rooms and small administration offices;
- utilities including police and emergency services facilities, bus station and drivers' facilities;
- facilities for live radio and television broadcasts of sporting and other events.

The development proposal referred to in the development application is part of the overall Lang Park Stadium Proposal referred to in the EIS as the "project modifications". The remainder of the proposal is referred to in the designation for community infrastructure and is exempt from assessment under the Town Plan.

The development referred to in this application is:

- assessable development requiring impact assessment in the Particular Development 92
   (... development in accordance with the Lang Park Trust Act) zone;
- assessable development requiring impact assessment in the Sport and Recreation zone.

The proposed stadium and associated facilities are considered to come within the meaning of the term "commercial outdoor recreation". Commercial outdoor recreation is assessable development requiring impact assessment in the Sport and Recreation zone.

The proposed development also entails the relocation of the Oz Sports indoor sport centre and the PCYC indoor sport centre from their present sites into the stadium 'keep' (ie within the curtilage of the stadium building). These activities are best defined in the Town Plan as "indoor sport and recreation". Indoor sport and recreation is assessable development requiring impact assessment in the Sport and Recreation zone. The OzSport facility will include a beach volleyball court located outside the stadium

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DEVELOPMENT APPLICATION

keep and within the Particular Development 92 zone. Outdoor sport and recreation requires impact assessment in the Particular Development 92 zone.

The existing grandstand on Castlemaine Street is to be retained and refurbished. The roof on this building will be removed, under a separate application, to enable the construction of a continuous roof structure over the entire stadium building. The roof will not extend over the pitch and will provide coverage at the drip line for approximately 80% of patrons.

A maximum of 400 car parking spaces are to be provided within the proposed building. Some of these spaces are for multiple use by other tenants (eg Oz Sports, PCYC, Sports House). Building and operational services, such as deliveries, waste collection and disposal, team bus entry and drop-off, emergency services, security services and police services, are all to be accommodated under the building and accessed from an internal loop road situated under the stadium building.

A summary of the development proposal referred to in this application is presented in **Table 4.3** – **Development Summary**.

## Table 4.3 – Development Summary

Development Component	Appropriate Definition	Zone	Assessment Required
Stadium and associated facilities including grandstands, car parking, passenger set-down areas, public conveniences, kiosks for light refreshments, and club restaurants	Commercial outdoor recreation	Sport & Recreation, Particular Development 92 ( in accordance with the Lang Park Trust Act) zone and Special Uses (Utility Installation)	impact assessment
Oz Sports and PCYC sports and fitness centres	Indoor sport and recreation	Sport & Recreation, & partly Particular Development 92 ( in accordance with the Lang Park Trust Act) zone	impact assessment



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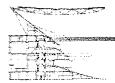
## 5 IMPACT MITIGATION & MANAGEMENT MEASURES

The Co-ordinator General's Assessment Report provided a number of recommendations and a schedule of conditions to be included in the Council's approval. The recommendations and the conditions identify the requirements for the preparation of environmental management plans during both the construction phase and the operational phase of the project. These management plans are to ensure that all the environmental impacts, including social and community impacts, are addressed during both phases.

The scope of the management plans is provided in the EIS (Volume 5 Chapter 9).

The scope of the mitigation and management plans should reflect the matters of concern addressed in the EIS (refer to Volume 6, Chapter 9). The preparation of the mitigation and management plans should also take into account community inputs obtained for this purpose.

Preparation of the management plans has commenced with draft documentation to be submitted to the Council for comment prior to commencement of construction.



DEVELOPMENT APPLICATION

## 6 CONCLUSIONS

- (i) The Lang Park Stadium Proposal has been assessed in an environmental impact study (EIS) prepared in accordance with terms of reference set under the *State Development and Public Works Organisation Act 1971*. The Co-ordinator General has completed an assessment of the proposal, having regard for the findings of the EIS, the submissions received and other reports, and has recommended that the proposal proceed subject to conditions.
- (ii) The Deputy Premier and Minister for State Development and Minister for Trade has designated land required for community infrastructure to achieve the objective of a world-class, rectangular pitch, sporting facility at Lang Park. The designation occurred on 11 September 2000.
- (iii) This development application, for a material change of use and preliminary approval for conceptual building works under the Town Plan, is made in respect of the Stadium redevelopment component only. The application relates only to the site required for the stadium building and immediate surrounds. Development on other land, covered by the designation for community infrastructure, is exempt from assessment under the Town Plan.
- (iv) This development application is made in the context of the provision of external community infrastructure through the designation of land for community infrastructure under the provisions of the *Integrated Planning Act 1997*.
- (v) The Co-ordinator General, as the concurrence agency for the development application, has provided a number of conditions for the approval of the application. These conditions as contained in the Assessment Report by the Co-ordinator General.

Sinclair Knight Merz 8 September 2000

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## Lang Park Development Application

Architectural Report



## Lang Park Redevelopment

**Development Application Architectural Report** 

11 September 2000

HOK Sport & PDT Architects

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11 August 2000

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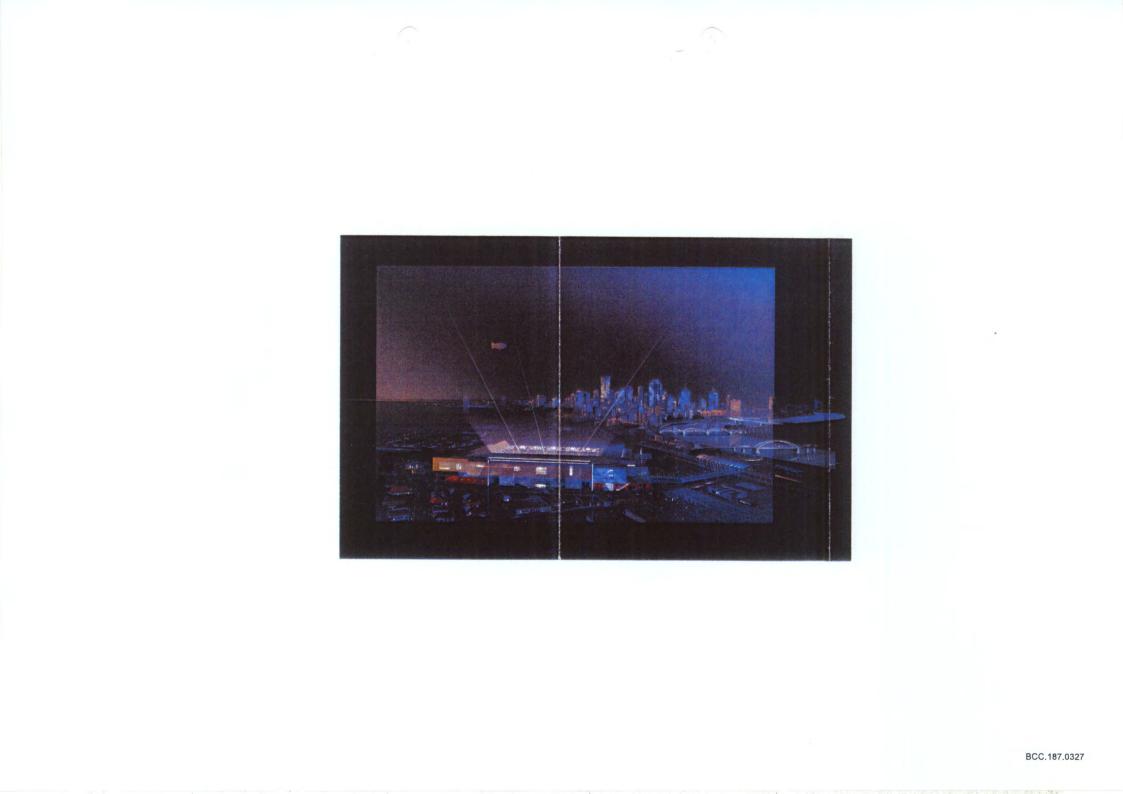
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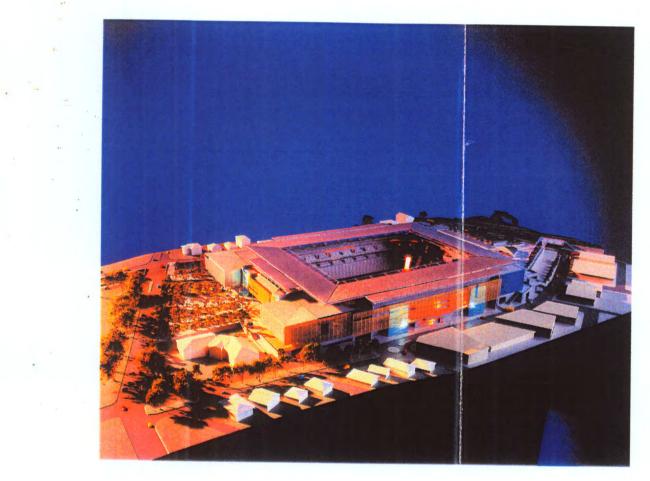




## Introduction

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11 August 2000



## 1.0 Introduction

In November 1999, the Queensland Government announced Lang Park as its preferred site in Brisbane for a world-class rectangular pitch stadium following an appraisal of the Lang Park site and the RNA as the possible suitable sites for a major stadium development. The Department of Communication and Information, Local Government, Planning and Sport (DCILGP&S) has formed a Stadium Development Group (SDG) for this project and has appointed a Project Director.

The masterplan and concept design study has identified the critical issues affecting the redevelopment of the Lang Park Stadium. This report presents recommendations related to the various components of the masterplan and establishes the basic criteria of the concept design for the future redevelopment of Lang Park Stadium. The starting point for this study was the appointment of HOK+LOBB & PDT Architects as the masterplanners and concept designers in January 2000.

In tandem with the development of the masterplan, Sinclair Knight Merz (SKM) have undertaken an Environment Impact Study ("EIS") of the proposed stadium redevelopment, as required under the Integrated Planning Act. This study has now been issued as a draft report for public consultation and comment. The public display of this document commenced on 15 May 2000 and concluded on 26 June 2000. The information contained herein represents part of the design team's documentation used by SKM to evaluate the impact of the proposed redevelopment; progress drawings and a facility brief were also made available to SKM. The associated EIS community consultation process has provided input into the masterplan and concept design development on a continual basis throughout the masterplan and concept design study. This report incorporates comments received by HOK Sport & PDT as a result of the presentations, meetings, workshops, and discussions held with the EIS consultants during over a two month period.



# 2 Summary of Facility Brief

## 2.0 Summary of Facility Brief

A Facility Brief has been developed to identify the functional components of the proposed redeveloped stadium facility. This report should be read in conjunction with the brief document ,attached as an Appendix in section 9 of this report. The brief begins by identifying the project goals and the facts related to the existing site. It then presents recommendations on how to achieve the objectives within the constraints of the existing conditions. A summary of the project description is given here:

## 2.1 Project Goals

## 2.1.1 Government Objectives

The Queensland Government's stated objectives and goals in the proposed redevelopment of Lang Park are:

- To create a world class sports stadium with up to 60,000 seats for a range of uses including but not limited to: rugby league, rugby union, soccer, grid iron, and entertainment events.
- To provide a focus of a sports and entertainment precinct that could be used seven days a week through the integration of commercial and community facilities within the stadium design.
- To provide a major sports facility that will add to and enhance Queensland's major events strategy and accommodate a range of uses.
- To maximise the positive opportunities through the stadium's ancillary features and their integration with the community as well as minimise any negative impacts of the stadium and its associated infrastructure on the local community.
- To maximise commercial investment in the stadium development and minimise its cost to the Government immediately and over time.
- To act as a catalyst for development of surrounding areas.
- To provide a transport system which adequately and efficiently services the stadium during peak times, creates strong pedestrian links to the CBD and maximises opportunities to enhance the amenity of the local area.
- To provide an icon building within the overall City West vision and masterplan.

- To be completed by early 2003, ready to host Rugby World Cup events.
- 2.1.2 Design Team's Goals

In addition to the Government's stated objectives, it has been the design team's goal to:

- Establish Lang Park as the premiere sporting venue in Queensland and a premiere rectangular pitch stadium in Australia.
- Outline a recommendation that can be constructed within the established project budget. This budget assumed that the western stand will be maintained and upgraded, while the north, south, and east sides of the grounds will be redeveloped, increasing the overall stadium capacity.
- Improve the spectator experience by converting the existing standing areas in the north and south end zones to areas of seated spectator viewing.

## 2.2 Project Facts

- The existing stadium facility is located on the fringe of the Central Business District in the City West precinct, between Hale and Castlemaine Streets.
- The 14,700 seat Suncorp Stand, built in 1994 on the western side of the pitch, is to be retained. Upgrades will be made where required to coordinate with the proposed new stand developments.
- The proposed Event Schedule assumes a minimum of 26 major events per annum, including one or two entertainment and/or public assembly events.
- Preliminary research undertaken by the Stadium Development Group (SDG) has shown that a 52,500 seat capacity stadium would be appropriate.
- Recommendations related to the number of corporate and membership seats and facilities have been based on consultations with the SDG.
- The stadium redevelopment should address the needs of people with disabilities. The design should comply with the relevant requirements of Australian Standard AS1428.1 – 1993. Consideration should be given to benchmarking provisions against

facilities provided at Colonial Stadium and Stadium Australia.

## 2.3 Functional Requirements

The functional requirements to upgrade the existing stadium to a world class sporting venue include:

- A variety of seating types configured around the pitch, consisting of a combination of general admission seating, members seating, corporate seating including private box seating and private suite seating, disabled seating, and press seating.
- A variety of hospitality spaces available to members and corporates, including multiple levels of dining service and networking space.
- Upgraded guest services facilities such as first aid and customer information facilities.
- Upgraded public toilet facilities, with additional fixture provisions as recommended by current world practices.
- Permanent facilities for sale of related merchandise both on event days and throughout the week.
- Additional food and beverage stands and restaurants distributed throughout the stadium,
- Kitchen and commissary facilities relocated and reconfigured to facilitate stadium operations.
- Relocated public entrances and improved ticket-taking operations.
- Continuous concourses that are wide enough to facilitate spectator circulation throughout the stadium.
- Vertical circulation elements improved through the introduction of escalators and more passenger / service lifts.
- Upgraded player change rooms and associated support spaces.
- Improved ticketing sales facilities.
- Expanded office spaces for hirers and stadium management personnel.
- Upgraded press support such as a dedicated interview room and separate work room.
- Upgraded facilities for stadium security and event day policing operations.
- Additional ancillary facilities such as public restaurants, retail shops, and community sport and recreation facilities.



## Benchmark Comparisons

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Millennium Stadium, Wales



Jack Kent Cooke Stadium, USA

## 3.0 Benchmark Comparisons

Key design aspects of the functional requirements have been benchmarked against current trends in Australian, American, and European stadia as illustrated in the following table.

Careful consideration has been given to latest trends in stadium operations and spectator expectations to ensure that current world's best practices are recommended for the Lang Park Stadium Redevelopment. The design of the redevelopment is intended to create a state of the art facility comparable with Colonial Stadium in Melbourne and Millennium Stadium in Cardiff.

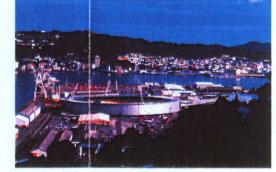




Wembley Stadium, London



Colonial Stadium, Melbourne



WestpacTrust Stadium, New Zealand

## 3.0 Benchmark Comparisons

STADIUM	CAPACITY	PITCH FORMAT	SEAT SPACINGS	CORPORATE FACILITIES	CLUB FACILITIES	TOILET PROVISION	CONCESSIONS	ROOF COVERAGE	TECHNOLOGY	PROXIMITY
Lang Park Stadium - Proposed	52.500	Rectangular	Seat Centres         Gooral         500mm           Georal         500mm         Corporate         560mm           Corporate         560mm         General         800/825mm           Cityb         850mm         S50mm         General         950mm	Total 2,936 corporate seata 89 serviced comporate suites catering for between 10-20 people each 100 open corporate boxes 2x 750 person dining lounges 2x 80 person dining lounges	2.000 dining spaces 10.000 Members seats	Footbell Stadia Development Committee (FSADC) Standard	Approx 30 Concessions, Approx 20 bars Approx total length 370M			6m from the first row to the side line.
Brisbane Cricket Ground (the 'Gabba'), Brisbane (New Stand)	40,000	Qvał	Seet Centres Genoral 470mm Club 470mm Corporate 470mm Genoral 780mm Club 780mm Corporate 780mm	NA	NA	Building Code of Australia (BCA)	N/A	арогох, 60%	NA	Not applicable
Stadium Australia Sydney	110.000 80.000		Seet Centres Bererat 480mm Club & Corporate 660mm Row Depth Generat 850mm Corporate 850mm	125 serviced corporate suites seating between 14-40 guesta 160 open octporate boxes seating 10 octpole acth Total 5100 Corporate seats 920 restaurant seats	600 platinum club seats 17.500 gold club seats Dedicated concourses for each 2.000 clining spaces	Football Stadia Development Committee (FSADC) Standard	45 bars 46 concessions Approximate total concession and bar length is 800M	30%	Provision for the addition of a closing roof and retractable lower seating bow! Fibre optic backbone throughout	23m from the front row to the side line in Dlympic Mode 10m from the front row to the side line in Rugby Mode
Coloniel Stadium Melbourne	52 209 AFL 49,709 Soccer/Rugby	Rectangular	Seat Centres General 480mm Club 600mm Corporate 500mm Row Depth General 800mm Club 800mm Club 800mm	Total 67 suites (952 seats) with a dedicated concourse 34 x 12 seat suites 29 x 18 seat suites 4 x 20 seat suites	5.000 plotinum club seats with a disclosted concourse for these members 7.500 AFL Gold club seats 6,400 dining spaces	Football Stadie Development Committee (FSADC) Standard	19 Food Concessions 16 Bars 6,300 dining soats	92/100% Closing Roof	Retractable lower bowl and a opening closing root 2,000 'smar' seals are being incorporated. Fibre Optic backbone throughout.	18m from the front row to the side rugby field side line when the seats are extended. Sm Form the front row to the AFL boundary line
Wembley Stadium London, England	008,00	Rectangular: Athletica Option	Seat Centres General 500mm Club 525mm Corporate 525mm Row Depth General 750-800mm Corporate 900mm	14 v 8 seat suites 70 v 16 seat suites 18 v 12 seat suites 48 x 16-20 seat suites 2 royal/sponsor lounges	2 club restaurants 3 hospitality function rooms 2 restaurants 1 fact food restaurant	Football Sladia Development Committee (FSADC) Standard	478 food and beveringe outlets 3,000 square feet food court 4 confectionery stalls	100%	Operable roof. Fibre Optic backbone for future technology usage.	Sin from the first row to the side line.
Millenium Stadium Cardiff Arms Park, UK	72,500	Restangular	Seat Centres General 460mm Club 490mm Corporate 685mm Row Depth General 800mm Club 900mm Corporate 900mm	Total 125 suites (1584 Seats) 4 x 24 person 2 x 22 person 2 x 18 person 1 x 20 person 121 x 12 person	1.698 club seats on the mid iter with Level 4 conclusing facilities	Football Stadie Development Committee (FSADC) Standard	Approcimate total concession length is 500m	80/100% Closing Roof	Fully closing roof	Bm from the first row to the aide line.

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## 3.0 Benchmark Comparisons

STADIUM	CAPACITY	PITCH FORMAT	SEAT SPACINGS	CORPORATE FACILITIES	CLUB FACILITIES	TOILET PROVISION	CONCESSIONS	ROOF	TECHNOLOGY	PROXIMITY
Jack Kent Cooke Stadium Washington, DC - USA	80,116	Aectangular	Seet Centres General 480mm Olub 530mm Corporate 580mm Row Depth General 810mm Club 340mm Corporate 840mm	208 serviced corporate suites sealing 10-12 people. There is space for an additional 55 suites. Suite series total 4,491–1,400 enclosed evenge seats located in end zone lounges		Unitern Bullding Code (UBC) Standard	39 concessions	and the second sec	End zone with 1,200 seats is rotractable, allowing for 4,500 seats for concerts in and stage mode	16 3m at NFL 50 yard sideline
Alfred McAlpine Stadium - Huddersfield, UK	26,000	Rectingular	Seat Centres General 475mm Club 475mm Corporate 475mm Row Depth General 800mm Club 800mm Corporate 800mm	26 serviced corporate suffes 16 executive suffes 5 guest founges 500 person banqueting suite 150 person banqueting suite	Þ∕A	Football Stadia Development Committee (FSADC) Standard	NA	100%	Retractable lower north fler allows eraction of stage under the north root, Executive suites Gan be converted to hotal rooms.	6m from the first row to the side line.
Westpac Trust Stadium - Wellington.NZ	35,500 40,000	1	Sent Centres General 480mm Club 500mm Corporate 580mm Row Depth General 800mm Club 800mm Corporate 900mm	62 serviced corporate surces 10 x 16 seet suites 5 x 24 seat suites 44 x 20 sent suites	4.000 clob seats 2.500 dining spaces	Football Stadia Development Committee (FSADC) Standard	t0 food and beveringe outlets 9 bars	55%	Provision for retractable lower seating bowl and the ability for fibre optics to be installed	Varies
Ellis Park South Africa	59,347	Pectangular	Sent Centres General Club Corporate Row Depth General Club Corporate	Corporate suitas seat 8.538 people 339 suite facilities arti available seating between 24 and 72 seats	12 club facilities		B licensed pubs Food and beverage outlets cater for a wirds region of tast food including 12 Durger Bars, 4 Sausage Bars, and 12 Sneck Shacks	N/A	N/A	N/A
Hong Kong Stadium China	40,000	Rectangular	Seat Centres General 480mm Colub 530mm Corporate 530mm Row Depth General 840mm Club 840mm Cerporate 940mm	50 serviced enclosed corporate suites, senting 1,200 (24/suite). This is serviced by the own dedicated concourse 300 stat restaurant	No olub facilities	Footbell Stadia Development Committee (FSADC) Standard	20 food and bevorage stands Counter length is 200m There are no separate bor facilities. The only bar is located in the restaurant	80%	Unique Icon:graphic root form established the stadium as a landmark in Hong Kong.	3m from the lirst seat to the field aide line

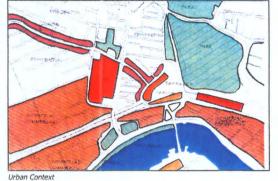


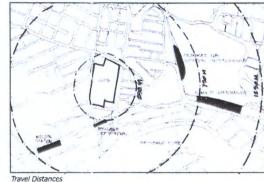
## Masterplan

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PEDESTRIAN TRAFFIC PINCH POINT NO PEDESTRIAN TRAFFIC THROUGH PETRIE TERRACE NO LIGHT + NOISE SPILL AG URBON CROSS CIRCULATION LIAK NICES GREENB STADIUM TRANSPORT X BUS, SHONLE WODE COACH mann TAXI + NO LIGHT + CROSS plaza NOISE SPILLAGE MATCH DAY CIRCULATION COMMERCIAL PACKLITIES.

## 4.0 Masterplan Recommendation

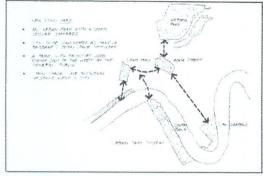
## 4.1 Principles of the Masterplan

The evolution of the Masterplan for Lang Park Stadium has established a set of basic parameters intended to minimise the impact of the Stadium on the local community. These parameters, established within the initial project goals, and developed in response to issues raised at the various Community Consultation meetings and as identified in the EIS study include:

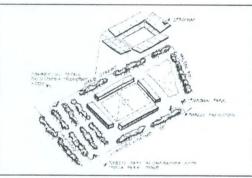
- Improving access to the stadium for all users and throughout the year whilst minimising impacts on local residential areas.
- Establishing Lang Park as a sporting precinct set within the City West vision.
- Development of adequate **pedestrian routes** to the various transport nocies and the CBD as a series of components that provide benefits and increased amenity to the local residents and stadium patrons.
- Separation of transport infrastructure on site from the public circulation and residential neighbourhoods by concentrating the key impact areas - transportation nodes - on the south side of the stadium.
- Creating a safe environment that will be of benefit to the local and regional population's.
- Providing access to the new facility and the surrounding site to all members of the community.
- Incorporation of an internal service road on Ground Level to minimise vehicular use on the adjacent public streets and to contain noise activities associated with the servicing of the building. Entry access to this service road shall be located away from local residences.
- Lowering the effective mass of the building through the use of plazas and parklands to the south and north.
- Use of vernacular materials on the elevations that respect the Queensland location and Brisbane city context.
- Creating a unique facility that is clearly identified with Queensland.

11 August 2000

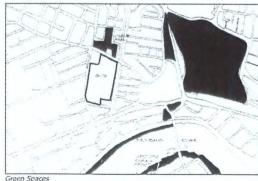
Masterplan Issues







A Pavilion in an Urban Park



## 4.2 Recommendations

The aim of the Masterplan is to present a scheme that respects the context and the impact the proposed redevelopment has on the surrounding community and the city in general.

The recommended solutions are based on a strategy which establishes the stadium as a pavilion located within a park-like setting, redefining the building edge and opening up the site. This way the building mass and facade language addresses the local urban setting through transition zones, breaking down the scale of the proposed structure.

By reducing the secure area of the stadium, or 'keep', to the minimum necessary to maintain a secured facility on non-event days, community usage and access to the site is maximised. The Masterplan creates a new urban environment providing additional 'green' open space within the inner city area, extending the city's Green Space and Public Parklands and forming an integral part of the proposed City West Precinct.

The Masterplan study considers the impact of road transport and urban improvements to cater to the improved facility. The focus areas cater to spectator needs, and indirectly benefit the community, as follows:

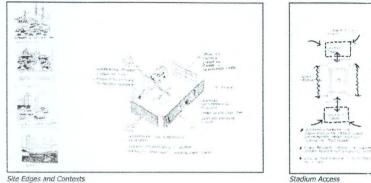
- · Southern plaza
- Bridge over Milton Road
- Routes to Milton Station
- Southern bridge over Hale Street and plaza to church
- Northern plaza and park
- Northern bridge over Hale Street
- Caxton Street
- Link through police barracks site
- Police barracks plaza (enhanced masterplan option) Crossing over rail lines
- Link to and over Countess Street
- Routes to the Roma Street interchange
- Pedestrian links to the South Bank Precinct

In response to the criteria established by the project principles. two schemes were developed and evaluated by the EIS consultants. The first option, or Base Case Masterplan, expresses the scenario of limiting the redevelopment concept to the existing Lang Park property lines. As a result of consultation with the EIS consultants. certain improvements were identified and incorporated into an Enhanced Masterplan Option. This option addresses the desirability of enhancing the scheme so as to mitigate certain issues associated with the constraints of the existing site, and its access issues to Roma Street, by proposing to incorporate the adjacent 'Konica' site and the Police Barracks car park site into the proposal. This solution eases the anticipated vehicular congestion by locating a larger transport terminus on the Konica site, providing a superior urban design solution and improved community amenity. The Enhanced Masterplan has been adopted as the preferred option by the Government and Lang Park Trust and forms the basis of the Development Application.

The masterplan has been developed primarily to create areas that allow the spectators to flow in such a way as to avoid crowding situations with minimum impact on the surrounding community and the traffic system in the area. Consideration has also been given to long-term every day use of these spaces in an effort to integrate the stadium into the community.

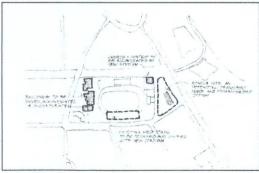
Inspired by the tree-planted streets of the surrounding neighbourhoods, new mature local tree species are proposed to be planted as a means to lower the building scale to a comfortable human dimension. Shaded rest spots and landscaped pathways are intended to encourage year round public use of the site beyond scheduled event times.

Hard landscaped plaza areas adjacent to the stadium and linking to upgraded pedestrian routes respond to the colours and textures of the surrounding areas as well as the structure of the stadium. Disabled access to all areas of the masterplan have been considered and the use of stairs minimised. Where steps are required, ramps and/or lifts have been provided to facilitate access by all members of the community. In addition, the principles of designing secure environments has been utilised in the development of the plazas, parklands, and walkways to the stadium. This has established a

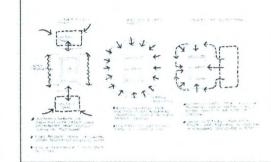


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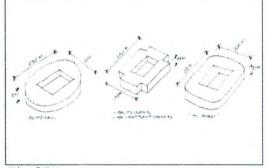
Urban Issues



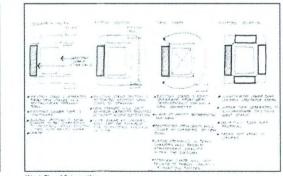
Existing Building Site



Stadium Access



Volume Options



West Stand Integration

framework to develop the design in the next stages of the project to create a safe, enhanced environment for use by all aspects of the community.

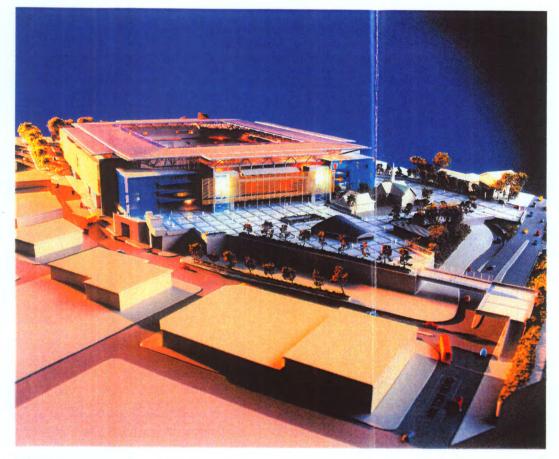
### 4.2.1 Masterplan

This scenario incorporates all the required facilities of a worldclass stadium in relation to roof coverage, amenity provision, access, viewing quality and facilities within the existing site. Included within this proposal is a shuttle bus terminus located under the Southern Plaza, a redeveloped PCYC and Ozsports facilities, and associated parking. The proposal envisages some site resumptions external to the site and incorporates the resumption of Government owned properties within the site curtilage such as the PCYC and parts of the Sports House site. The associated pedestrian infrastructure requirements are located primarily within Government-owned or controlled land.

The proposed stadium site including the Southern Plaza is defined by Caxton Street to the north, Milton Road to the south, Hale Street to the east, and Castlemaine Street to the west.

Incorporation of this site provides a number of significant improvements. These are:

- · Establishes a 'front door' for the stadium facing south to Milton Road, creating an improved frontage and address for the facility.
- · Increases the site available for crowd circulation around the most congested area of the development.
- · Creates an improved transport interchange.
- · Accommodates additional platforms in the bus shuttle station.
- · Allows for possible future commercial opportunities to be developed adjacent to the stadium.
- · Creates an improved urban setting for the Christ Church.
- The bus station has potentially benefit to the local community by offering the possibility of creating a transport interchange. The station can also be used by BCC to store buses prior to the peak demand during the cities rush hour.
- · Establishes a clear definition for the 'Lang Park' precinct which enhances the masterplan objective of defining the stadium as a pavilion within an urban park setting.



Southern Plaza

The proposed masterplan also incorporates the part of the old Police Barracks site and adjacent rail corridor into the proposed development. The incorporation of these sites provides improved access to Roma Street Station and the CBD.

The redevelopment of these sites provides an enhanced urban design strategy for the area by creating an urban square within the Petrie Terrace area. This external space offers uninterrupted views across the river to South Bank and the CBD. Commercial redevelopment of the Police Barracks, combined with possible development opportunities within the plaza such as the relocation of Hog's Breath, could create an urban environment that will compliment the established character of Caxton Street and Petrie Terrace, offering enhancements to the area that can be utilised by the community throughout the year. This proposal also creates a link between other City West projects such as the proposed redevelopment of the Victoria Barracks.

In addition, the site offers the opportunity to create a clear and visual link between the City and the stadium through the introduction of a 'marker' structure. This 'marker' could take the form of a beacon or mast located over ticketing and merchandising units located within the Police Barracks Plaza.

The Southern Plaza allows for possible development opportunities to be explored that will enliven this area and allow the potential creation of a dynamic new urban environment located in front of the stadium. This area will enhance the redevelopment opportunities offered by the City West vision and the proposed stadium development by allowing the development of ancillary accommodation to ensure the precinct maintains a vitality and life 365 days a year. These development opportunities could provide complimentary facilities for the stadium and the local community.

## 4.2.1.1 Plazas

The masterpian creates a series of public plazas and pedestrian circulation routes that extend the full perimeter of the stadium at the level of the main concourse (R.L. 13.0). Appropriate installations of security cameras (CCTV) and night lighting will create monitored and defensible spaces in keeping with the



Milton Road Existing



Milton Road Pedestrian Improvements

## principles of designing safe environments.

### Southern Plaza

The southern plaza establishes a large open space necessary to cope with the spectator crowds entering and exiting the stadium en route to the Roma Street station via Milton Road, and to Milton Station in the south west. The level of this plaza matches the stadium concourse and extends over the proposed shuttle bus terminus. Stairs and lifts provide circulation down to the terminus, while the stair on the eastern side allows for emergency egress and links to Milton Road.

### Northern Plaza/Park

Incorporation of the PCYC and Ozsports facilities into the stadium allows a larger northern plaza which can be treated as a continuation of the park and Ithaca Pool Complex located north of Caxton Street. This new plaza also creates links to the entertainment precincts on Caxton Street and Given Terrace. The intention is to create a transition zone between the local residential areas and the stadium. Inclusion of Ozsports facilities such as the beach volleyball help create a dynamic 7-day a week frontage that can be used by the local community on non-event days.

A 20 metre wide hard landscaped zone located at the edge of the stadium facilitates patron access and egress. The remaining area will be landscaped with grass banks, shrubbery, trees, and pathways. This area will also incorporate various activity centres, such as playgrounds, to provide additional benefit to the local residents. This area is also seen as a continuation of the green parkland located on the opposite side of Caxton Street.

Bicycle parking racks are intended in this area for patrons who wish to cycle to an event at the stadium as well as those coming to PCYC, Ozsports, or the park.

A drop off zone is located off Caxton Street to facilitate private vehicle and taxi drop-off and pick-up. Limited 'standing' will be allowed in this area to ensure the rapid turn around of vehicles during event days.





Perspective View of Hale Street

## 4.2.1.2 Pedestrian Route to Milton Station

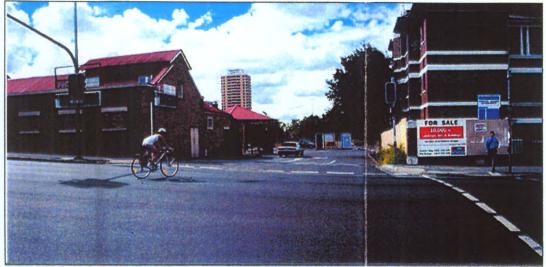
The preliminary transport study completed by SKM predicts that 26% of the stadium crowd will exit to Milton Station, equating to 13,650 patrons. These exiting and entering patrons need to be safely separated from the traffic on Castlemaine Street and Milton Road while providing a direct route to the rail transport nodes. It is proposed that patrons move from the southern plaza to Milton Road or across Milton Road to gain access to the southern pavement to Milton Rail Station.

These patrons will turn west to use the stairs, lift or escalator to get down to a widened pavement along Milton Road. The pavement will be widened and improved to prevent pedestrians spilling onto the road and disrupting traffic. The improved pavement discharges pedestrians at the upgraded Milton Station.

## 4.2.1.3 Southern Pedestrian Route to Roma Street Station

A new pedestrian deck is proposed for construction over the southern end of Hale Street between the BCC Memorial Cemetery and the Milton Road overpass. This area creates a new plaza area to the east of Christ Church and relieves a potential pedestrian pinch point near the Christ Church site southeast of the stadium. This plaza also provides a holding area for patrons existing and entering the stadium.

While the anticipated crowd sizes dictate that the plaza be largely open with hard landscape materials, a soft landscaping zone will create a forecourt to the church where congregations can gather after a service, as well as providing a link to the Petrie Terrace area. The new plaza recreates the physical link between the Church and local community, a link that has been eroded as a result of the construction of Hale Street. The plaza improves the setting of the Church and alleviates the urban design, pollution and noise problems created by Hale Street.



Caxton Street Existing



Perspective of Caxton Street

## Milton Road Upgrade

The current pedestrian footpaths up Milton Road are inadequate for the current number of spectators who walk to Roma Street after a major event at Lang Park, let alone the potential increase in numbers envisaged by the redevelopment. It is intended to widen the northern pavement of the road as it rises to Petrie Terrace. Works for the proposed new dedicated bus lanes and LRT require the remodelling of the junction over the Railway, enabling the road junction to be realigned southward into the rail reserve. This would create the necessary footpath width as well as reservoirs for patrons waiting to cross Petrie Terrace. Moving the road alignment in this manner avoids property resumptions on Milton Road.

This area will be landscaped and designed for access for mobility impaired and disabled members of the public where appropriate and natural gradients permit.

To facilitate the widening of the footpath, the western building within the Baroona School site will be relocated further west, closer to Hale Street but still within the bounds of the existing site. This move allows the required pavement widths necessary to provide safe passage to patrons entering and exiting the stadium. In addition, the eastern building will be partially demolished along the line of the southern extension, to provide necessary area for the widening of the footpath.

The current mature trees on Milton Road will be maintained and integrated into the improved pavements and streetscape.

### Police Barracks Plaza

This masterplan option, as evaluated by the EIS team, accommodates two pedestrian routes in and adjacent to the old Police Barracks site. These routes converge in the vacinity of the Police Barracks site car park. A new elevated structure adjacent to the Hog's Breath Cafe and to the rear of the Police Barracks car park provides pedestrian access to Roma Street.





Upper Roma Street Rail Cutting

Proposed Upper Roma Street Rail Cutting Overpass



Transit Centre Existing



Transit Centre Proposed

This structure forms an extension to the existing Upper Roma Street / Petrie Terrace bridge over the rail cutting and provides a holding area adjacent to the signalled crossing at Petrie Terrace.

The route along Milton Road is graded and potentially wide enough for bicycles, making it a useful cyclist route from the residential area of Paddington to Roma Street and the city on non event days.

cafety

## 4.2.1.4 Northern Pedestrian Route to Roma Street Station

Widening of the existing Caxton Street Bridge over Hale Street is required to accommodate spectators leaving the stadium via the northern plaza. Partial resumption of the car park located on the corner of Caxton and Hale Streets will be required to allow patrons to safely enter the northern plaza and Caxton Street.

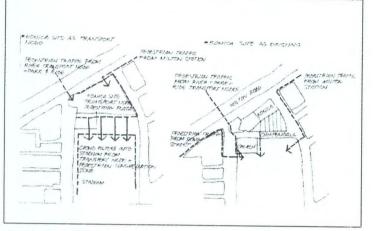
## Caxton Street

There are no proposals to do any new construction work to Caxton Street. The transport study and this Masterplan recommend that Caxton Street continue to be closed to traffic after major events to facilitate the movement of exiting patrons, in keeping with current practice. In addition, consideration should be given to the closure of one lane of Caxton Street in the 20-30 minutes prior to the start of the game to facilitate access for arriving patrons. The closure would be from the eastern end of the bridge over Hale to the intersection with Petrie Terrace.

## Link through Police Barracks site

Patrons traveling up Caxton Street will cross Petrie Terrace at a signalled and manned crossing delivering them into the rear of the old Police Barracks site. A new footpath will continue eastward, joining the crowds moving up Milton Road. The Petrie Terrace crossing would only be managed when crowd size dictates.

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'Konica' Site Transport Strategy

## 4.2.1.5 Links to Roma Street

## Crossing over rail lines

The converging pedestrian routes from Caxton Street (northern) and Milton Road (southern) meet at a point where a proposed new elevated walkway will run over the railway lines behind the fire station. A new pedestrian bridge will run over to the park on the southern side of Upper Roma Street, providing pedestrian links to South Bank along the William Jolly Bridge, as well as encouraging patrons wishing to access the city to use the southern pavements on Roma Street.

### Link to and over Countess Street

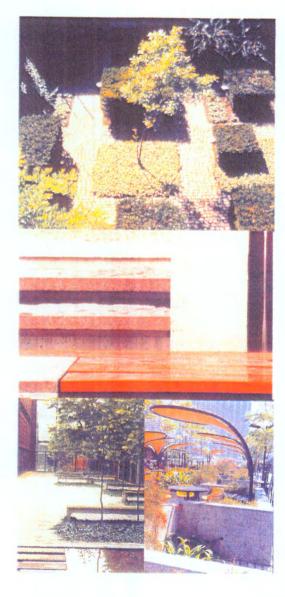
The walkway behind the fire station continues east as it drops down to the approximate level of the existing Railway Bridge over Countess Street. At this point, the footpath links to the side of the bridge for crossing Countess Street and then allows new ramps down to street level.

Routes to the Roma Street interchange.

Due to the anticipated size of the crowd it is anticipated that an elevated walkway will be required to the main entrance of Roma Street Station and linking into the INB interchange at Queensland Place.

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## 4.3 Landscape Concept

Lang Park has been an 'open' green area of the city since the 19th century. Historically, the site served as the main cemetery for the city prior to becoming parkland and recreational space in the early part of the 20th century. Tracks of this green space can still be seen to the west of Caxton Street around the Ithaca Pool and the historical link to the former cemetery is still evident in the BCC Memorial Cemetery adjacent to the Christ Church.

The development of the masterplan has set out to re-establish Lang Park as an urban park and establishes the principle of creating the stadium as a pavilion within a park setting. In recreating Lang Park, certain practical issues need to be considered. During major events the 'park' must be able to operate to capacity accommodating large numbers of patrons within a variety of environments. Patrons must be able to queue, circulate, and orient themselves in order to relax within environments which give a clear sense of direction, are easily identifiable, are visually appealing, and give a feeling of safety and security at all times.

In the development of the landscape concept, consideration has been given to existing site characteristics and the broader City West vision. The development area has a number of inherent features, particularly its landform and topography, which has been used to reduce the perceived scale of the building and modelled to create open spaces to the north and south of the stadium to provide transition zones between the building and the urban environment.

All the features of the sub-tropical climate and contextual relationship with the local area have been considered to enhance the experience of visiting the stadium and to create a uniquely identifiable Queensland stadium. It is envisaged that sculpture (including the famous Wally Lewis statue), built art works, landscape features, and mature planting will all enhance the setting and reinforce the masterplan principles.

## 4.3.1 The Spaces

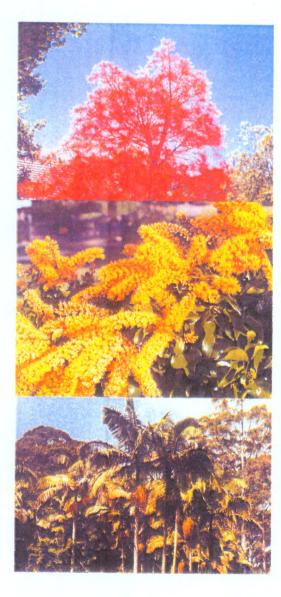
A variety of landscaped areas are located around the redeveloped stadium, providing a sequence of spaces depending on the entry points. Patrons entering from Caxton Street at the north pass through a new urban park. This area will have a series of spaces providing formal and informal landscaped environments. Generous walkways traverse green lawns, linking the pedestrian routes on Caxton Street to the hard landscaped annulus surrounding the stadium on its north, east, and south sides.

The northern park provides settings for the 'Wally Lewis' statue and the creation of a Queensland Sport 'Walk of Fame'. This proposal could include the insertion of the footprints and/or hand prints of Queensland sporting heroes.

To the east, the plaza over the southern end of Hale Street is seen as providing an urban square to the east of Christ Church. This area will provide a formal setting for the Church and could incorporate planting forms which reflect the cultural heritage of the site to compliment the proposed glazed wall treatment behind the Church. Shade structures and signage elements will provide markers for crowd orientation and allow the creating of meeting places.

To the south, the plaza over the bus station (Base Case) or extending over the 'Konica' site (Enhanced Option) provides opportunities for a formal landscape treatment at the main entry to the stadium. Signage elements will provide markers for crowd orientation.

A new walkway along Hale Street is planned at the main concourse level. This provides level access between Caxton Street and Milton Road, and separates pedestrians from vehicular traffic on Hale Street.



## 4.3.2 Site Enclosure

The establishment of the principle of a 'pavilion' has seen the secure area of the stadium reduced to a minimum. This has maximised the open area available for circulation around the stadium. Where safety screens are required (along Hale Street), it is envisaged that these structures will be located within a steel frame to a height of 2.4 metres.

A hard landscape treatment denotes the annulus surrounding the stadium, which will appear to be a continuation of the main public concourse within the stadium.

## 4.3.3 Paved Surfaces

A combination of practical, aesthetic, and cost considerations have been addressed in assessing appropriate paved surfaces for the actual stadium site and the pedestrian infrastructure serving it. The spaces created need to accommodate large numbers of patrons, particularly at the entrances and the main access routes. Surfaces must be durable and able to support the weight of maintenance machinery and emergency vehicles where appropriate. The particular requirements of those with mobility and vision disabilities have been considered, with graded routes and tactile paving surfaces being provided where appropriate.

The type of surfacing material and patterning has also been considered to break down the large expanses of paving areas and to offer flexibility in accessing underground services. A combination of exposed aggregate, in situ concrete, and brick/stone paving is proposed. These areas of patterning will add interest and variety to the hard landscape areas. Where changes of level occur, there will also be changes in materials, with reconstituted stone of a colour and texture to match the building plinth, utilised to form steps and retaining walls. External paving materials will also link through key entrance areas and terraces to integrate the stadium to the landscape.

## 4.3.4 Planting

Mature planting of native tree species and plants is proposed. To the north, mature trees will form a continuation of the green belt extending from Musgrave Hill. These trees will reflect the species found within the local area and create a soft edge to the site. These trees will be located on a shallow gradient grass bank which rises from Caxton Street to the annulus in front of the stadium. Directly to the north of the stadium, a formal avenue of mature trees defines the major axis of the development.

To the east along Hale Street mature trees and plants are located along the edge of the building plinth. Trailing and climbing plants, such as Passion Flower, New Guinea Creeper, Bougainvillea, and Pandorea, will be used extensively on this side of the site to provide a soft edge to the building and building plinth facing Petrie Terrace.

Mature trees and shrubs will be located along the edges of the southern plaza to provide shade and to provide a soft edge to the hard landscape zones.

Additional mature planting will be included in the median strip in Castlemaine Street to shield the proposed development and taxi rank from the residential properties to the north of Heussler Terrace.

The planting regime will be designed to reinforce the Queensland nature of the development, to create an instantly recognisable location for the stadium. Consideration should be given to establishing planting beds of local plants such as Ginger, Wattle, and Poinsettia, to reinforce the Queensland setting and outdoor lifestyle prevalent in Brisbane.

## 5

## Stadium Concept Design

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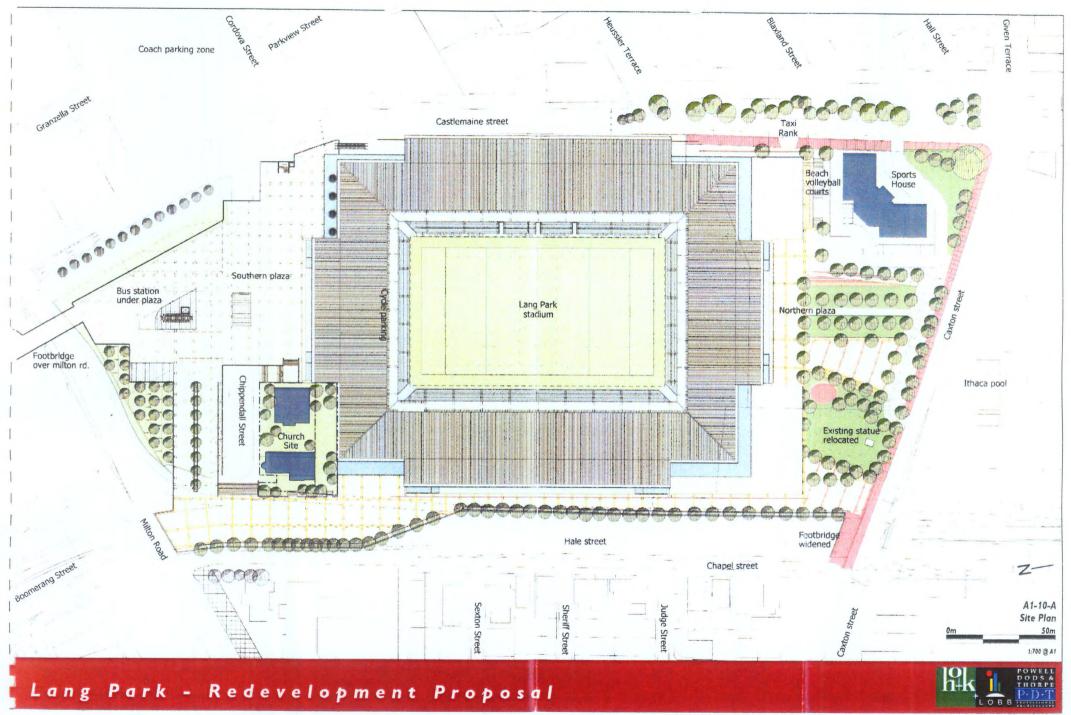
## 5.0 Stadium Concept Design

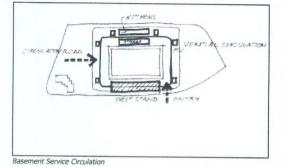
The development of the Concept Design for the new Lang Park adheres to the principles identified within the masterplan and establishes the redeveloped stadium as a pavilion within an urban park. The masterplan strategy visualises minimising the stadium security zone, or 'keep', to maximise the open space around the stadium for community usage throughout the year.

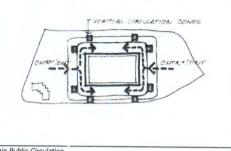
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Site Plan

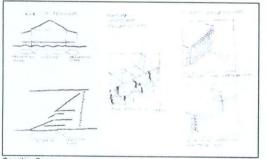
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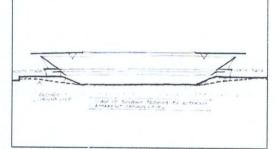




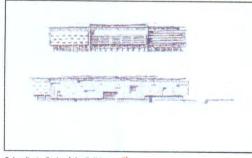
Main Public Circulation



Transition Zones



The new Stands are countersunk into the hill



Subordinate Scale of the Building



Stadium nestles in Valley

## 5.1 Design Principles

The following principles have been incorporated into the concept design of the new Lang Park:

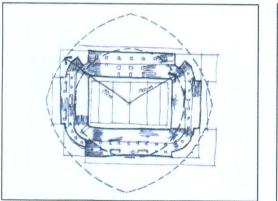
- Clearly defined components of accommodation on all sides of the stadium aligned to the urban park and associated landscape, linking the stadium to its **urban context**.
- The open corners of the stadium, with differential treatment, provide a clearly rational circulation pattern for patrons.
- Transition zones between the internal and external spaces through the incorporation of 'Queensland' and sub-tropical design element such as decks, verandahs, and sunscreens.
- The building mass relative to the adjacent residential neighbourhoods has been reduced by setting the stadium low into the ground as grades rise towards Caxton Street.
   Combined with the recessive nature of the building form, ? this reduces the scale compared to the existing Western Stand.
- The absence of full height facades and features, combined with the horizontal articulation of the elevations, reinforce the **subordinate scale of the building**.
- The use of a plinth along the Hale Street facade, with its plant cover and brick cladding at the lowest level, anchors the building to the ground and reduces the apparent scale of the building.
- The simple and elegant nature of the roof plane within the envelope of the existing stand. The thin linear appearance of the roof emphasises the horizontal, reducing the perceived height of the building.
- The roof element encloses the stadium stands, reducing sports light spillage and noise breakout to the local environment.
- The maximisation of roof coverage, and the amphitheatre format of the bowl which utilises a common sectional profile on all four sides, encloses the stadium, and will enhance the atmosphere within the seating bowl, reinforcing the stadium's colloquial name "the Cauldron"
- The separation of 'front of house' activities and the 'back of house' areas through vertical separation. This includes a fully independent service road on the basement level.
- Limiting the height of the proposed redevelopment to the top of the existing roof outriggers on the western stand.

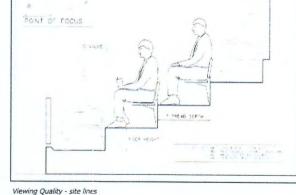
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Hoat



### Exploded Seating Plan





### Viewing Distances

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# 5.2 Viewing Quality

The aim of the Concept Design is to present a scheme that provides unobstructed views of the playing field and seats patrons as close as possible to the action. These objectives have been achieved by:

- Locating all seats within 190 metres of the corner flag viewing arc, with the majority of the seats within 90 metres of the centre-spot of the field.
- Fully enclosing the playing field by linking the new lower bowl of the north, south, and east stands with the existing lower bowl of the West Stand.
- Designing the new seating bowl areas to a minimum sightline value of C60 based on a focal point of the end ball line and sideline at the field level. The term 'C60' refers to a dimension of 60mm above the eye level of a person seated one row in front of any spectator.
- Maximising the number of premium seats at the centre of the field and minimising the number of seats in the corners.
- Cantilevering the mid and upper-tiers to bring patrons as close as possible to the playing field.
- Minimising sightline obstructions usually generated by the handrail/tarriers to the front of the upper tiers and the vomitories.
- Minimising sightline obstructions to the video replay boards caused by roof structure.
- Adopting a high ball viewing criteria of 18 metres above the centre spot.

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### 5.3 Spatial Organisation

The Concept Design uses a three-tiered seating bowl. Behind the seating bowl, stadium accommodation is distributed on six floor levels plus an existing mezzanine level under the western stand, which is proposed for conversion to new hospitality space. Reference should be made to the Facility Brief issued May 9, 2000, for design criteria regarding stadium redevelopment accommodations.

The proposed Concept Design includes remodelling the West Stand as necessary to integrate the existing facilities into the overall stadium redevelopment and to allow the incorporation of an internal service road on Ground Level.

The proposed design vertically separates public accommodation from the service level to avoid conflict between front-of-house and back-of-house activities. Incorporation of a new internal service road ensures that the stadium can be serviced without impacting adversely on the community or public circulation.

### 5.3.1 Level 1 (RL 7.00)

In order to provide reasonable levels of flood immunity for the new building and to minimise the depth of excavation, a minimum level of RL7.00 has been established for the new basement level of accommodation. This criteria sets the floor elevation of new construction approximately 2 metres higher than the current pitch level and 2.5 metres higher than accommodations in the existing western stand.

The new internal service road is accessed from Castlemaine Street at the southwest corner of the stadium. It is envisaged that this two-lane one-way road will provide direct access to car parking and stadium operation / team facilities. This road also forms the main method of servicing the stadium and provides direct access from the main kitchen and stores to the new service elevators located in the corners of the stadium.

Hospitality facilities and public amenities under the existing western stand will be relocated to accommodate the new service road and relocated public entrance gates. Team changing facilities will remain at the existing floor level, improved by the expansion of team accommodations into areas currently occupied by public amenities and/or stadium operation facilities. The VIP/corporate entry lobby in the west stand fronting Castlemaine Street will be remodelled. New offices for stadium operations will be located in the adjacent space, and enlarged by filling in the void areas between the stair towers and the existing 500 Club.

New commissary and kitchen facilities will be located below the new east stand, along with relocated catering offices and catering staff locker accommodations. A dedicated loading bay provided adjacent to the bulk store facilities to facilitate the rapid delivery of dry stores and frozen goods. This design improves the existing conditions by minimising secondary handling of goods being delivered to the stadium, thus reducing handling risks and improving efficiency.

New event staff locker rooms, briefing rooms and break rooms will be located adjacent to the staff entry and check-in location at the southwest corner of the stadium. These centralised facilities allow direct access from Castlemaine Street and will be overseen by a new security office in this location.

Groundsman stores and event storage will be located on this level with their own loading areas to facilitate the handling of goods and deliveries. Pitch access vomitories are located in the four corners, including the northeast corner adjacent to the groundsman area. Pitch access vomitories have been designed to have a clear height of 4.8 metres to accommodate the height of truck rigs that typically serve stadium concerts. Should concerts be held in the stadium, an end-stage configuration that locates the stage on the north side of the stadium will be adopted. The event storage has been located next to this area to maximise operational efficiency for concerts.

A shuttle bus station catering for 12 bus bays is located beneath the southern plaza at RL4.5. Access to the station for buses is from Chippendall Street with stadium patrons accessing the station via the escalators, lifts and stairs from the southern plaza level..

Car parking is also located around the perimeter of the service road providing parking for key stadium personnel and corporate patrons.

Water storage tanks are located in the four corners of the stadium and act as the resevoirs to store the rain water collected from the roof of the stadium. This water is used for grey water reticulation and irrigation of the pitch area.

### 5.3.2 Level 2 (RL 9.00)

A two level car park is located at the north end of the stadium beneath the northern plaza. This facility can park up to 130 cars, with direct access being offered to lift cores which serve all levels of the building and the PCYC and Ozsports. Access to the car park is from Castlemaine Street at this level. This car park can be separated form the rest of the stadium facility on non match days to provide additional security.

The existing first floor in the western stand corresponds to this level of the new development. As a result of the new service road construction through the west stand, partial demolition of this floor plate requires re-planning the accommodations located here. The former public concourse will be remodelled to provide Code Members lounge facilities accessed from the level above via new stairs and lifts. Existing vomitories will be filled in to facilitate the construction of these lounges. The former 500 Club lounge will be converted to administrative office space, with new floor slab constructed to the north and south of existing core.

### 5.3.3 Level 3 (RL 13.00)

This level serves as the main public concourse, providing circulation space to the lower tier of the seating bowl. Public toilets and food/beverage stands will be evenly distributed around this concourse. The floor level has been established to provide direct access for patrons entering the stadium from the northern and southern plazas. The new pedestrian bridges over Hale Street are also at this level.

The main entry turnstile banks are located on the north and south sides of the stadium, offering direct access to the stadium from the plazas located in these areas. The turnstiles are located in banks of thirteen on either side of a ticket sales booth. Fully automated turnstiles will be provided to facilitate easy access into the venue and accommodate electronic ticketing. Each block of turnstiles will incorporate a disabled entry gate to facilitate access for all elements of the community.

Each bank of turnstiles will have exit gates located adjacent, including an ejection gate to facilitate the removal of disruptive patrons from the ground. Exit gates are also provided direct to the external plazas and walkways from the staircases serving the upper levels and ground level. Exit widths from the stadium are designed in accordance with the United Kingdom Guide to Safety at Sports Grounds ('the Green Guide'') and equate to a total clear width of 90 metres based on an exit time of 8 minutes from the seating bowl to a free flowing exit system (the concourse).

Patrons seated in the lower bowl will use this concourse to circulate to their designated aisle and seat. Patrons seated in the general admission seating sections in the upper and mid tier will use this concourse to access stair cores or lifts located in the corners. Space provision has been made to incorporate escalators which might be provided to facilitate access, budget permitting.

Dedicated corporate and members entry turnstiles are provided on the eastern and western sides of the stadium and provide access to premium areas offering escalator and lift vertical transportation to the appropriate levels. Escalators are located in the southwest and northeast corners within secured lobby areas accessed either directly from the member/corporate turnstiles or from this concourse.

Public toilets and food / beverage stands will be evenly distributed around this concourse.

External terraces have been located on the north and east sides of the stadium beneath oversailing soffits. These soffits are formed by the floor slabs of new facilities for PCYC, Ozsports, and corporate dining. On the east side of the ground the concourse can be 'curtained' off, closing this area to the general public for dedicated use by members or corporates if required.

In the west stand, the public concourse will be relocated to RL 11.85 (*existing Level 2*) in response to the refashioned spectator entry sequence and overall stadium redevelopment. The incorporation of the internal service road disrupts access to the existing public concourse RL 9.0. Raising the main concourse floor plate to RL 11.85 resolves this access issue and provides a continuous concourse encircling the playing field. This necessitates construction of new vomitories within the existing lower tier. The majority of the existing vomitories will be filled in to minimise localised seats losses. Three of the existing vomitories will be retained to provide access to the new code members lounge located on the original concourse area.

### 5.3.4 Level 4 (RL 16.73)

On the eastern side of the ground this level provides dedicated access to the new open corporate boxes. A servery, bar, and toilets are also provided on the concourse serving the boxes. Access to the boxes is via the corporate/members cores located in the south east and north east corner. Sixty new 8/10 person boxes will be located between the dead ball lines of the pitch. These boxes will generally match the standard provisions of boxes at the 'Gabba.

The design accommodates the flexibility to extend the lower bow! on the north and south sides of the stadium to provide additional seating. The level 2 accommodation could be extended around to these areas to service these seats, should this be developed in the future.

On the western side of the ground, the existing lower suite level (RL 15.53) will be renovated. The existing Centreline Club will be replaced with new private suites, and the main kitchen will be replaced with a smaller serving pantry and open networking lounges for corporate use.

### 5.3.5 Level 5 (RL 20.050)

The first of two levels of accommodation serving the new midtier at the north, south, and east stands. Public toilets and food / beverage stands will be distributed around the new stands, along with hospitality spaces to support stadium and code memberships. A new 1,000 seat dining facility for Stadium Members is located in the eastern stand, along with a club lounge area that doubles as the circulation route through the eastern stand. The north stand will feature a 1,000 seat dining facility for the code members, while the south stand will feature a public restaurant.

New facilities for PCYC and Ozsports will be located in the northeast and northwest corners, respectively.

The existing upper suite level in the western stand (RL 20.425) will remain essentially untouched. The existing Terrace Grills will be enclosed and re-finished, while new toilet rooms will be constructed adjacent to both of the In Goal Clubs. Direct connection from the western stand to the new concourse is necessary to create a continuous circulation route on this level.

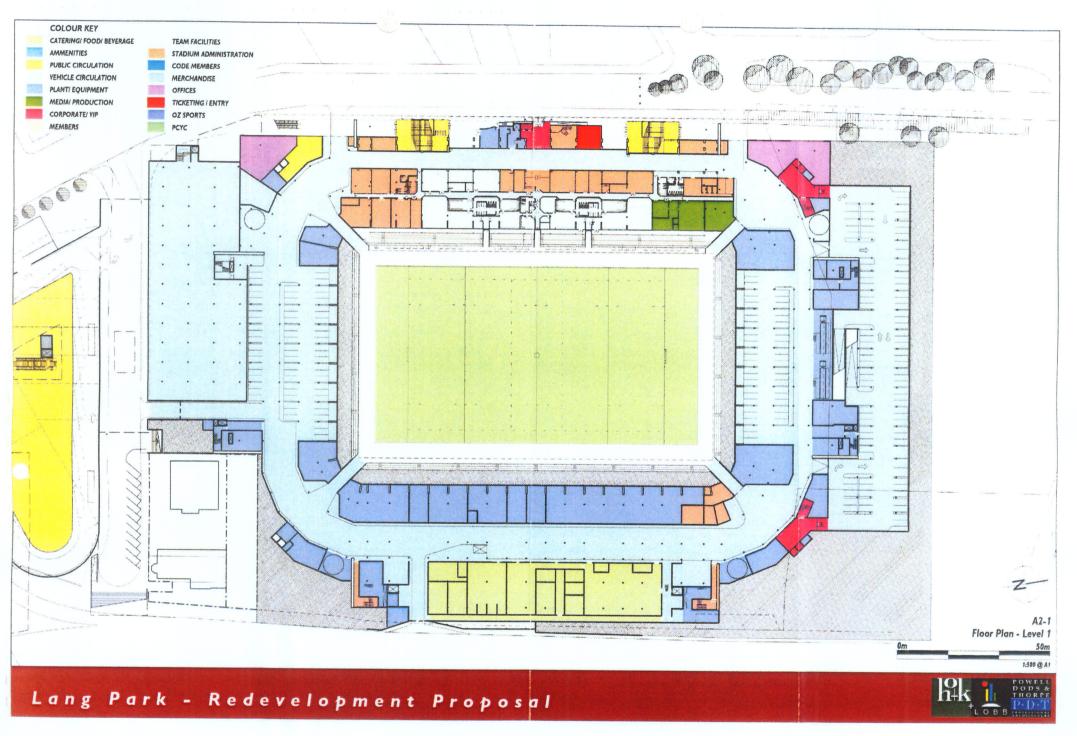
### 5.3.6 Level 6 (RL 24.75)

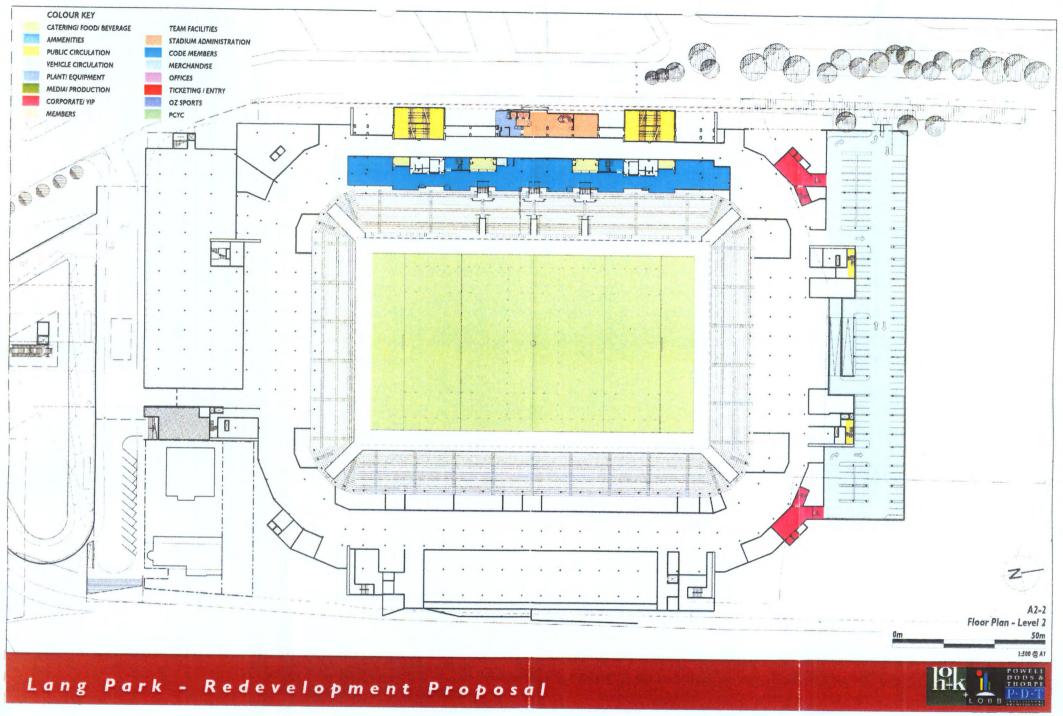
The second of two levels of accommodation serving the new mid-tier at the north, south, and east stands. Twenty-six new private suites seating 12 persons are located in the eastern stand, bounded by two corporate dining lounges seating 250 persons in each. Networking lounges are located in the southeast and northeast corners to serve the corporate guests. These lounges offer views into the seating bowl and, from the southeast corner, out towards the church and river.

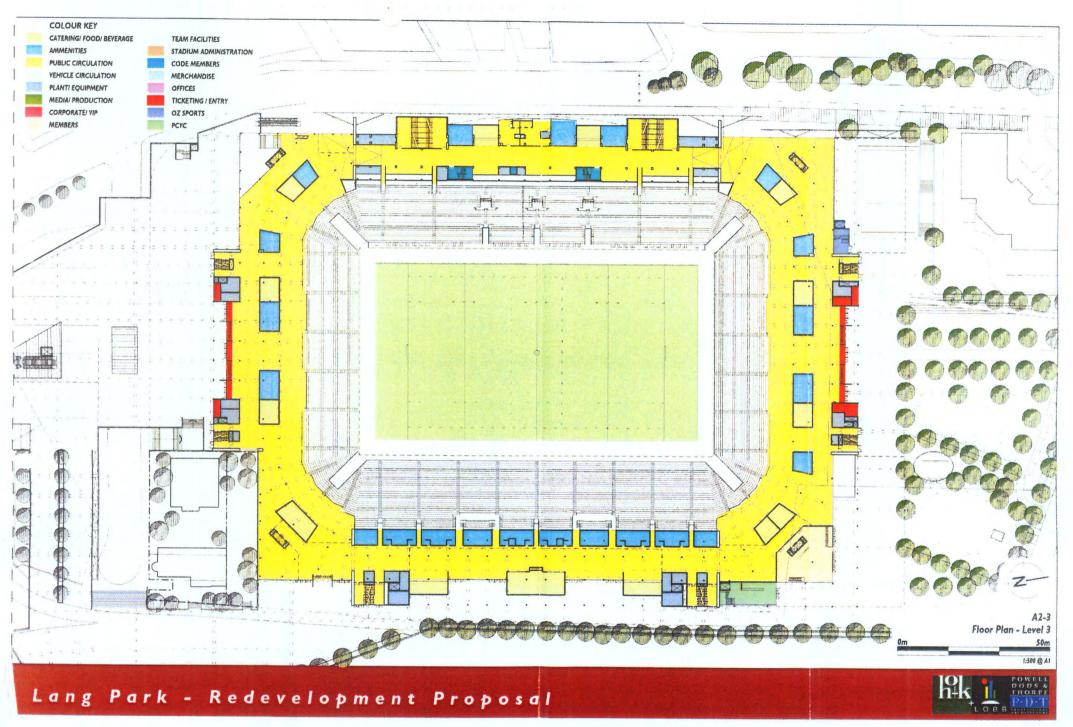
The existing upper concourse in the western stand (RL25.325) will remain essentially untouched. New floor plate may be constructed outside of either stair tower to accommodate additional public toilet facilities to improve the existing shortfall of fixtures.

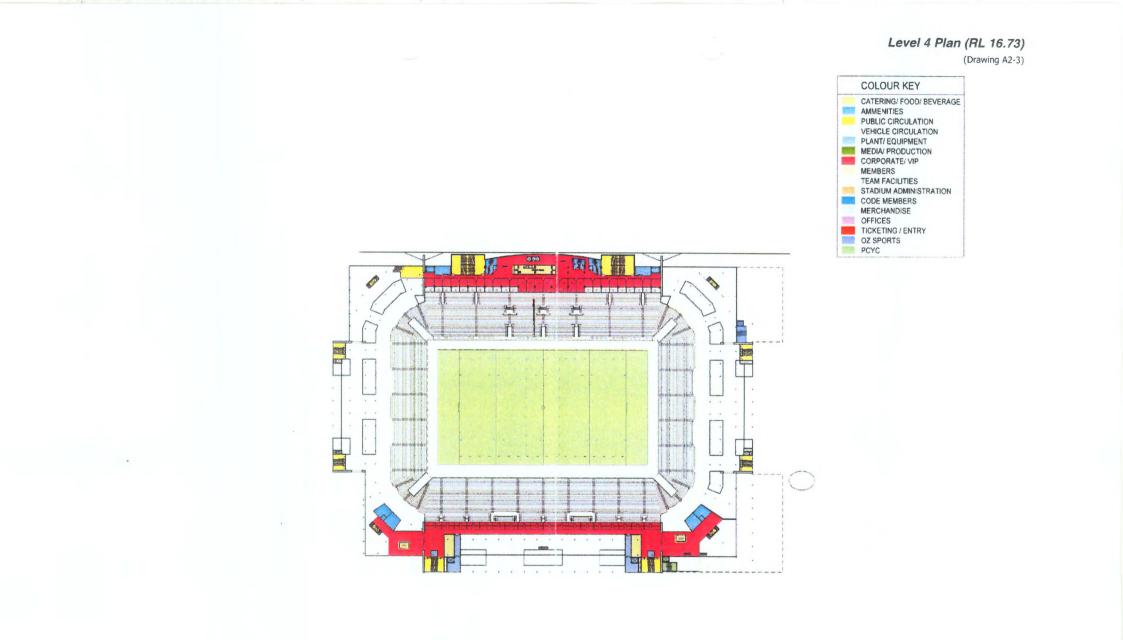
### 5.3.7 Level 7 (RL 29.45)

This level forms the upper public concourse to the new north, east, and south stands. Spectator amenities and food / beverage stands to serve spectators seated in the upper bowl are distributed evenly around this concourse. Blade walls confine the upper tier stands. The corners are left open and provide the support points for the roof structure. Food courts and bars will be located in these corners.



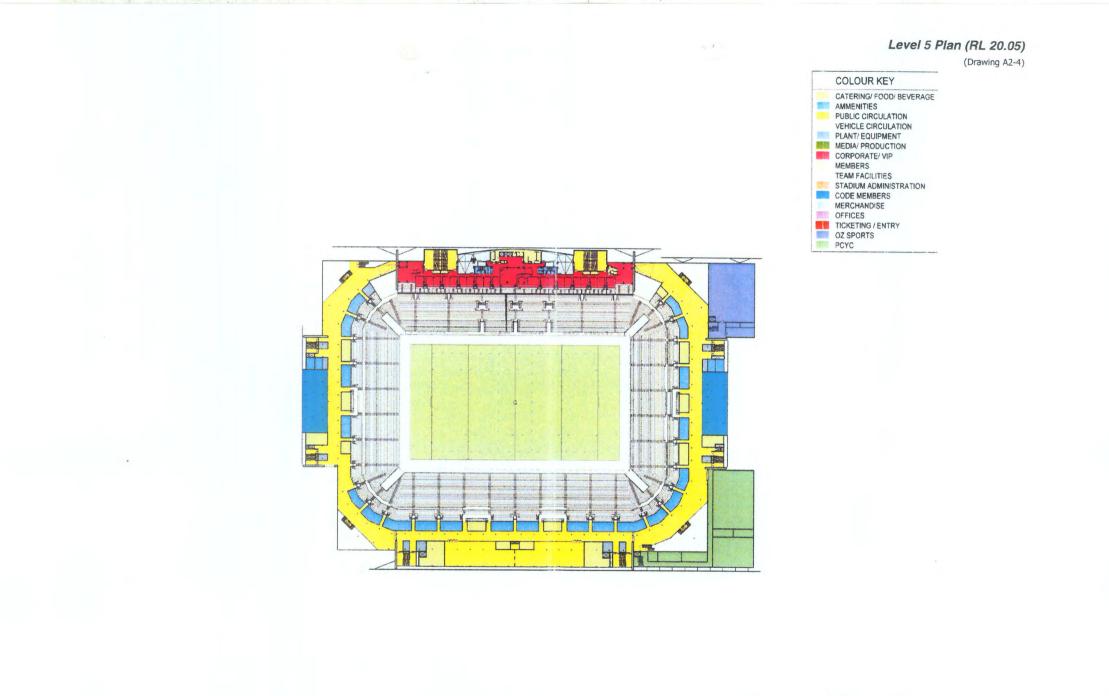




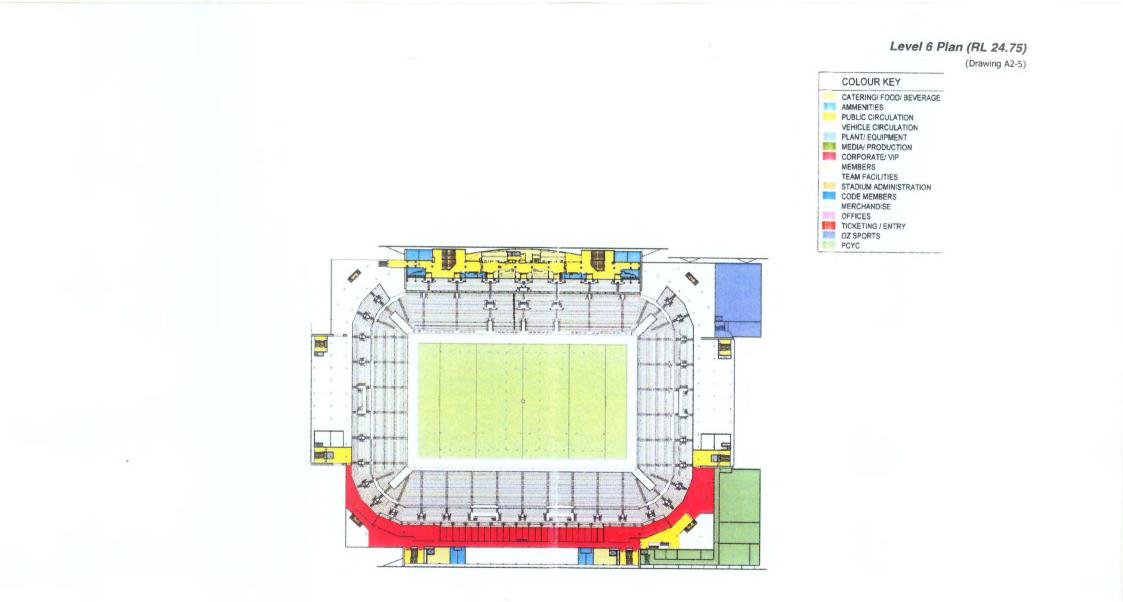




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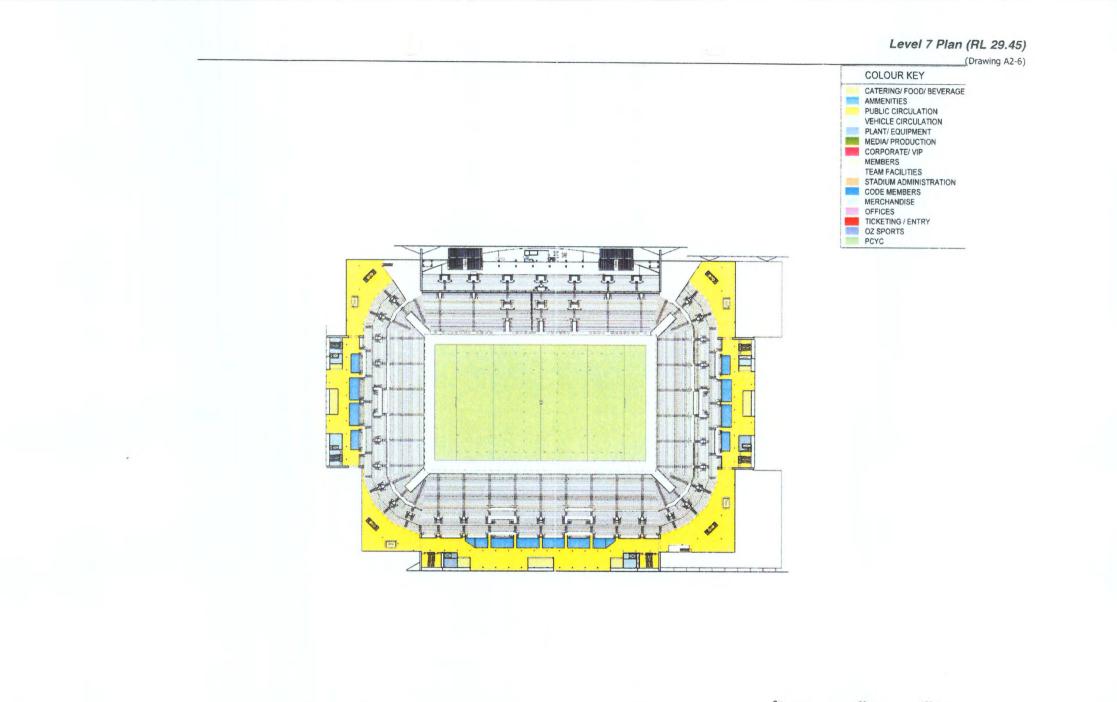


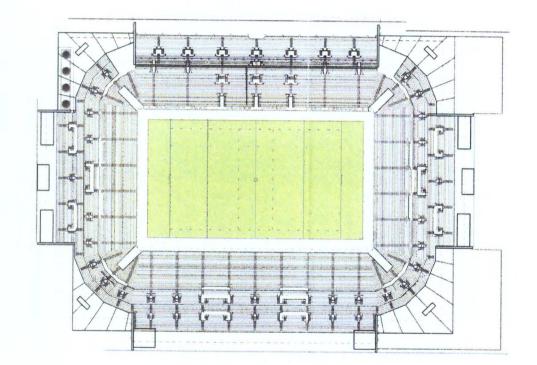






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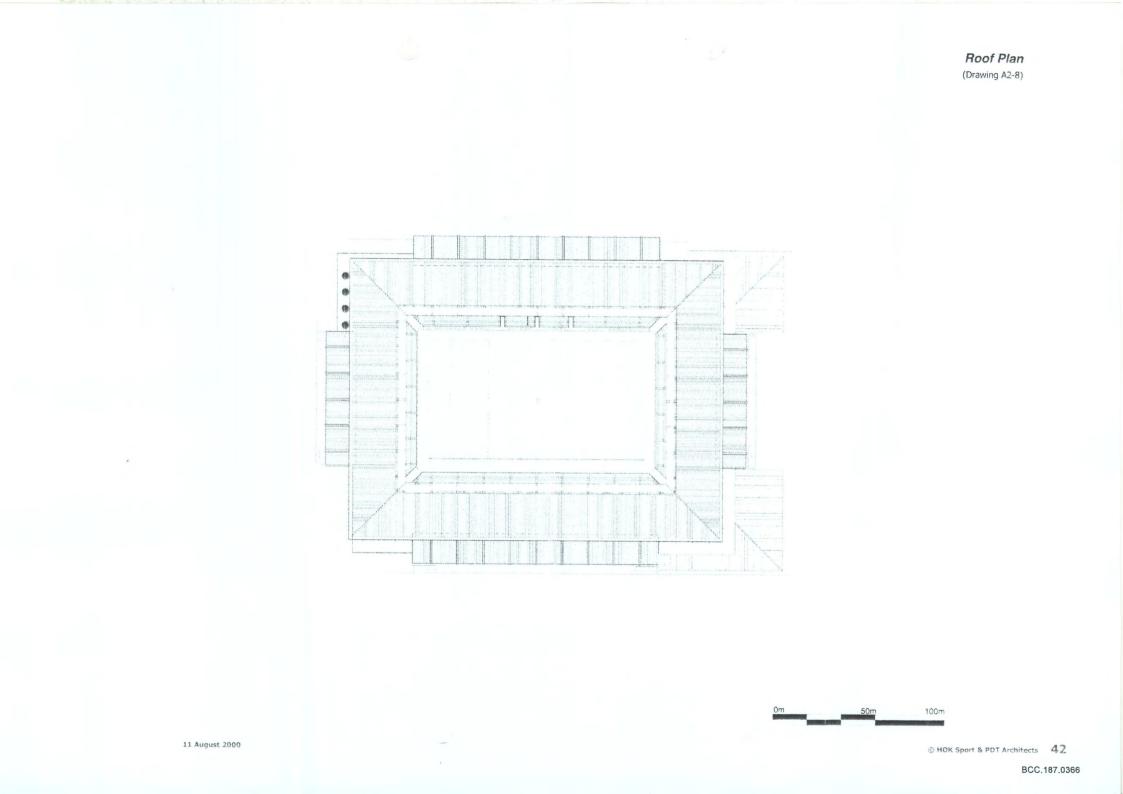


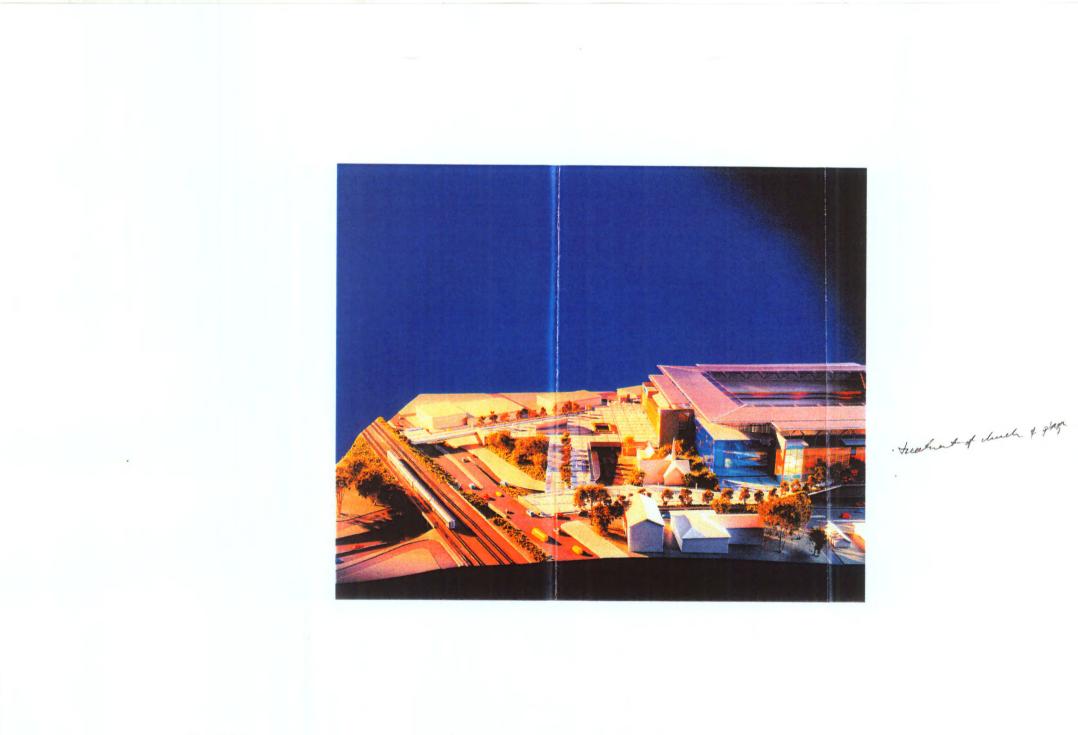


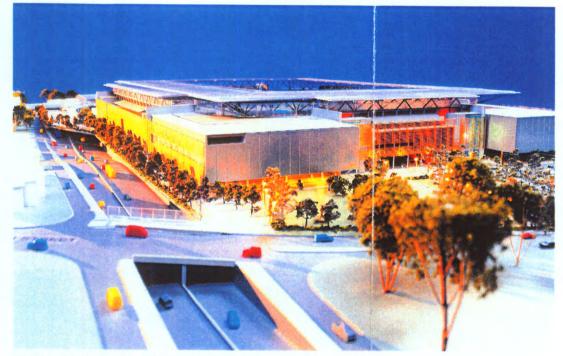
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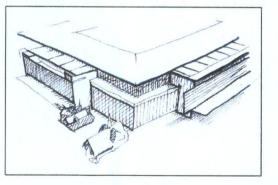
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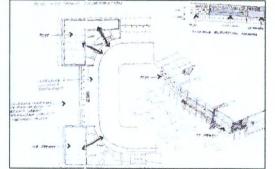






View of the model looking towards the south east corner and the PCYC facility





Integration of PCYC and Ozsports

### 5.4 Architectural Character

The general character of the building has been developed to create a building mass that is broken down into a series of clearly identified components, and is open and permeable, where possible, to its surrounding environment. This philosophy is evident on the main concourse level, where the majority of patrons enter and circulate around the building. The cladding and treatment of this level has established a security line consisting of open mesh units set back within the building line, which allows visibility into and through the building for the public areas outside. This creates the impression that the main public concourse is a continuation of the hard landscape plaza areas surrounding the stadium.

Community facilities are positioned to face the new northern park. These facilities (PCYC and Ozsports) are designed to be clearly expressed 'plug-in' units located in the corners of the stadium, easily identifiable while integrated within the overall development. These units are raised above the main entry plaza on a series of columns to allow pedestrian circulation and transition zones between the stadium and the plaza.

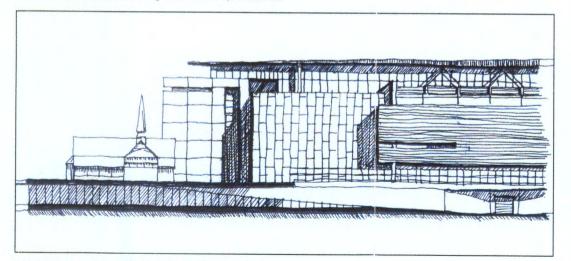
A level of hierarchy has been established within the treatment of the building mass and elevations. When viewed from Chippendall Street and Hale Street, the stadium sits on a brick plinth that echoes the local red brick. From Caxton Street, the stadium sits on a podium level with the new grades which rise gently to the plaza level on the north side. The main accommodation blocks on the north, east, and south sides of the building are elevates above the main concourse on 600mm diameter concrete columns. These blocks are framed between vertical concrete fins that act as 'book ends' enclosing these elements. The seating bowl structure rises over the drawers, recessed behind the main elevation line. The roof plane in turn hovers over the seating bowl as a continuous horizontal element that unifies all of the building components.

Natural finishes and materials are used wherever possible to reduce the need for maintenance and painting. Timber is utilised on the sunscreens to give greater warmth and a range of textures to the predominantly dark lines of the building.

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Model view of the north west corner showing the elevated walkways to Milton Road



The corners of the stadium contrast with the accommodation drawers and are light and open in their architectural language. Each of the corners are treated in a slightly different way to reflect their contextual relationship with their immediate environment, as well as their functional requirements. These elements are celebrated, predominately glazed and offering views into the stadium.

The elevational treatment of the building reflects the sub-tropical climate of southeast Queensland and the traditional vernacular of the 'Queenslander'. The Lang Park proposal has drawn upon specific qualities of the local climate and architecture in order to formulate a contextual relationship with Petrie Terrace and Red Hill. Transition zones traditionally offered by the verandah have been extrapolated to a larger scale in proportion to the size of the stadium. The overhanging roof, the sheltered semiexternal spaces, and the use of the timber screens develop the transition zones between the building and its urban landscape.

The timber screens provide the dominate architectural treatment to the elevations. These screens provide sun shading to the restaurants and lounges located with the drawers, as well as unifying the existing western stand. These screens are envisaged as a dynamic envelope to the building, comprised of fixed components and hinged panels which will be adjustable to cope with the varying climatic conditions. Loose slots and openings are cut into these screens in order to reveal key views of the surrounding landscape. At night the combination of timber screens and glazed facades allow the building to act as a lantern, allowing diffused light to permeate the timber screens.

The timber screens also provide privacy for local residents by filtering views from stadium dining and terrace areas out into the surrounding properties. The glazed corners of the building will glow at night with a diffused light in a manner similar to a chinese lantern. These corners will act as visual markers to patrons arriving from Caxton Street and Milton Road.

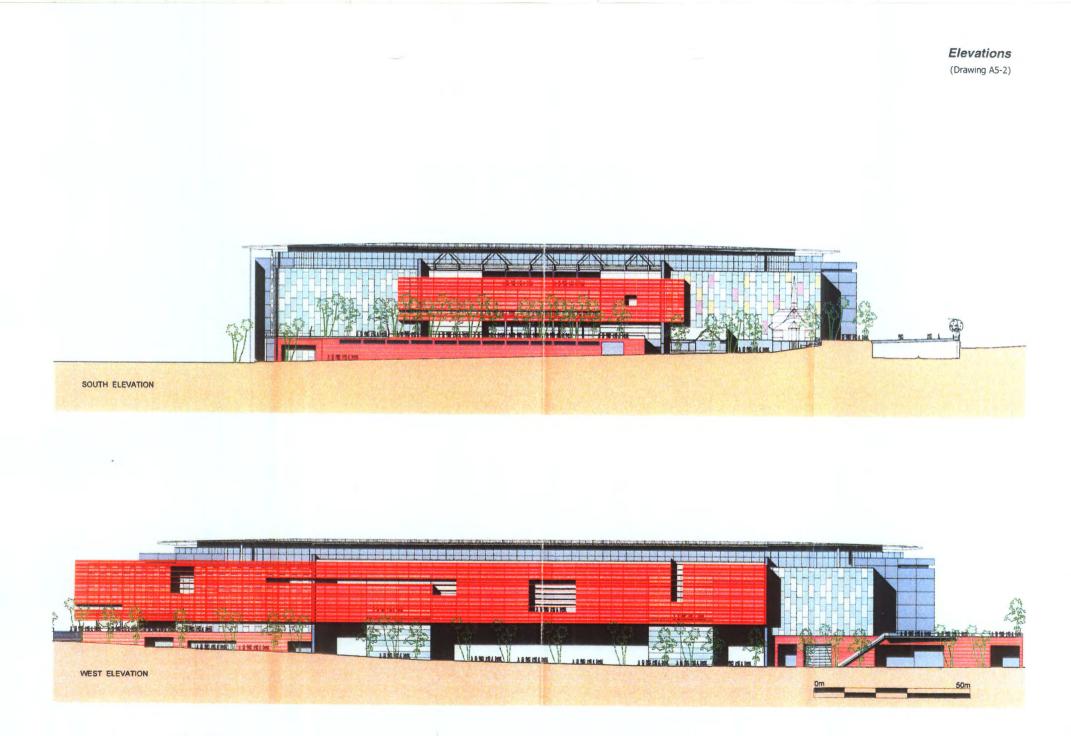
At the northeast, the building mass has been pulled back away from the Christ Church and BCC Memorial Cemetery. The glazed wall in this corner has been designed to reflect as much daylight as possible into the church site. The layering of the building components reduces the apparent height of the stadium around

A level of hierarchy has been established within the building mass and elevations

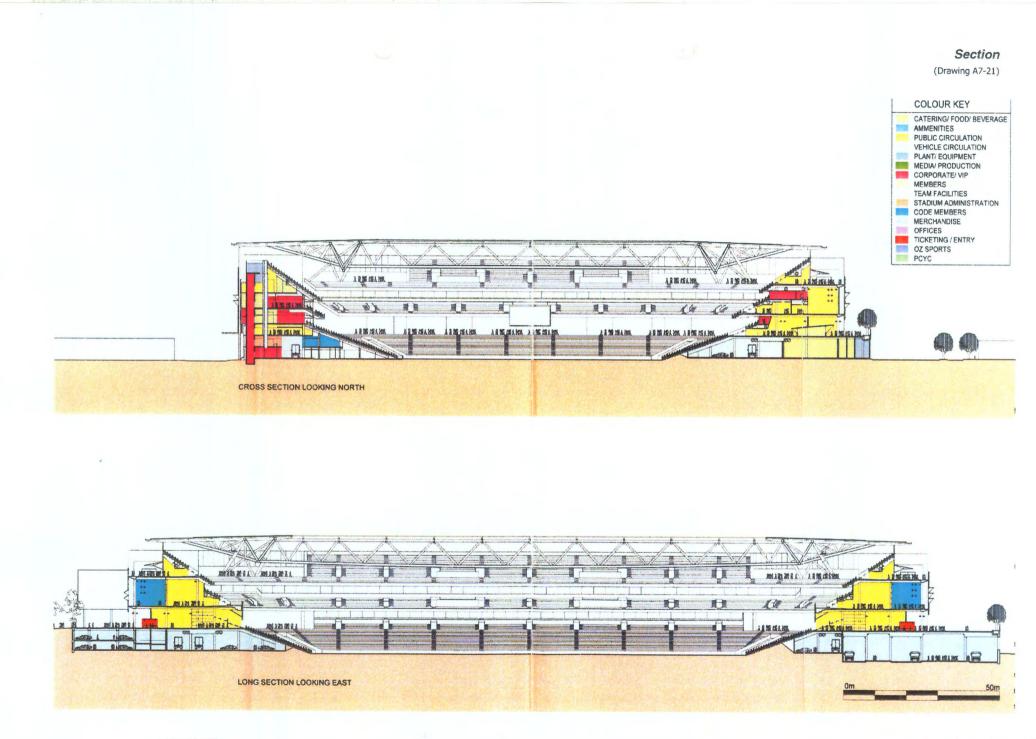
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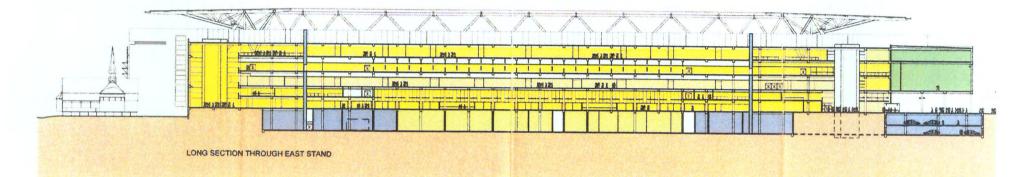


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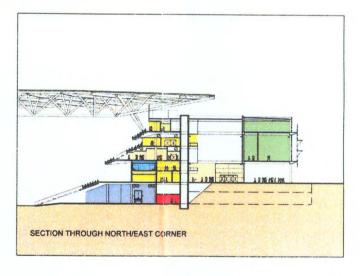
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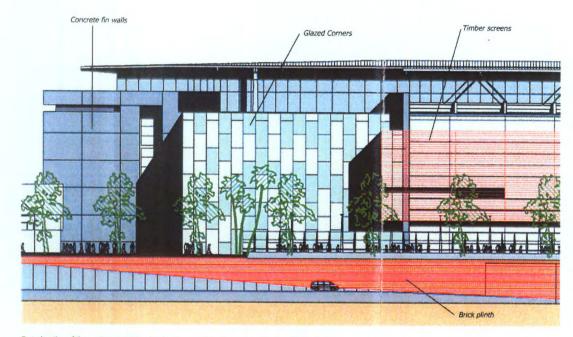
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Part elevation of the north east corner showing the use of timber screens and the glazed corners



Timber screen treatments

the church and diminishes the scale of the facade in relation to the church. It is envisaged that the glazed wall immediately behind the church will incorporate coloured glass panels, creating a stained glass backdrop to the church. Etchings in the glass could include the names of the people originally interred when Lang Park served as the main cemetery for Brisbane. This component could create a unique architectural feature that reflects the historical nature of the site and the presence of the church whilst also incorporating 'Art' components.

In response to the sensitive context of the building, colours and materials have been carefully chosen to respect the local environment. The concrete fin walls will be toned, panelised and textured to reduce their scale. The block walls at the external drawers will be laid in a stack bond and painted to match the concrete fins. Glazing bars will be black anodised aluminium to make them recessive. The underside of the seating bowl will have a light grey finish for the use of light coloured aggregates in the precast concrete. Steel work will be finished with a red oxide finish to express the structure in a recognisable Queensland colour.

The main stadium roof has been envisaged as a simple horizontal plane, neutral in colour, supported by a light weight steel lattice structure located on the underside within the bowl area. The structure has deliberately not been exposed above the roof plane to keep apparent height of the roof down and to avoid creating visual clutter within the local environment. The roof sheeting will be white on the underside and a tonal colour on the top surface, to blend into its surroundings.

Hospitality spaces on the north, east, and south concourses are envisaged as simple plastered spaces with warm tonal finishes depicting the ochre and red colours embodied within the Queensland environment. Natural timber from renewable and recyclable sources will be used to finish bar areas and joinery items within these spaces. Floor finishes in the lounges will include patterned carpet with designs reflecting the environmental and cultural heritage of Queensland. Terrace areas will be finished in treated hardwood decking reminiscent of timber decks frequently found in Queensland houses.



Natural daylight will penetrate the plan areas through the double height glazed walls and the sky light domes located in the corner roofs. Acoustic plaster ceilings will absorb sound whilst providing attractive finishes to the ceilings in the lounge and dining areas.

The roof sits as a simple horizontal plane and is recessive in nature

### 5.5 Barrier Free Issues

### 5.5.1 Introduction

The redeveloped stadium facilities should be designed and constructed to be accessible to all people, including those with disabilities. The design of the stadium redevelopment shall comply with the relevant requirements of Australian Standard AS 1428.1 - current edition.

Generally, there a specific areas which have been identified as crucial to satisfying the needs of patrons with disabilities, including path of travel, ingress/egress, ticketing, seating accommodations, toilet facilities, food and drink services, and communication systems.

### 5.5.2 Path of Travel

The path of travel shall be a continuous accessible path of travel within the Stadium boundary, from entry points to all designated disabled seating and facilities.

- This path shall be as level as possible (gradient not to exceed 1:20 slope) and steps to be avoided wherever possible.
   Where steps are necessary, there will be an accompanying ramp with a gradient not to exceed 1:12 and appropriate landings. All steps and ramps will have handrails.
- Parking spaces for private vehicles that have used the setdown facility to facility parking in the immediate vicinity and allow carers to join their passengers quickly after the setdown and prior to pick-up.
- Off-street passenger loading zones will be provided to allow taxis and private vehicles to set down and pick up passengers with a disability.
- All ingress/egress points shall comply with the following:
- Public access ways will be accessible to people with disabilities
- The principal public entrances will be located on the path of travel and shall comply with requirements for accessible design.
- · All entrances will have a level threshold.

- Directional signage will be located so that it is visible to people in both sitting and standing positions.
- Each entrance with banks of turnstiles will have at least one barrier opening designed to permit access to wheelchair patrons and people with strollers.
- Where steps are necessary there shall be an accompanying ramp.
- · All steps and ramps shall have handrails.
- Step nosings shall have a warning strip of a contrasting colour with a slip-resistant finish.
- Seating shall not protrude into the clear space required for path of travel

Subject to operational needs, ticket booths will have counters lowered to within the reach range of a person in a wheelchair.

Lifts shall be provided as part of the continuous accessible path of travel, and will be located close to the entrances.

### 5.5.3 Seating

In general, one percent (1%) of the seating capacity shall be designed to accommodate people with disabilities, with onequarter being given to wheelchair spaces and three-quarters given to 'enhanced amenity' seats. In addition, all wheelchair spaces shall have a companion seat located immediately adjacent. The spaces shall be distributed around the grounds at all levels and ticket price groups.

### 5.5.4 Food and Drink Services

Food and Drink Services shall comply with the following:

- Facilities offering food and drink sales shall have a section of counter that is designed to a lower height that allows a person in a wheelchair to reach and purchase food and drink. Lower sections will be located at the end of counters for ease of access and exit.
- Facilities will be clearly signed with international symbols to assist all users.
- Areas furnished with tables and chairs will allow room for circulation and access for people with ambulatory disabilities

- and those using wheelchairs.
- 5.5.5 Communication Systems

Communication systems and signage will encompass the needs of people with physical and sensory disabilities to ensure ease of access and usage:

- All facilities for persons with a disability will be clearly signed throughout the venue.
- Assistive listening devices appropriate to the specific areas will be provided.
- The availability of the assistive listening devices will be displayed using the international symbol of deafness.
- 5.5.6 Toilet Facilities

Toilet facilities shall incorporate the following:

- Unisex Family/Disabled toilet rooms shall be provided throughout the venue, for use by people with disabilities as well as carers of children.
- Accessible toilets will be provided on each level of the Stadium where accessible seating is provided, with one Family/Disabled facility located adjacent to each toilet block. The quantity of facilities will be determined by the governing code, but not less than one facility per 13 wheelchair spaces.
- The toilet design shall comply with the governing code.
- All toilet facilities will have clear signage using international symbols.
- One accessible toilet facility will be provided in each locker changing room.
- 5.5.7 Tactile Warnings

Tactile warnings shall be located at the base and head of all level changes, in accordance with AS 1428.4.



Ph: Fx:

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email: pdt@pdt.com.au

# 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:

Document No.: 666319

- 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.

Document No.: 666319

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: -

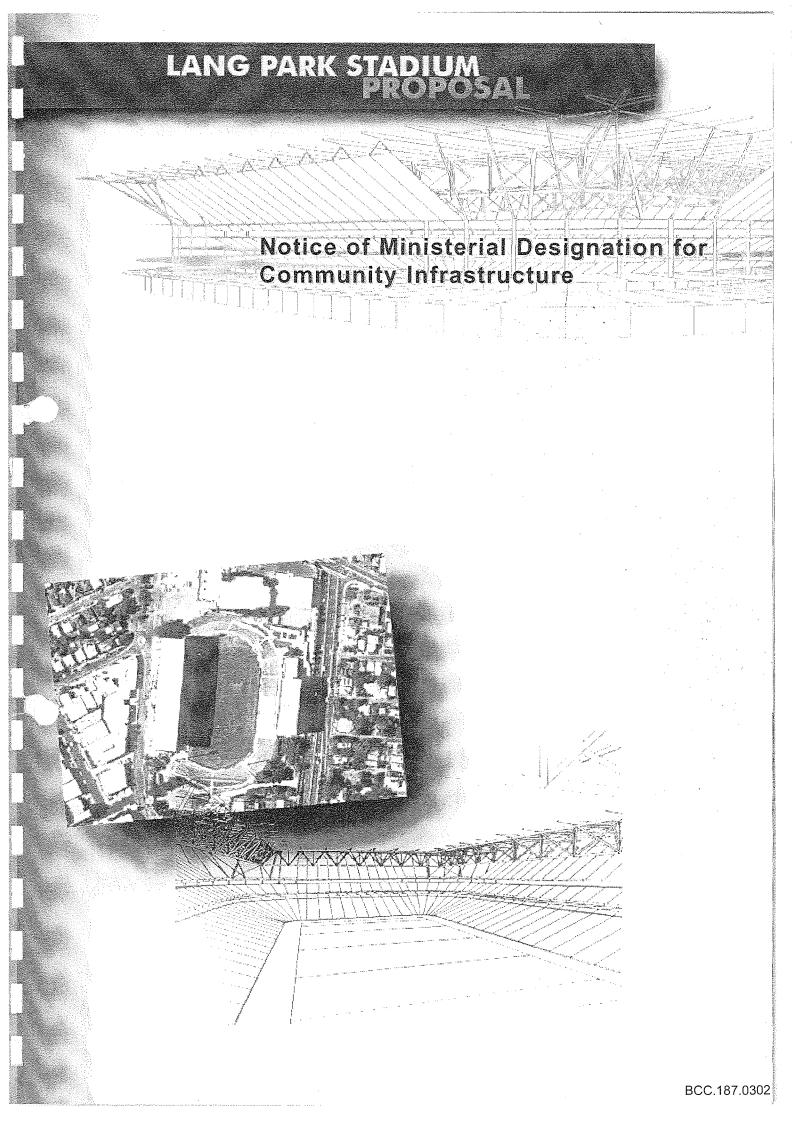
- Riverside Expressway
- Wivenhoe Dam
- Captain Cook Bridge
- Fairfield Road Overpass
- Southbank Pedestrian Bridge linking with City Precinct

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.

Loeen Otter

Robyn Potter Office of the Coordinator-General

6 November 2000



# NOTICE OF A 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 this day I make a Ministerial designation of land for community infrastructure that the Lang Park Trust, SEDEC 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 Read Street. Castlemaine Street, Caxton Street, Hale Street, Upper Roma Roma Street and teet, 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 <sup>2</sup>	2
Lot 2	RP 160557	390 m <sup>2</sup>	2
Lot 3	RP 160557	85 m <sup>2</sup>	2
Lot 42	RP 904552	2588 m <sup>2</sup>	2
Lot 900	RP 904552	$41 \text{ m}^2$	2 .:
Lot 41	RP 904552	$2020 \text{ m}^2$	2
Lot 1	RP 227053	1162 m <sup>2</sup>	2
Lot 1	RP 493	503 m <sup>2</sup>	2
Lot 2	RP 493	405 m <sup>2</sup>	2 .
Lot 3	RP 493	405 m <sup>2</sup>	2
Lot 4	B 3552	476 m <sup>2</sup>	2
Lot 3	B 3207	533 m <sup>2</sup>	2
Lot 2	B 3552	561 m <sup>2</sup>	2
Lot 1	B 3552	$458 \text{ m}^2$	2
Lot 1	AP 1748	834 m <sup>2</sup>	2
Lot 654	SL 8308	$377 \text{ m}^2$	3
Lot 1	CP 841301	48 m <sup>2</sup>	3
Lot 11	SL 1126	2129 m <sup>2</sup>	3
Lot 1	RP 10650	$182 \text{ m}^2$	3
Lot 2	RP 10650	349 m <sup>2</sup>	3
Lot 3	RP 809878	935 m <sup>2</sup>	4
Lot 6	RP 826295	488 m <sup>2</sup>	4
	SL 12305	3865 m <sup>2</sup>	4
Lot 705	SL 12303	32 m <sup>2</sup>	4
Lot 475	SL 12305	581 m <sup>2</sup>	4
Lot 706		$\frac{337 \text{ m}}{217 \text{ m}^2}$	4

Document No.: 650625

LOT	PLAN	APPROXIMATE AREA OF LOT AFFECTED	RELEVANT ATTACHMENT
Lot 27	SP 100555	$180 \text{ m}^2$	4
Lot 16	RP 903097	1150 m <sup>2</sup>	4
Lot 581	RP 227070	5068 m <sup>2</sup>	5
Lot 4	RP 805871	$72 \text{ m}^2$	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;
- (1) 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).

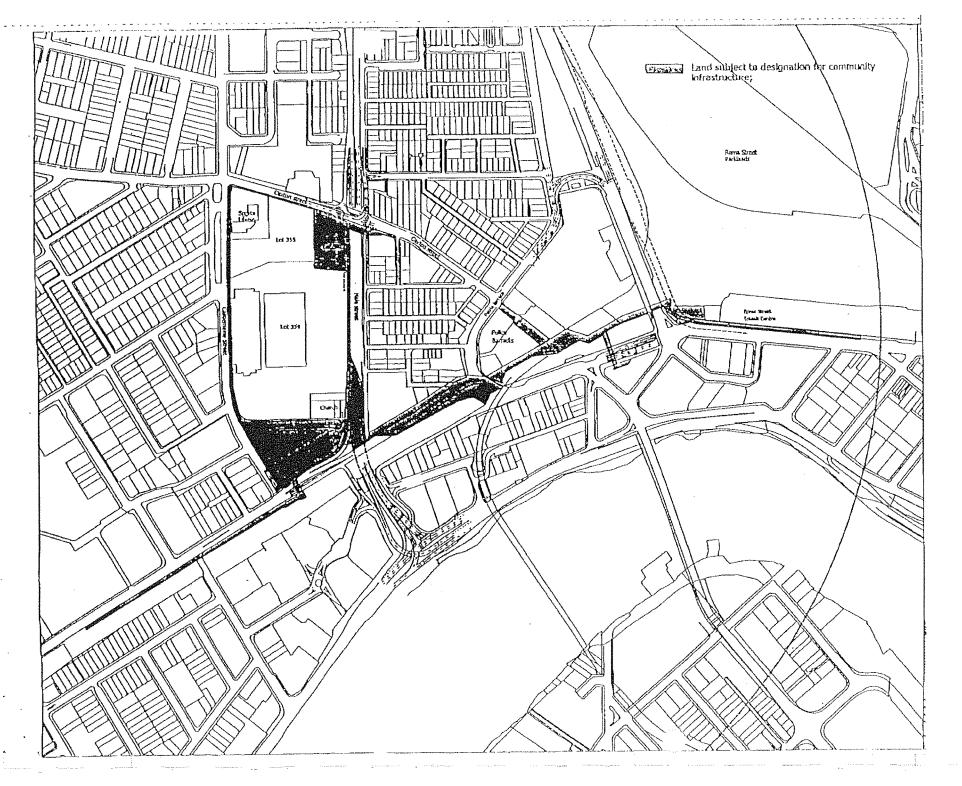
Matters included as part of the designation under section 2.6.4 of the Integrated Planning Act 1997

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

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

Dated: 11 September 2000

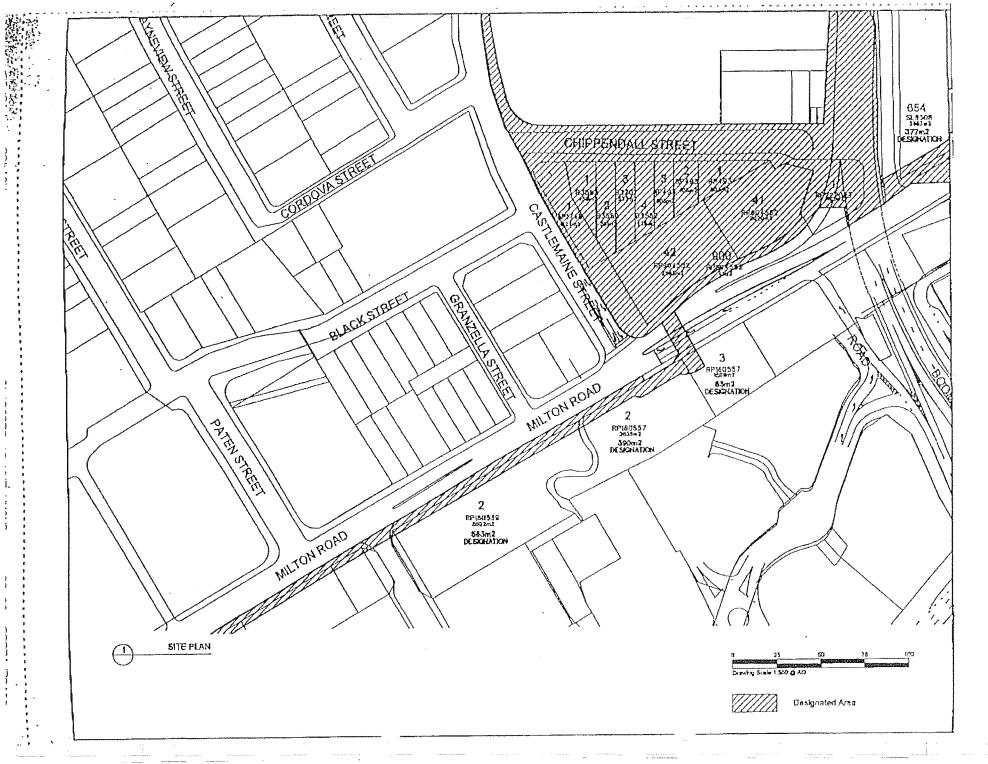
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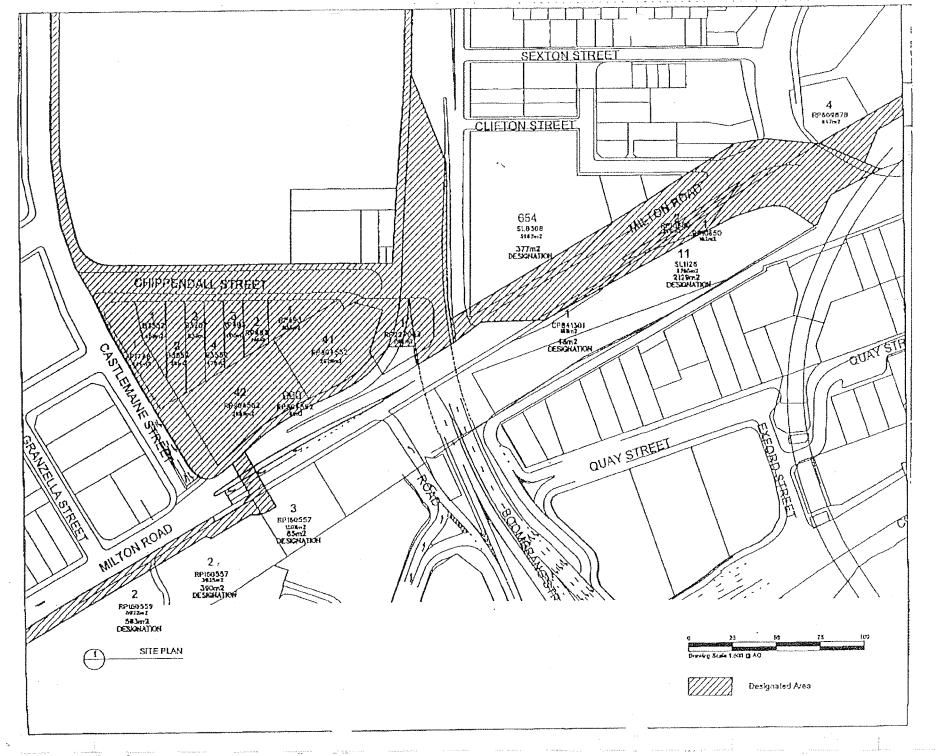
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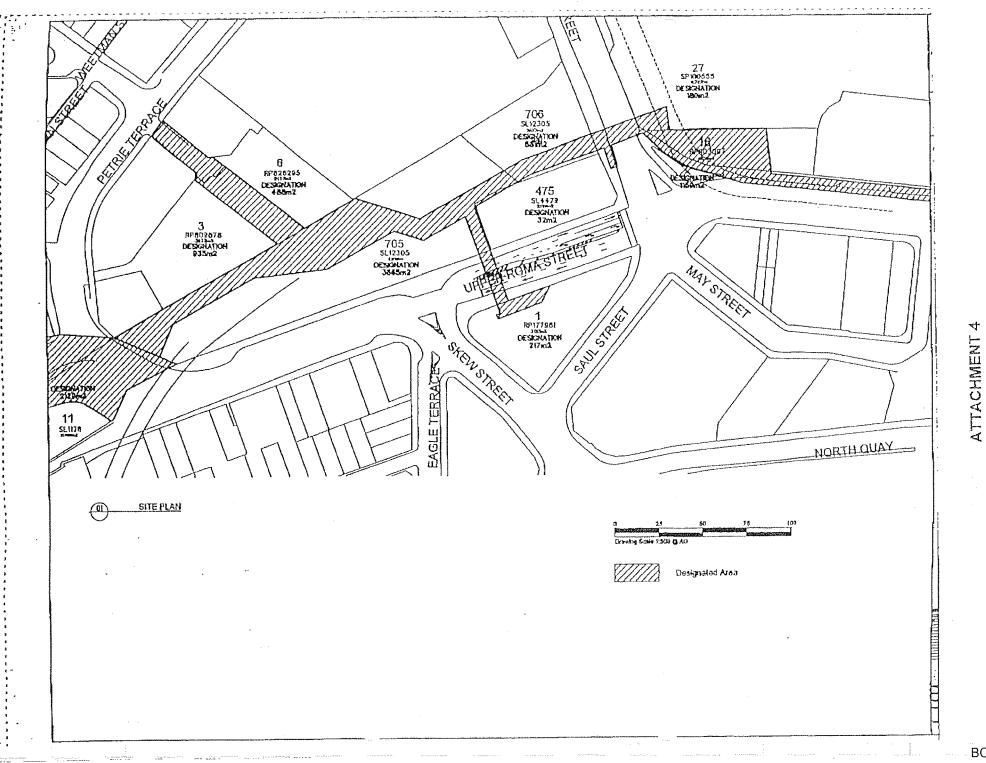


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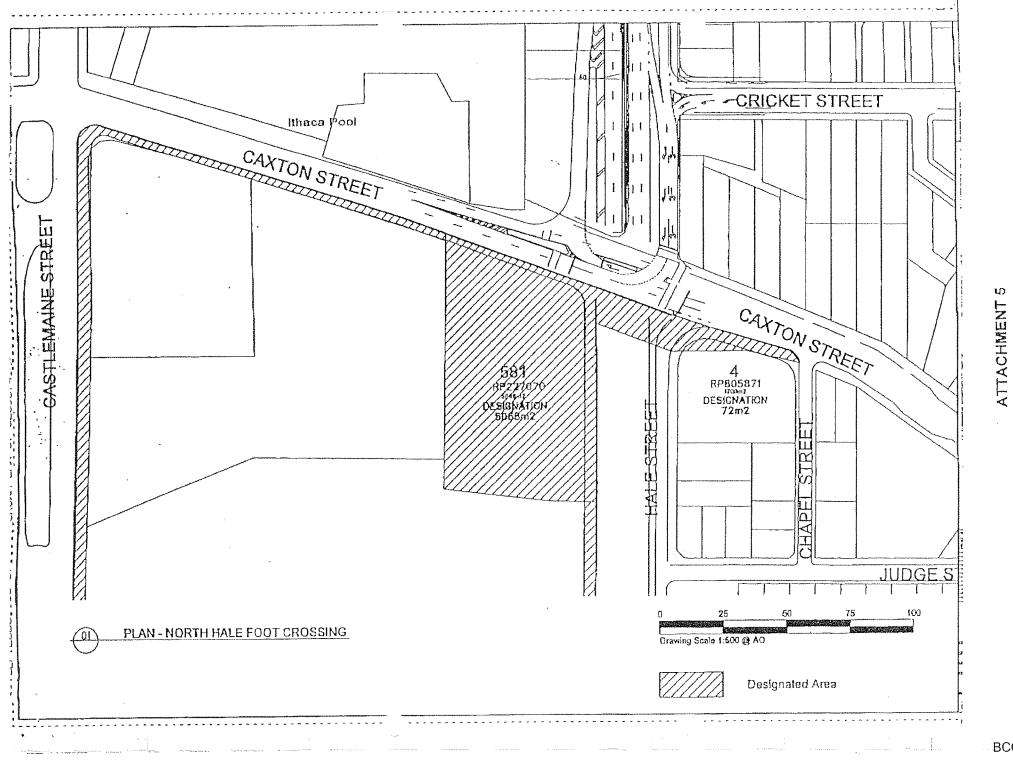
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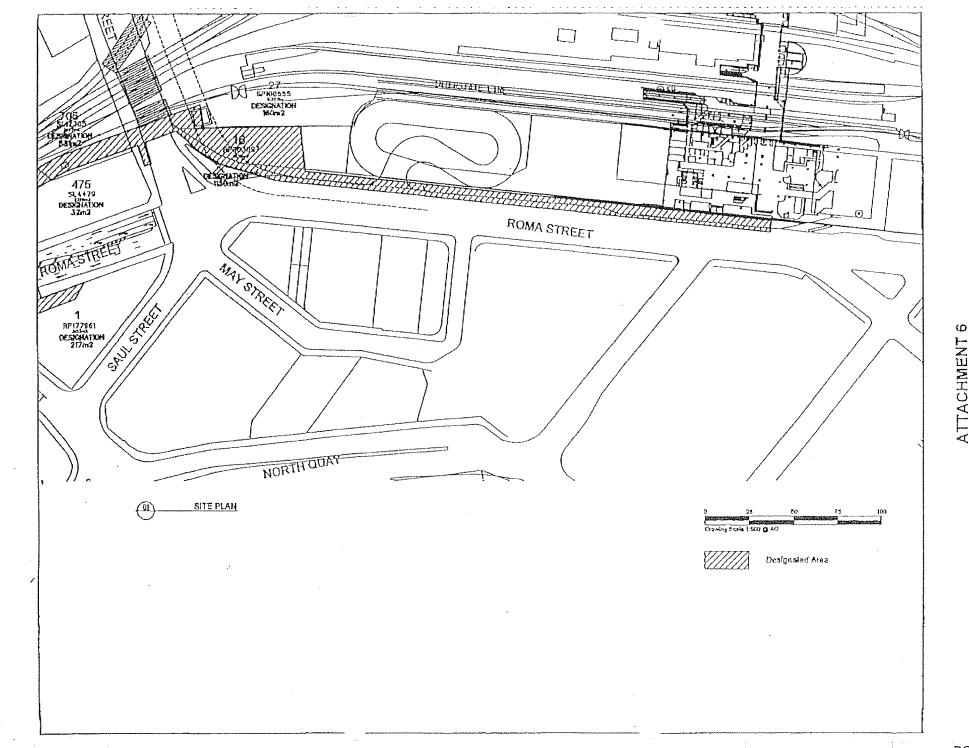
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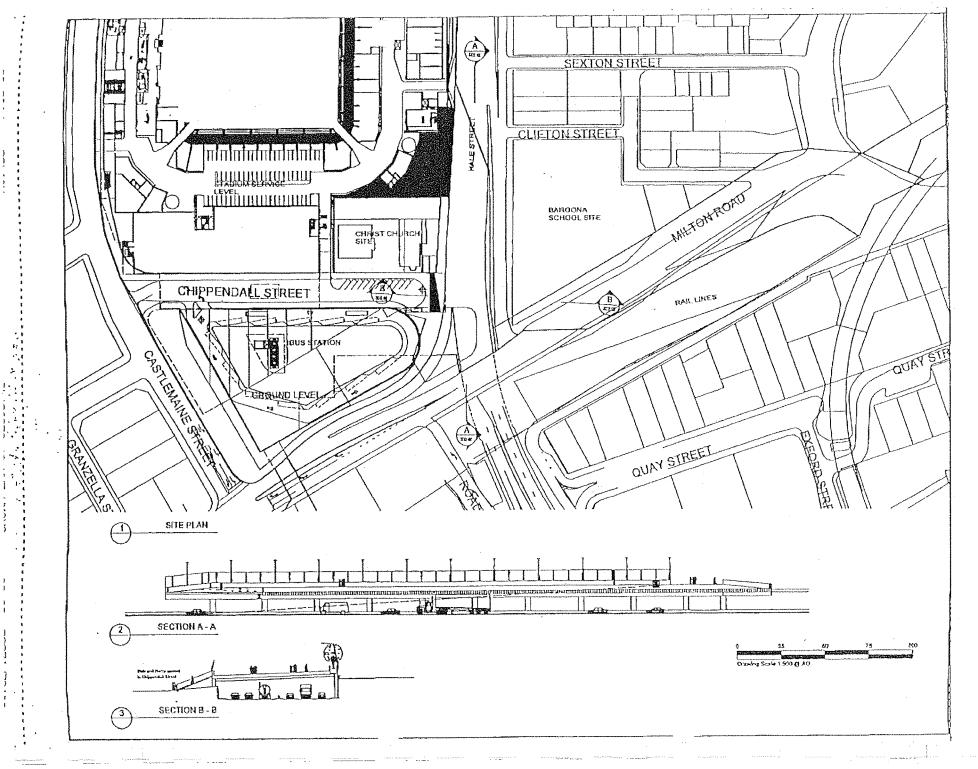


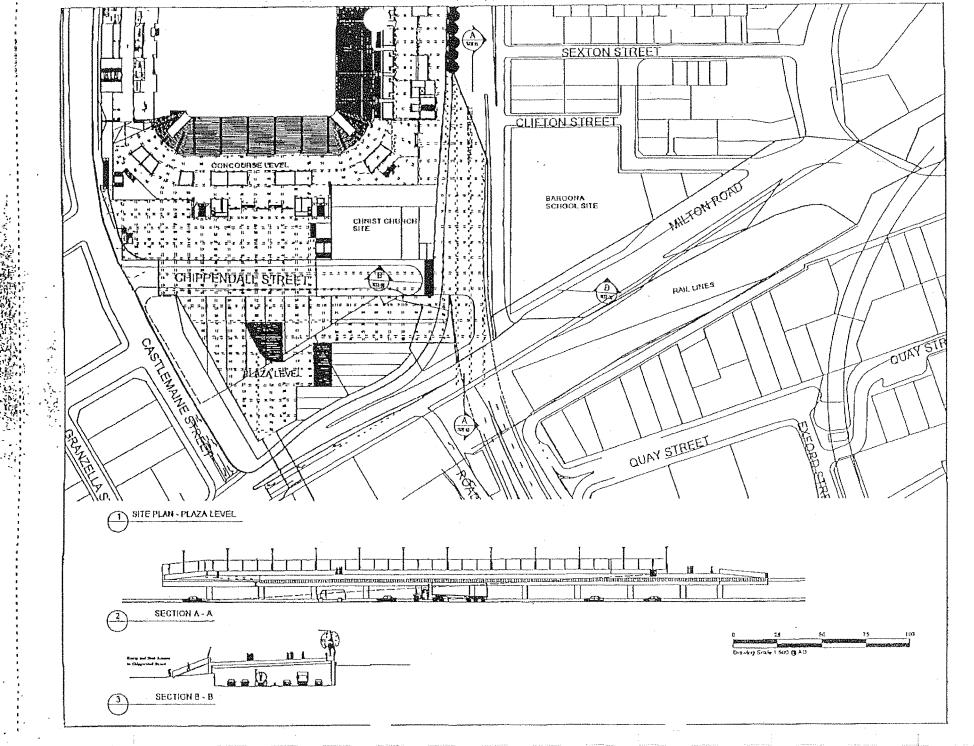


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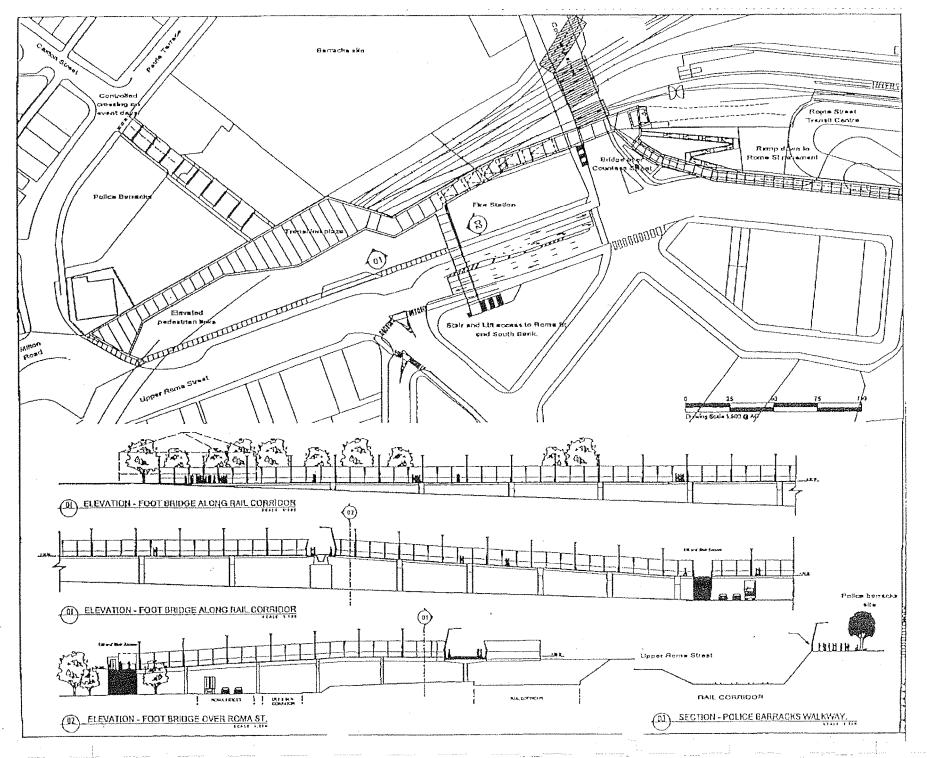




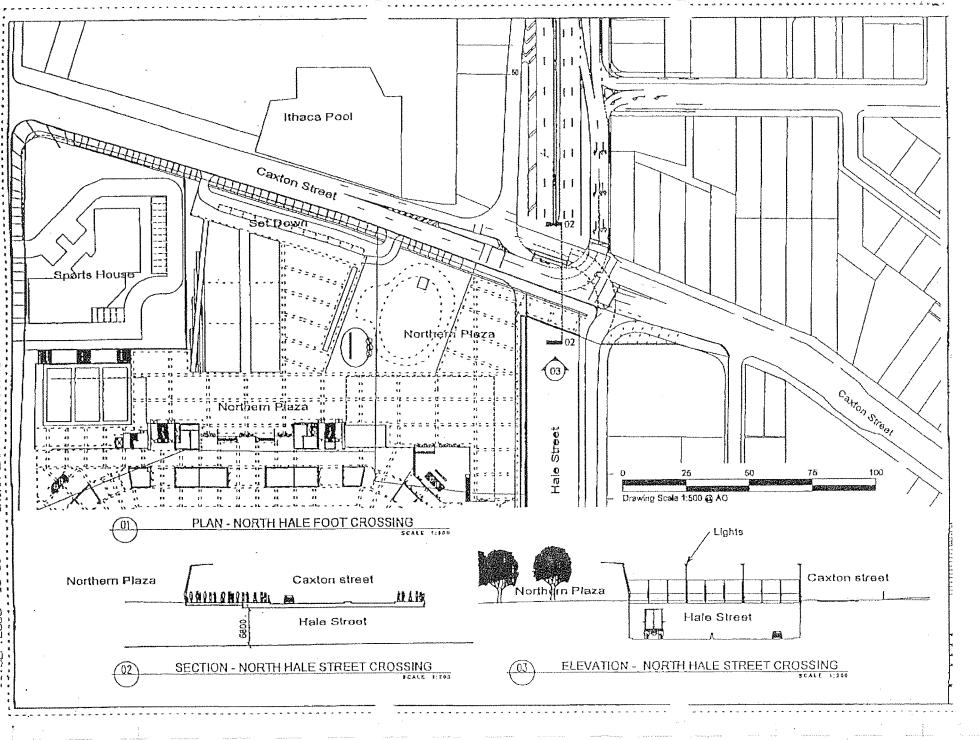
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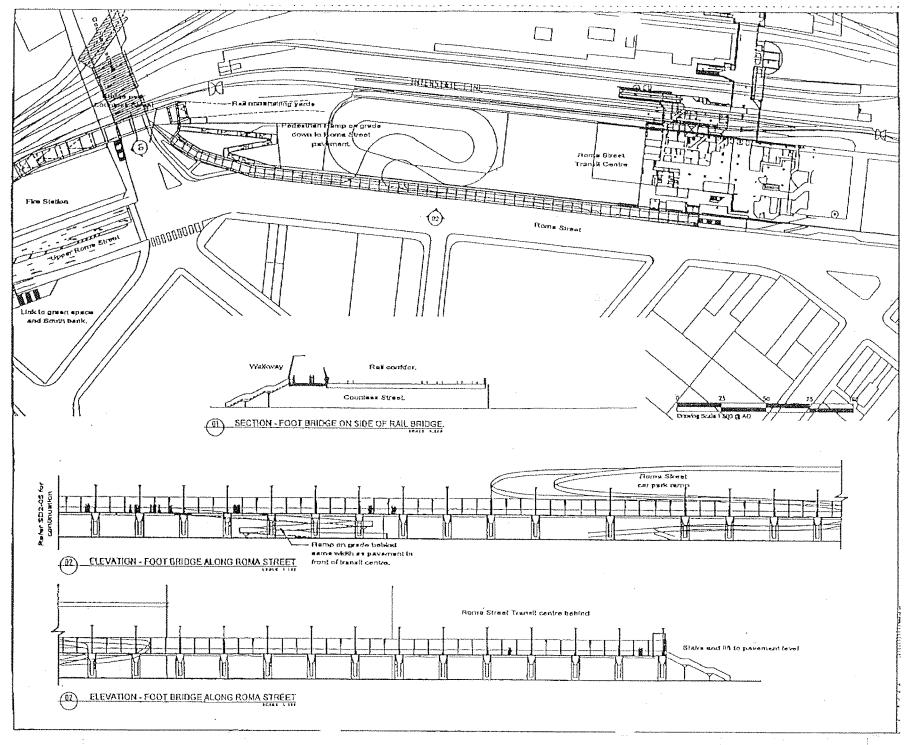
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ATTACHMENT 8



D)





#### 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;

Document No.: 650712

#### 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;
  - (1) 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 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.

#### 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





## Queensland Government Gazette

### EXTRAORDINARY

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Vol. CCCXXV]

MONDAY, 6 NOVEMBER, 2000

[No. 53]

#### 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:

233526-90

LOT	PLAN	APPROXIMATE AREA OF LOT AFFECTED	RELEVANT ATTACHMENT
Lot 2	RP219877	$1214 \text{ m}^2$	2
Lot 24	RP79609	$6 \text{ m}^2$	2
Lot 22	RP79609	$19 \text{ m}^2$	2
Lot 20	RP79609	$34 \text{ m}^2$	2
Lot 937	SL2480	6 m <sup>2</sup>	2
Lot 18	RP79609	31 m <sup>2</sup>	2
Lot 16	RP79609	38 m <sup>2</sup>	2
Lot 14	RP79609	$42 \text{ m}^2$	2
Lot 12	RP79609	$46 \text{ m}^2$	2
Lot 207	RP18374	$120 \text{ m}^2$	2
Lot 10	RP79609	39 m <sup>2</sup>	2
Lot 8	RP79609	$31 \text{ m}^2$	2
Lot 6	RP79609	22 m <sup>2</sup>	2
Lot 4	RP79609	$13 \text{ m}^2$	2
Lot 2	RP79609	$4 \text{ m}^2$	2
Lot13	RP18373	3111m <sup>2</sup>	2
Lot 14	RP18373	1041m <sup>2</sup>	2&3
Lot 15	RP 18373	407 m <sup>2</sup>	3
Lot 2	RP160559	860 m <sup>2</sup>	3 & 4

Document No.: 666326

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LOT	PLAN	APPROXIMATE AREA OF LOT AFFECTED	RELEVANT ATTACHMENT
Lot 2	RP 160557	660 m <sup>2</sup>	4
Lot 3	RP 160557	358 m <sup>2</sup>	4
Lot 42	RP 904552	2588 m <sup>2</sup>	4,5&6
Lot 900	RP 904552	41 m <sup>2</sup>	4,5&6
Lot 41	RP 904552	2020 m <sup>2</sup>	5&6
Lot 1	RP8712	$677 \text{ m}^2$	4
Lot 1	RP227053	$1162 \text{ m}^2$	5&6
Lot 1	RP8700	20 m <sup>2</sup>	5
Lot 1	CP841301	$168 \text{ m}^2$	5
Lot 654	SL8308	535 m <sup>2</sup>	5 & 13
Lot 1	RP 493	503 m <sup>2</sup>	6
Lot 2	RP 493	405 m <sup>2</sup>	6
Lot 3	RP 493	405 m <sup>2</sup>	6
Lot 4	B 3552	$476 \mathrm{m}^2$	6
Lot 3	B 3207	533 m <sup>2</sup>	6
Lot 2	B 3552	561 m <sup>2</sup>	6
Lot 1	B 3552	458 m <sup>2</sup>	6
Lot 1	AP 1748	834 m <sup>2</sup>	6
Lot 470	SL4951	$172 \text{ m}^2$	8
Lot 4	RP805871	$160 \text{ m}^2$	8&9
Lot 581	RP227070	5068 m <sup>2</sup>	8&9
		<u> </u>	
Lot 11	SL 1126	2964 m <sup>2</sup>	13
Lot 1	RP 10650	182 m <sup>2</sup>	13
Lot 2	RP 10650	349 m <sup>2</sup>	13
Lot 705	SL 12305	4448 m <sup>2</sup>	13, 14, 15 & 16
Lot 3	RP 809878	932 m <sup>2</sup>	14 & 15
Lot 6	RP826295	550 m <sup>2</sup>	14 & 15
Lot 475	SL 4479	149 m <sup>2</sup>	16 & 17
Lot 1	RP 177961	1045 m <sup>2</sup>	16 & 17
Lot 27	SP 100555	945 m <sup>2</sup>	17
Lot 706	SL 12305	603 m <sup>2</sup>	17
Lot 16	RP 903097	$1822 \text{ m}^2$	17
Lot 1	SP 100562	54 m <sup>2</sup>	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 Attachments18 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 Attachments18 to 40.

Document No.: 666326

BCC.189.0769

#### 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*:

- (d) community and cultural facilities;
- (1) 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.

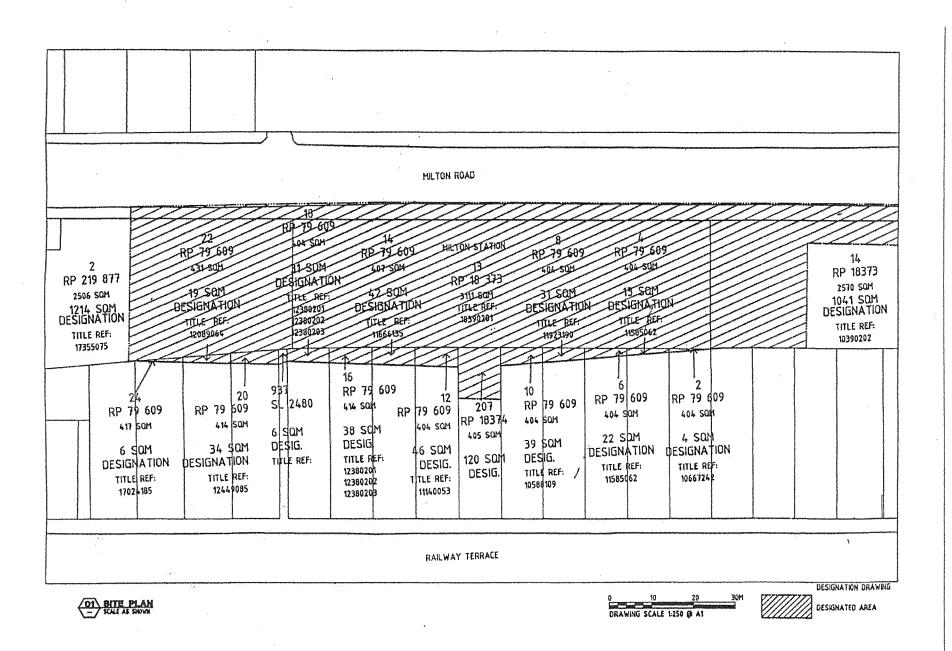
JIM ELDER Deputy Premier, Minister for State Development and Minister for Trade

Dated: 6 November 2000

6 November, 2000]



ATTACHMENT 1

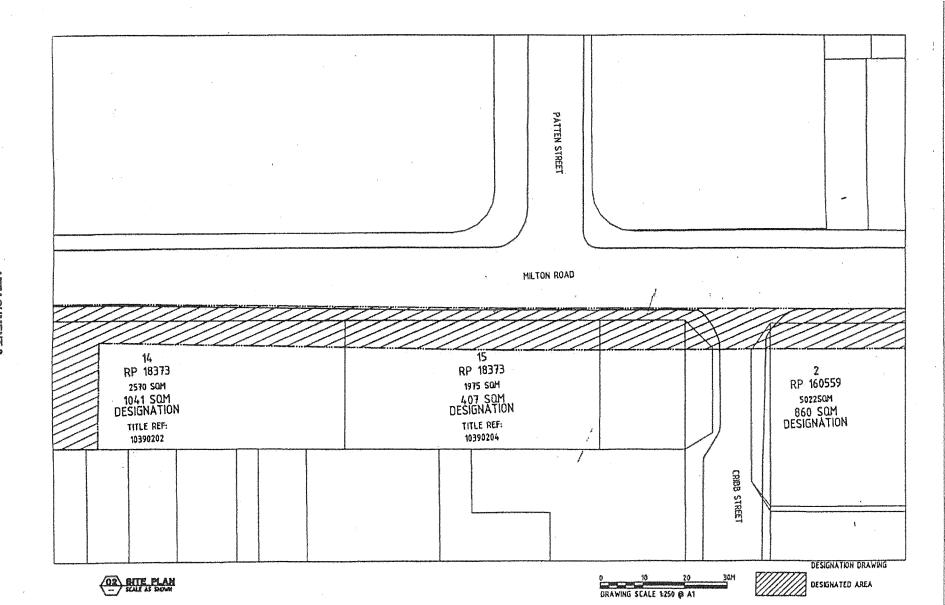


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QUEENSLAND GOVERNMENT GAZETTE, No. 53

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November, 2000

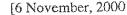


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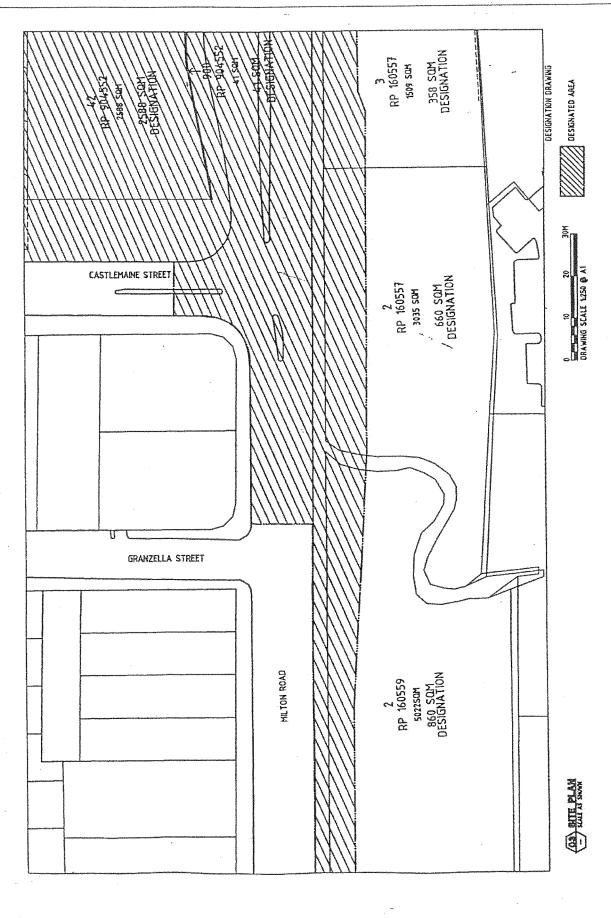
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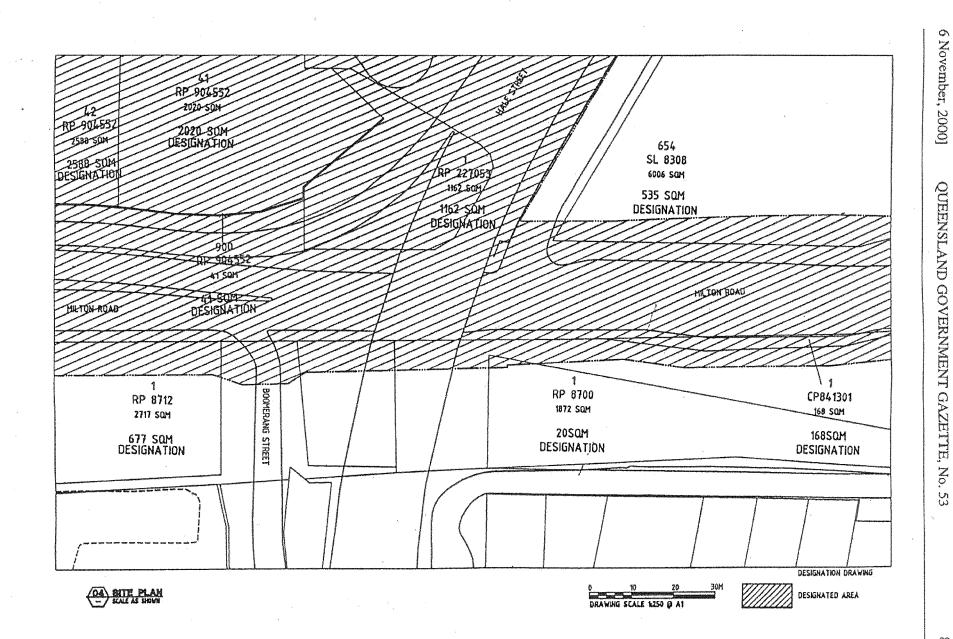
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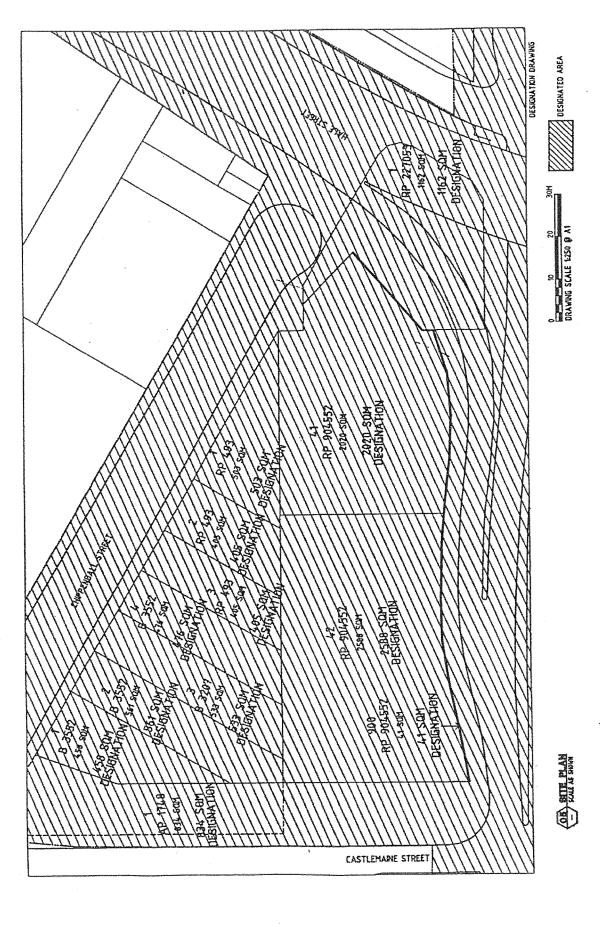


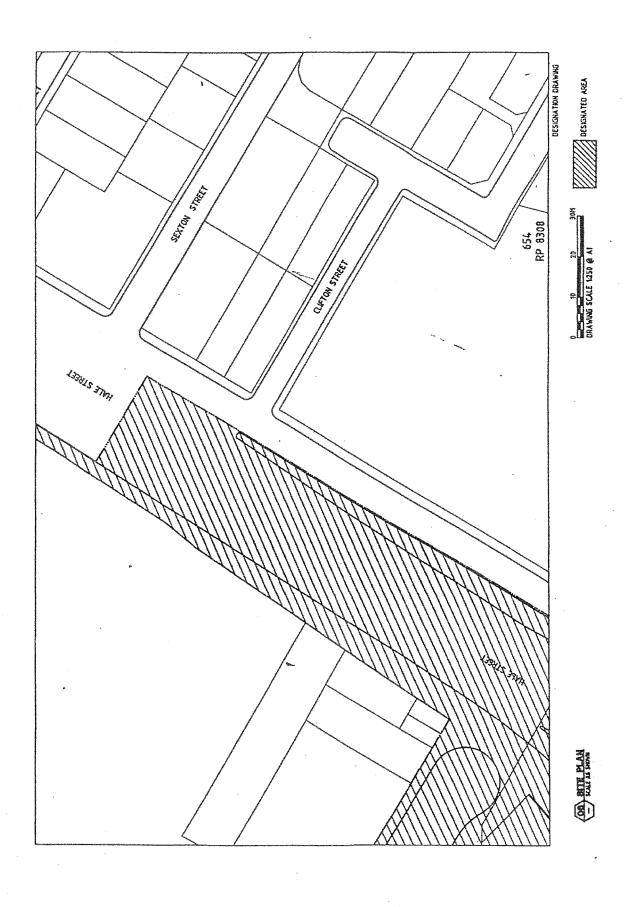
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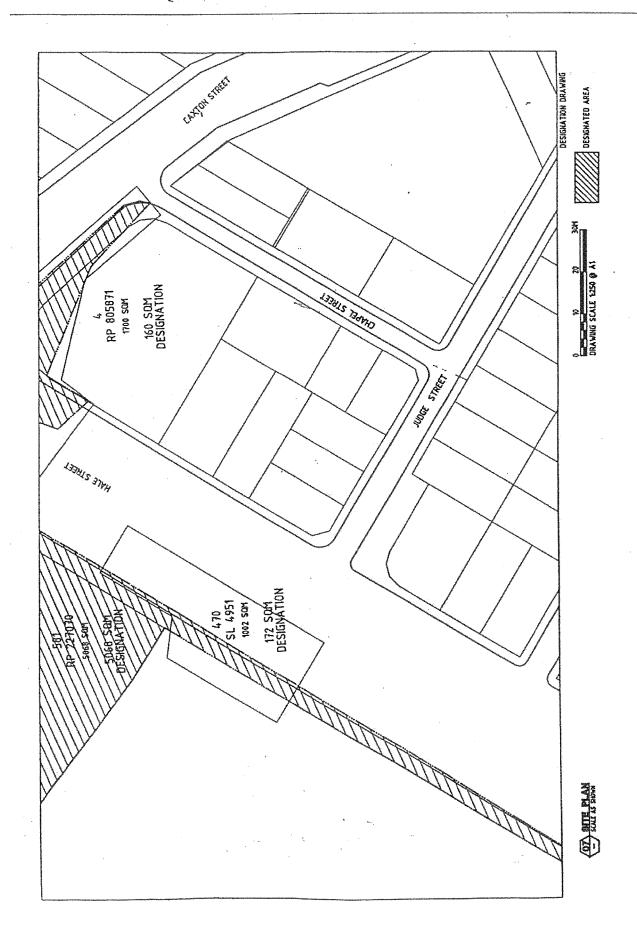
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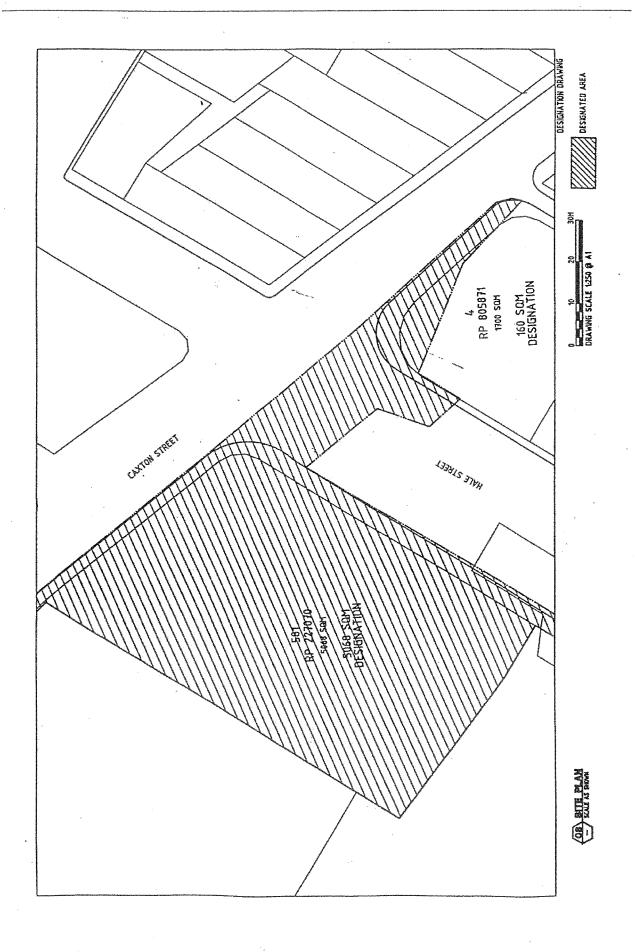


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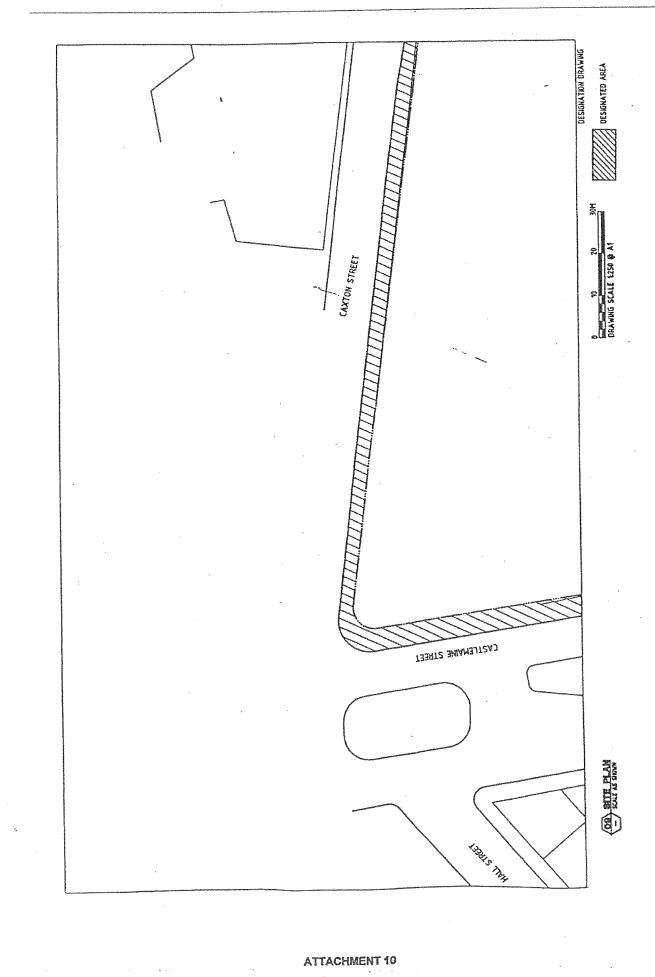
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**ATTACHMENT 8** 



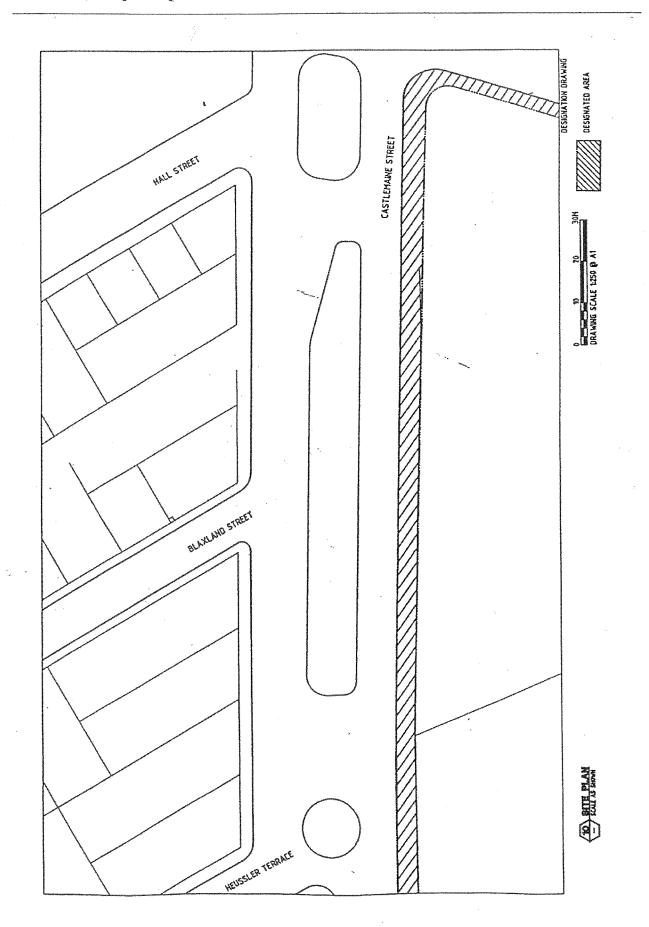
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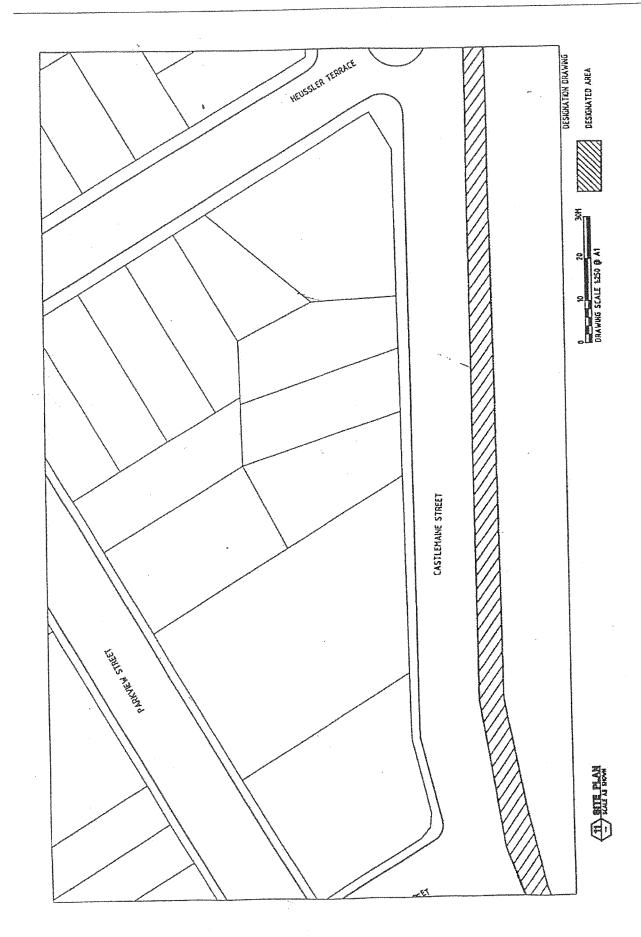
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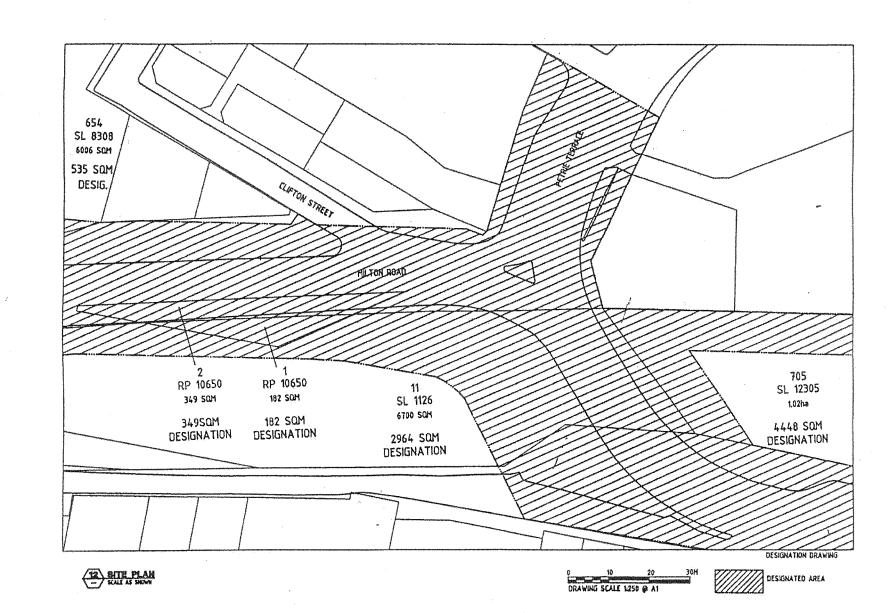
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ATTACHMENT 12



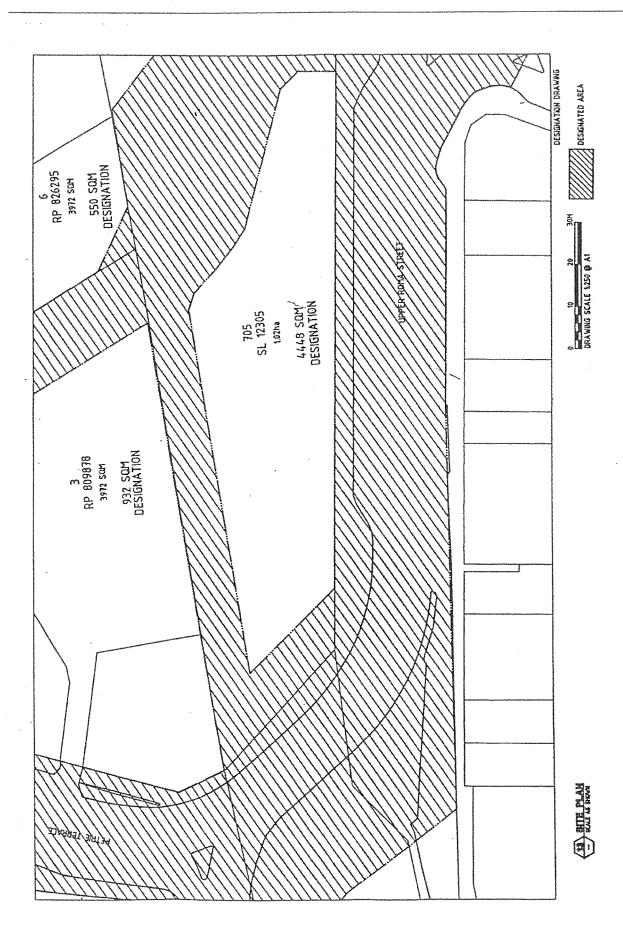
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ATTACHMENT 13

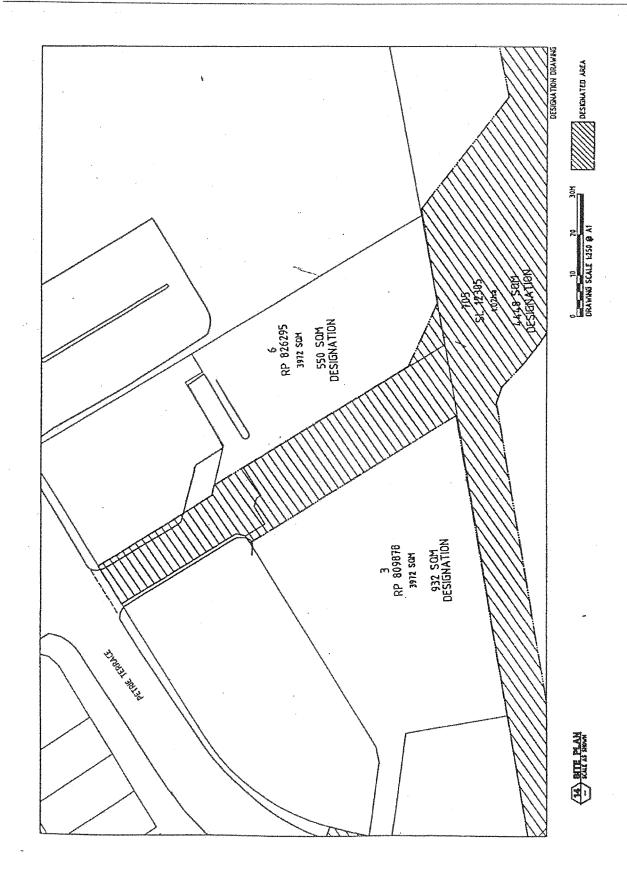
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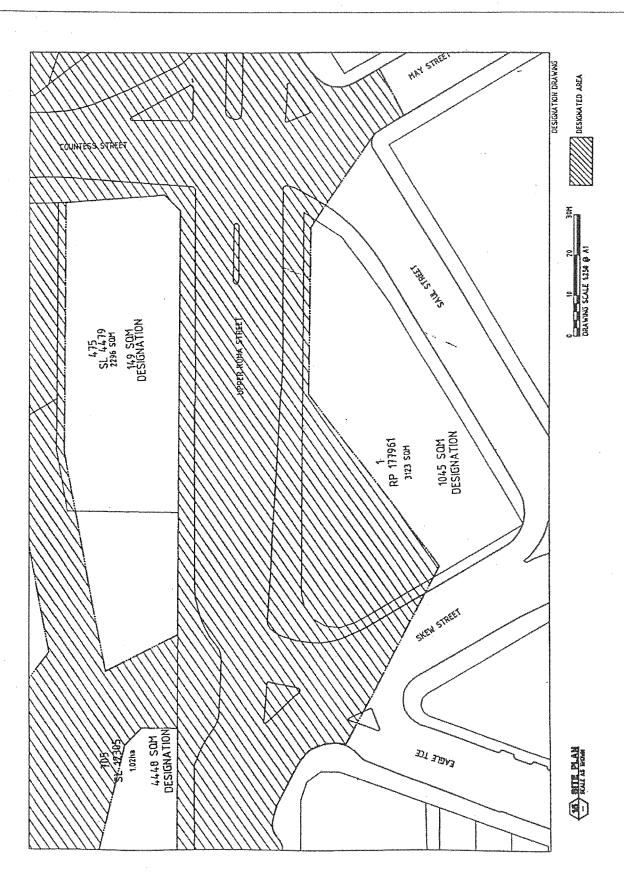


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**ATTACHMENT 16** 

706 SL 12305 2677 SOM 27 SP 100555 603 SOM DESIGNATION 9,72ha 945 SOM DESIGNATION 475 SL 4479 2296 SOM 149 SOM DESIGNATION 1 SP 100562 roha 1,784 Ha 54 SOM DESIGNATION 1 RP 177961 3123 SOM 1045 SOM DESIGNATION DESIGNATION DRAWING 30H 0 10 20 DRAWING SCALE 1250 @ A1 DESIGNATED AREA

ATTACHMENT 17

QUEENSLAND GOVERNMENT GAZETTE, No. 53

6 November, 2000]

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#### BRISBANE

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233526

#### 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*.

6 November 2000

# **DECISION OF THE BRISBANE CITY COUNCIL**

# DECISION OF THE ESTABLISHMENT AND CO-ORDINATION COMMITTEE DURING THE AUTUMN RECESS 2001 ON A MATTER USUALLY CONSIDERED BY THAT COMMITTEE

# To be Presented to Council for Information Purposes - Tuesday 15 May 2001

# I <u>REQUEST FOR NEGOTIATED DECISION – LANG PARK REDEVELOPMENT</u> <u>PROPOSAL</u> DRS/USE/H00-726665(P2)

- 89. The Divisional Manager, Urban Management Division, provided the following background information regading this matter
- 90. Council at its meeting held on 6 March 2001, resolved to approve the development application for the redevelopment of Lang Park. The applicant, Lang Park Trust, was subsequently advised of the decision and on 9 April 2001, made representations under Section 3.5.17 of the Integrated Planning Act 1997 (IPA), about the matters stated in the Decision Notice including the conditions notified by the Council. Those representations suspended the applicant's appeal period.
- 91. Negotiations have been held with representatives of the applicant and a revised set of conditions has been prepared. The modifications to the development approval were approved in principle by the Establishment and Co-ordination Committee at its meeting held on 4 May 2001. It is now recommended that the modifications be formally approved and a Negotiated Decision Notice issued.
- 92. It is noted that the applicant's representations were also about that part of the Decision Notice which refers to a preliminary approval for building works. The representations are that Lang Park Trust is a public sector entity for the purposes of IPA and by virtue of Section 9 of Part 2 of Schedule 8 of IPA, building work carried out by Lang Park Trust as a public sector entity is self assessable development rather than assessable development.
- 93. Legal advice has confirmed this position and therefore it is appropriate that the reference to a preliminary approval for building works be deleted from the decision notice. The practical implications of this for Council are minimal, given that approval of the building works would likely be the responsibility of a Private Certifier.
- 94. It is considered that the amendments to the conditions will not diminish the applicant's responsibility to carry out the development in a responsible manner, nor will Council's role in approving further details of the project be reduced. Importantly, the condition requiring that all external infrastructure works be completed prior to commencement of the use of the stadium is to be retained.
- 95. The principal changes proposed are summarised as follows:

## External Infrastructure Works

- Requirement to complete infrastructure works prior to commencement of use is retained
- Council to have a role in reviewing the design of the southern plaza, the pedestrian bridge over Milton Road and design changes to the external infrastructure. These components of the project are subject to a separate approval process under the State Development and Public Works Organisation Act and the Designation process.
- Requirement for public access to these areas has been deleted as this is required as part of the Designation process for the community infrastructure.

#### Traffic Management Plan and Parking Local Law

- Council still to approve traffic management plan
- Conditions requiring the parking Local Law and Traffic Management Plan to be amalgamated to better reflect applicant and Council responsibilities
- Council to prepare and pay for Local Law
- Applicant to be responsible for infrastructure costs associated with implementing and operating the parking scheme and other traffic management matters
- Council to be responsible for regulating the parking scheme

## Environmental Management Plan for Construction

- Council still to approve EMP
  - Conditions relating to Acid Sulphate Soils, Sediment Erosion Controls and Earthworks Management Plan to be retained but amalgamated into EMP.
  - Amend condition to refer to construction activities and not demolition as demolition does not form part of the approval.

# Design of Northern Plaza, Landscape Plan and Details of building materials and finishes

- Details still to be approved by Council
- External works associated with Northern Plaza including boardwalk on northern side of Caxton street and other linkages with community facilities have been deleted on the basis of legal advice

# **Community Sports Facilities**

Requirement to incorporate these uses in the northern part of the development will be retained but specific tenants will not be referred to based on legal advice.

# Energy Efficiency and Water Conservation Conditions

These conditions have been reworded to delete the examples of measures to be undertaken. The proposed changes to the wording will not change the legal requirements of the condition.

# **Bus Station**

The condition requiring the use of this space for storage of buses by Brisbane Transport outside of event times has been deleted based on legal advice. However, discussions with the applicant have indicated that the availability of this space for bus storage is still likely to be forthcoming and could be negotiated separately.

## Stormwater Drainage Works

Applicant has agreed to pay for drainage works connecting Hale Street to Castlemaine Street A cost sharing agreement is to be negotiated to cover those works connecting the catchment north of Caxton Street through to Castlemaine Street. A 50/50 shared arrangement is likely to be sought.

# Timing

Modified timing requirements have been incorporated into conditions to more realistically relate to the proposed construction timetable.

# Role of Stadium Management Advisory Committee and Community Liaison Group

Conditions have been reworded providing these groups the opportunity to "comment on" rather than "review" the various detailed design plans. Wording is to highlight that these groups have the opportunity to input into these matters rather than an approval role.

A number of other consequential amendments to the approval package will also be required.

The proposed changes to the conditions seek to minimise impacts of the development on the environment consistent with the requirements of the Environmental Protection Act.

# 97. The Divisional Manager therefore recommended in the following terms with which the Committee agreed.

# 98. **DECISION:**

THAT COUNCIL APPROVE THE ISSUING OF THE NEGOTIATED DECISION NOTICE CONTAINED IN ATTACHMENT A SUBMITTED, PURSUANT TO SECTION 3.5.17 OF THE INTEGRATED PLANNING ACT 1997.

# NEGOTIATED DECISION NOTICE (Section 3.5.17 of the Integrated Planning Act 1997)

#### **INTRODUCTION:**

The decision to issue a negotiated decision notice was made by Council's delegate, the Establishment & Coordination Committee on 9 May 2001. This replaces Council's decision to approve the application on 6 March 2001.

## **APPLICANT DETAILS:**

The Lang Park Trust c/o Sinclair Knight Merz PO Box 246 SPRING HILL QLD 4004

#### SITE:

Address of Site: 40 Castlemaine St, Milton Qld 4064 Real Property Description: Lot 354 on RP898660, Part of Lot 355 on RP898660, and Part of Lot 470 on SL4951, Parish of North Brisbane Existing Zone: Sport and Recreation, Particular Development PD 92, and Special Uses (Utility Installation) Name of Owner: The Lang Park Trust, The State of Queensland, Brisbane City Council Name of Ward: Central

#### APPLICATION:

Aspects of development and development approvals sought:

**Carrying out Building Work - Preliminary Approval** (this component of the development was incorrectly applied for as carrying out building work by a public sector entity is self assessable development)

Making a Material Change of Use - Development Permit (as building work carried out by a public sector entity is not assessable development, approval is not required)

Description of Proposal:

Commerical Outdoor Recreation and Indoor Sport and Recreation Council File Reference: DRS/USE/H00-726665

TYPE OF APPROVAL: Making a Material Change of Use - Development Permit

#### **REFERRAL AGENCIES:**

Pursuant to Section 29M.(1)(b) of the State Development and Public Works Organisation Act 1971, there were no referral agencies for the application, provided that pursuant to Section 29M.(1)(d) of the State Development and Public Works Organisation Act 1971, the Coordinator-General's report was taken to be a Concurrence Agency's response for the application under IDAS.

# NATURE OF CHANGES:

The Building Works - Preliminary Approval component of the approval package has been deleted. The Lang Park Trust is recognised as a 'public sector entity' for the purposes of IPA and by virtue of Section 9 of Part 2 of Schedule 8 of IPA, building works carried out by a public sector entity is self assessable development rather than assessable development.

A number of changes have also been made to the conditions and the requirements for timing of completion of works. These reflect negotiations which have been held between the assessment manager and the applicant.

## CONDITIONS:

This approval is subject to the proposal plans and conditions in the attached:

- (a) Council's revised Development Approval Package; and
- (b) Coordinator General (Concurrence Agency) Development Approval Conditions.

# SUBMISSIONS

There were properly made submissions received about the application. The applicant and the properly made submitters are entitled to appeal this decision.



# **BRISBANE CITY COUNCIL DEVELOPMENT APPROVAL PACKAGE**

# 1. INTRODUCTION

# **The Application**

This Development Approval Package relates to the application detailed below:

Address of site:	40 Castlemaine Street, Milton		
Real property description of site:	Lot 354 on Registered Plan No. 898660, Part of Lot 355 on Registered Plan No. 898660, and part of Lot 470 on SL 4951, Parish of North Brisbane		
Aspects of development and type of approval	Making a Material Change of Use (Development Permit)		
Description of proposal	Lang Park Stadium Proposal		
Purpose under the Town Plan	Commercial Outdoor Recreation and Indoor Sport and Recreation		
Council File Reference:	DRS/USE/H00-726665		

# **Assessment Manager**

The assessment of this application has been managed by:

Town Planner, Assessment Team Central Development and Regulatory Services Ph 340-35213; fax 340-39125

# **Other contacts**

Further information on specific conditions may be obtained from the following Council officers:

- Engineering Officer, Assessment Team Central Ph 340-35818; fax 340-39125
- Landscape Architect, Assessment Team Central Ph 340-36750; fax 340-39098
- Architect, Assessment Team Central Ph 340-39128; fax 340-39125
- Pollution Officer, Assessment Team Central Ph 340-39423; fax 340-39125

# What is in this approval package

The information contained in this package is designed to assist you in fulfilling the requirements of your approval. Within this package you will find:

- the conditions of approval;
- guidelines to assist you in complying with these conditions;
- advice about other approvals still required with respect to the development;
- advice on the requirements of legislation and local laws relevant to your proposal;
- details regarding the lodgement of an appeal.

If you have any enquiries regarding this approval please contact the Assessment Manager or the Assessment Team member identified in the guideline accompanying the condition.

# 2. FURTHER APPROVALS

The approved development may require further approvals, permits and licences. In particular a component for which the Council has given a preliminary approval cannot occur until a development permit has been issued. (See Section 3.1.5 of the Integrated Planning Act 1997.)

It is also possible that to fulfill certain conditions of a development permit a further application to carry out assessable development may be required. In such a case it will be necessary to obtain a development permit for that assessable development before carrying it out. A condition of a development permit does not authorise assessable development to occur.

# 3. ADVICE

**Disabled Access** - You are notified of your responsibility to ensure that the proposal complies with the requirements of the *Queensland Anti-Discrimination Act 1991* and the *Federal Disability Discrimination Act 1992*. This development approval does not indicate that the proposal complies with the requirements of these Acts. Determination of compliance with these Acts is the sole responsibility of the owner/builder/developer of the proposal. However, it is suggested that you should ensure adequate access for disabled persons to and within the site.

All development involving the emission of noise from building/construction activities requires that the emission is in accordance with the requirements of the Environmental Protection Regulation 1998 Part 2A - Environmental Nuisance.

All development involving the preparation, packing, storing, handling, serving, selling or carrying of food requires that its design, installation and operation be approved pursuant to the *Food Hygiene Regulations 1989.* The premises are required to be registered and the operator is to hold a license to operate the business under this Regulation. Prior to the commencement of building work, plans and specifications are to be lodged for approval to the Food Section of the Licensing and Compliance Team Central.

Where the amount of flammable and combustible liquids on the site exceeds the minor storage quantities as defined in AS 1940-1993 "The Storage and Handling of Flammable and Combustible Liquids", prior to the commencement of building work plans and specifications are to be lodged for approval with the Dangerous Goods Officer of Development and Regulatory Services. A license is required for any storage of flammable and combustible liquids on the site where the amount of this material exceeds the minor storage quantities defined in AS 1940-1993 "The Storage and Handling of Flammable and Combustible Liquids" and Building Flammable and Combustible Liquids on the site where the amount of the storage and Handling of Flammable and Combustible Liquids" and Building Flammable and Combustible Liquids on the site where the amount of the storage and Handling of Flammable and Combustible Liquids" and Building Flammable and Combustible Liquids and Building Flammable and Combustible Liquids and Building Flammable and Combustible Liquids and Building Flammable and Combustible Liquids" and Building Flammable and Combustible Liquids and Building Flammabl

The discharge of waste liquids to the sewerage system shall be conducted in accordance with the conditions of a Trade Waste Agreement.

Any contaminated materials or soils detected during earthworks are to be handled, stored and disposed of in a manner approved by the State Government Environmental Protection Agency. A person must not dispose of contaminated soil or a hazardous substance at a place other than at a place approved under the Environmental Protection Act 1994.

All development where the public are invited or permitted to be present involving amusements or entertainments are required to hold or obtain a current Place of Amusement Licence pursuant to Council's Local Law Entertainment Venues and Events.

All development involving the emission of noise from "Open Air Events" requires that the maximum noise emission is in accordance with the requirements of the Environmental Protection Regulation 1998 Part 2A - Environmental Nuisance.

# 4. APPLICATION FORMS AND FURTHER INFORMATION

Application forms, guidelines, documents and Development Information Sheets can be obtained from the customer service offices located throughout Brisbane. The locations of these offices are provided in the following table.

Address of Property: 40 Castlemaine Street, Milton Council File Reference: DRS/USE/H00-726665

#### **Development & Regulatory Services Customer Service Areas:**

North Regional Office	924 Gympie Road, Chermside					
West Regional Office	/est Regional Office 611 Coronation Drive, Toowong					
South Regional Office	outh Regional Office 2078 Logan Road, Mt Gravatt					
East Regional Office	Cnr Caveridish Road and Stanley Street, Coorparoo					

#### Customer Service Centres:

City	Lower Ground Level, Brisbane Administration Centre, 69 Ann Street, Brisbane	
Fortitude Valley	TC Beirne Centre, 315 Brunswick Street Mall, Valley	
Chermside Chermside Shopping Town, Gympie Road, Chermside		
Inala	Civic Centre, Cnr Corsair Avenue and Wirraway Pde, Inala	
Indooroopilly	Westfield Shoppingtown, 69 Station Road, Indooroopilly	
Upper Mt Gravatt	Garden City Shopping Centre, Kessels Road, Mt Gravatt	
Wynnum Civic Centre, Cnr Bay Tce and Charlotte Street, Wyr		

# 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:

	an a	
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

<b>18</b> .	Timber Screens - Elevation Details	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 Sections	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.

# **Condition:**

The first column of the table contains the development condition in the form of a statement prescribing an action or an objective for which the owner, owners' successors in title and any occupier of the land are responsible. (See Section 3.5.28 of the *Integrated Planning Act* 1997.)

# When to Complete Condition:

This column specifies when each condition must be satisfied. The following explains the terminology used in this column:

While development is occurring on the site

Responsibility while operational work or building work is being carried out on the site

Prior to the commencement of building work

Action to be undertaken prior to any building work commencing on the site

# Prior to commencement of operational work

Action to be undertaken prior to the commencement of any operational work or disturbance of significant vegetation on the site

## Prior to the commencement of the Use

Action to be undertaken prior to the use commencing. This generally applies to development which does not require further development permits and usually applies to conditions requiring the carrying out of works or the payment of monies.

#### To be maintained

Compliance with the condition must be maintained while the use continues on the site or for the period specified in the approved documents (e.g. as per an approved Landscape Management and Site Works Plan).

# While operational work or building work is occurring on the site

Compliance with the condition must be maintained from the time operational work or building work commences on the site until the Council issues a Notice of Completion or endorses a plan of survey.

## Prior to survey plan endorsement

These are to be complied with prior to the lodgement of a 'Post Approval Clearance Form' requesting endorsement of the survey plan.

Some conditions have two of the above in the 'time to complete action' column. In cases where an 'and' is used to separate the two time frames both are to be complied with. In the case of an 'or' the applicant is required to complete the action before whichever of the two time frames occurs first.

# Guidelines:

The guidelines contain relevant information specific to each condition. Each provides advice on:

- reasons why the condition is imposed;
- whether work is assessable development requiring a further development approval;
- who to contact for further information regarding the specific condition; and,
- where any additional fees or contributions which are required, can be paid.

# **Development Information Sheets:**

The Council has prepared Development Information Sheets on a wide range of subjects relating to development. These are available from Development and Regulatory Services Customer Service Areas.

Address of Property: 40 Castlemaine Street, Milton Council File Reference: DRS/USE/H00-726665



# **DEVELOPMENT APPROVAL CONDITIONS**

The conditions in this approval package apply to the application detailed below:

Address of site:	40 Castlemaine Street, Milton	Aspects of development and approval type	Making a Material Change of Use (Development Permit)
Proposal Description:	Lang Park Stadium Proposal	Proposal Purpose:	Commercial Outdoor Recreation and Indoor Sport and Recreation
Real property description of site:	Lot 354 on Registered Plan No. 898660, Part of Lot 355 on Registered Plan No. 898660, and part of Lot 470 on SL 4951, Parish of North Brisbane	Council File Reference:	DRS/USE/H00-726665

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# **COMPONENT:**

and and a second se Second second second Second second second Second second second Second second second Second second				GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
	(a)	<b>Use of the site</b> for Commercial Outdoor Recreation and Indoor Sport and Recreation shall not commence until such time as the <b>associated Community Infrastructure works</b> 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, <u>except</u> as varied by any requirements of part (b) of this condition:	Prior to the commencement of the use	This condition is imposed to ensure that the associated Community infrastructure works are provided by the State Government prior to the commencement of use of the site Commercial Outdoor Recreation and Indoor Sport and Recreation. For any enquiries about this condition, please contact the Assessment Manager.
	(b)	Submit for consideration by Council, not later than 6 months prior to its construction, design plans for the southern plaza which include details of: any proposals for structures on or above the level of the plaza;	Six (6) months prior to construction of the southern plaza	
		<ul> <li>design features using CPTED (Crime Prevention Through Environmental Design) principles; and</li> </ul>	commencing	
		<ul> <li>infrastructure/amenities to support community use of the southern plaza on non-event days.</li> </ul>		
		Council to provide not later than 3 months prior to construction any comments to the Director- General, Queensland Department of Public Works to enable any issues to be addressed prior to construction commencing.		

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		CONDITIONS		GUIDELINES FOR APPLICANTS
	а 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ACTIONS	TIMES TO COMPLETE ACTIONS	
	(c)	Unless otherwise agreed to by Council or Council's Delegate, <b>Council is not to be responsible</b> for the <b>maintenance of any of the associated Community Infrastructure works</b> 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. Unless otherwise agreed to by Council or Council's Delegate, the <b>associated Community Infrastructure works</b> referred to in (a) above are <b>not to affect existing Council services</b> ,	To be maintained	
- •	(a)	works or assets. Submit to the Manager, Transport and Traffic for approval, a Transport Management Plan which	12 months prior to	This condition is imposed to ensure all transport activities
		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:	commencement of the use	associated with the proposed use are co-ordinated and managed effectively. For any enquiries about this condition, please contact the
		<ul> <li>a car parking scheme (as detailed in part (c) of this condition);</li> </ul>		Assessment Manager.
		<ul> <li>a communications strategy;</li> </ul>		
		<ul> <li>road/street closures;</li> </ul>		
		<ul> <li>train, bus, shuttle bus and coach services;</li> </ul>		
		<ul> <li>coach, taxi, limousine and private vehicle parking and set down areas;</li> </ul>		
		<ul> <li>pedestrian and traffic controls;</li> </ul>		
		<ul> <li>emergency services;</li> </ul>		
		<ul> <li>promotion, including combined ticketing system for public transport and event entry; and</li> </ul>		
		<ul> <li>access for disabled persons.</li> </ul>		
	(þ)	Obtain approval from the Manager, Transport and Traffic , of the Traffic Management Plan detailed in part (a) of this condition.	6 months prior to the commencement of the use	
		(Condition continued over page)		

	CONDITIONS		GUIDELINES FOR APPLICANTS
	ACTIONS	TIMES TO COMPLETE ACTIONS	
(C)	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.	Prior to commencement of the use	
	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).	6 months prior to commencement of the use	
	Regulation of the Traffic Area will be carried out by Council.	Upon commencement of the use	
	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).	Prior to commencement of the use and to be maintained	
(d)	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 approved by the Manager, Transport and Traffic.	Prior to commencement of the use and to be maintained	
(e)	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.	Prior to	a a chuir an ann an t-ann an t Tarainn an t-ann an t-
(f)	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).	commencement of the use and to be maintained	
(g)	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.		

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	CONDITIONS		GUIDELINES FOR APPLICANTS
	ACTIONS	TIMES TO COMPLETE ACTIONS	
3.	<ul> <li>Carry out the development generally in accordance with the approved drawing/s and/or document/s, except:</li> <li>as may be varied by the conditions of this development approval; and</li> <li>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.</li> </ul>	While development is occurring on the site	This condition applies to all aspects of development within this development approval (or, if applicable, within this component of the development approval). It refers to the approved plans, drawings and documents to which the approval relates and is the primary means for defining the extent of the approval. Approved plans, drawings and documents are stamped <i>PLANS and DOCUMENTS referred</i> to in the APPROVAL and are dated to reflect the date of determination of the application by the Council's delegate. For any enquiries about this condition, please contact the Assessment Manager. The extent to which plans, drawings and/or documents can be modified is constrained by Sections 3.5.24 and 3.5.33 of the Integrated Planning Act 1997.

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		CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
<b>4</b> .	(a)	As referred to in Section 5 of the Lang Park Stadium Redevelopment Assessment Report by The Coordinator General dated August 2000 and in Section 9.2 of Volume 5 Consultation, Mitigation & Management Plans, Approvals & Licencing - Draft Environmental Impact Statement by Sinclair Knight Merz dated May 2000, establish and maintain a Stadium Management Advisory Committee:	Establishment of the Stadium Management Advisory Committee prior to commencement of	This condition specifies requirements for a Stadium Management Advisory Committee. For any enquiries about this condition, please contact the Assessment Manager.
		" structured to provide effective stakeholder coverage in the ongoing development of the stadium. Its membership should include (but not be restricted to) representation from:	construction and to be maintained	
		City Police;		
1		• BCC;		,
		Emergency Services;		
		<ul> <li>major user groups (eg QRL, QRU, ARU, ARL);</li> </ul>		
		a residents' association;		
		a local business association;		
		<ul> <li>a member of the Community Liaison Group; as well as</li> </ul>		
S		stadium management.		
a a di sa		The function of the Stadium Management Advisory Committee would be to:		
		<ul> <li>assist in monitoring the effects of the construction Phase on local residents;</li> </ul>		
		<ul> <li>advise on the development of management plans as identified in the EIS;</li> </ul>		
		<ul> <li>contribute to monitoring and evaluating the effectiveness of these management plans and recommend appropriate changes;</li> </ul>		
		<ul> <li>advise on the coordination of local arrangements for Stadium events; and</li> </ul>		
		<ul> <li>advance and promote other matters of mutual interest pertaining to stadium management including interpretation of hospitality management with local licenced venues'</li> </ul>		
		(Excerpt from Coordinator General's Report).		
	(b)	Prepare and submit an Annual Report to Council on the effectiveness of the Stadium Management Advisory Committee in achieving its objectives.		
	(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).	To be maintained	
			To be maintained	

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		CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
5.	(a)	As referred to in Section 5 of the Lang Park Stadium Redevelopment Assessment Report by The Coordinator General dated August 2000 and in Section 9.2 of Volume 5 Consultation, Mitigation & Management Plans, Approvals & Licencing - Draft Environmental Impact Statement by Sinclair Knight Merz dated May 2000, establish and maintain a Community Liaison Group:	Establishment of the Community Liaison Group prior to commencement of construction and to be	This condition specifies requirements for a Community Liaison Group. For any enquiries about this condition, please contact the Assessment Manager.
		the Community Liaison Group should:	maintained	
		<ul> <li>be representative of all views, interests and concerns in the local area;</li> </ul>		
		<ul> <li>have a committee (except that the membership of the committee is to be as detailed below and not as set out in the above-mentioned documents);</li> </ul>		
		<ul> <li>be formally incorporated in order for it to receive funds;</li> </ul>		
		<ul> <li>be involved in any monitoring programs on operational matters; and</li> </ul>		
		<ul> <li>receive support from Stadium Management for the maintenance of committee functions.</li> </ul>		
		The functions of the Community Liaison Group should 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'		
		(Excerpt from Coordinator General's Report).		
		Membership of Community Liaison Group committee: The committee is to consist of the Local Councillor and representatives from local residents, businesses and community organisations.		
•	(b)	All reasonable costs associated with the establishment and committee/operational functions of the Community Liaison Group are to be borne by the Lang Park Trust (or successor).	To be maintained	
6.	(a)	Ensure that those parts of the development shown on the approved plans as Community Sports Facilities are available for use or tenanting for community purposes.	To be maintained	This condition requires the Community Sports Facilities to remain available at all times for use/tenanting by community uses, and for such uses to provide an 'active use' edge to
	(b)	The ground floor (northern plaza) levels of the Community Sport Facilities are to be designed, constructed and operated so as to provide an 'active use' edge to the northern plaza i.e. reception lobbies, ancillary cafe/s, and the like.	Prior to the commencement of the use and To be maintained	the northern plaza. For any enquiries about this condition, please contact the Assessment Manager.

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		CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
•	(a)	<ul> <li>Submit to Council or Council's Delegate for approval a Detailed Design Plan for the northern plaza, generally in accordance with the approved plans, which includes further details of:</li> <li>pedestrian linkages and integration within the development (Community Sports Facilities, Sports House, northern plaza area and passenger drop-off) and between the development and the surrounding area;</li> </ul>	6 months prior to commencement of construction of the northern plaza	This condition specifies requirements for a Detailed Desi Plan for the northem plaza. For any enquiries about this condition, please contact the Assessment Manager.
		<ul> <li>design features using CPTED (Crime Prevention Through Environmental Design) principles, having particular regard to the vulnerability of key user groups including children and women on non-event days and evenings;</li> </ul>		
		<ul> <li>ground level activities to animate the plaza and provide safe access to the building for vulnerable users from passenger drop-off and underground car parking areas;</li> </ul>		
		<ul> <li>facilities within the development available for use for community purposes on non-event days e.g. Meals on Wheels, local schools, community groups and the like; and</li> </ul>		
		park infrastructure/amenities to support community use of the plaza on non-event days.		
		The Detailed Design 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 co-ordination of all activities associated with the development.		
	(b)	Obtain approval from Council or its delegate of the Detailed Design Plan specified in part (a) of this condition prior to commencement of construction of the plaza. Council or its delegate is not to unreasonably withhold approval of the Plan.	2 months prior to commencement of construction of the northern plaza	
	(c)	The development is to be generally in accordance with the Detailed Design Plan referred to in (a) above.	Prior to the commencement of the use and To be maintained	

		CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
8.	(a) (b)	<ul> <li>Submit and obtain approval from Council or Council's Delegate for a complete set of fully dimensioned and detailed plans of the development and further information, generally in accordance with the approved plans, which include further details of:</li> <li>facade treatment and external materials, colours and finishes;</li> <li>location and nature of internal sun shading battens to glazed corners of building;</li> <li>level of light reflectivity (not to exceed 20 percent);</li> <li>level of solar (heat) reflectivity (not to exceed 20 percent);</li> <li>level of noise reflectivity from Hale Street elevation of development (not to significantly increase noise levels for development across from the site and fronting Hale Street); and</li> <li>bicycle facilities in accordance with Section 9.5.3.9 of the <i>Transitional Planning Scheme</i>.</li> </ul>	3 months prior to commencement of construction of level 2 of the stadium	This condition is imposed where further design details are required. For any enquiries about this condition, please contact the Assessment Manager.
9.	the bu	t motor rooms, plant and service facilities located at the top of or on the external face or roof of ilding are to be totally enclosed or screened using materials consistent with those used elsewhere building.	Prior to the commencement of the use and To be maintained	This condition is imposed to protect and enhance the appearance of development within the area. Please note that the work referred to in this condition involves building work and may therefore constitute 'assessable development'. The Council informs you therefore that this condition does not authorise assessable development to occur and a development permit may therefore be necessary. Please refer to the Council's information sheets. For any enquiries about this condition, please contact the Assessment Manager.
10.	accord	truct all new proposed building(s) included in the approved drawings and documents, in dance with Council's Subdivision and Development Guidelines to ensure that finished floor levels bove the Q100 flood level of 5.0 metres Australian Height Datum.	While building work is being carried out	This condition is imposed when the site is affected by flooding. For any enquiries about this condition, please contact the Engineering Officer.

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	r (sei	CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
11.		uct, delineate, sign or maintain (as required) the following requirements as specified, or as ad on the approved plans:	Prior to the commencement of the	This condition specifies detailed design requirements as specified, or as indicated on the approved plans to which the approval relates. The assessment of the application has
	•	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;	use and To be maintained	adequately considered these requirements. This condition reinforces the follow-up procedure of construction, delineation and or signage, where applicable.
		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> );		For any enquiries about this condition, please contact the Engineering Officer or the Assessment Manager.
	•	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</i> 18.06); and		
	. •	directional signage and pavement marking for vehicular movements.		
2.	(a)	Provide internal signs and line markings:	Prior to the	This condition is intended to ensure that vehicles can move and park safely throughout the site.
		<ul> <li>generally in accordance with the approved drawings and documents;</li> </ul>	commencement of the use and To be	For any enquiries about this condition, please contact the
		<ul> <li>in accordance with an approved detailed design; and</li> </ul>	maintained	Engineering Officer.
		<ul> <li>in accordance with Austroads and the Manual of Uniform Traffic Control Devices.</li> </ul>		
	(b)	<b>Submit</b> "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.	`	

	CONDITIONS					GUIDELINES FOR APPLICANTS	
	ACTIONS TIMES TO COMPLETE ACTIONS						
13.	(a)	and equipment) on the	num adjusted sound press cluding air conditioning, refr site measured at any sensiti weighted background sound	igeration, mechanical vent ve land use or any comme	tilation, lift plant ercial premises	Prior to the commencement of the use and To be maintained	This condition is imposed where the development incorporates plant and equipment. The condition intends to protect the amenity of nearby areas by establishing a maximum noise level. For any enquiries about this condition, please contact the
		Time Period	Commercial Premises	Sensitive Land Use			Pollution Officer. The certification required by part (b) of this condition is to be
		7.00 am - 6.00 pm	+10	+5			forwarded to the Licencing and Compliance Team Central.
		6.00 pm - 10.00 pm	+10	+5			the second se
		10.00 pm - 7.00 am	+8	+3			
	(b)	appropriately qualified of from the use comply with	the Team Leader, Licencing consultant which demonstrat th the above requirements lian Standard AS 1055 'Acou	es that A-weighted sound Certification must include	pressure levels all data required to	Prior to the commencement of the use	

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		CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
4.	(a)	Submit to Council or Council's Delegate for approval an <b>Environmental Management Plan</b> (EMP) for the Construction Phase of the development. The EMP must identify all potential adverse impacts of construction activities on sensitive land uses and detail the measures to be adopted to mitigate and manage potential adverse impacts. The EMP must address at least the following issues:	6 weeks prior to commencement of construction	This condition is imposed where management strategies are required to maintain environmental performance. For any enquiries about this condition, please contact the Pollution Officer.
		<ul> <li>satisfactory integration of construction works for this proposal with construction works for other major Council and State Government projects e.g. Inner City Bypass, Coronation Drive Bus Lanes. This is to be achieved through discussions with the existing Council/State Government Construction Management Task Force;</li> </ul>		Guidance on an appropriate content and format for the EMF can be obtained in the Council's Environmental Best Management Practice Guidelines for Environmental Impact assessment and Sediment and Erosion Control Guidelines.
		<ul> <li>construction traffic routes;</li> </ul>		The EMP (or any amendments) must be submitted to the Pollution Officer, Development Assessment Team Central.
		<ul> <li>whether it is proposed to undertake construction outside the hours specified in condition 17 of the Co-ordinator-General Report and how it is proposed to consult with local residents and businesses regarding such;</li> </ul>		Poliuton Onicer, Development Assessment Team Central.
		<ul> <li>details of any proposed temporary road and/or footpath closures (all road/footpath closures must be approved by Council or Council's Delegate). Hale Street is to remain open at all times;</li> </ul>		
ž		<ul> <li>parking arrangements for construction personnel;</li> </ul>		
8		<ul> <li>type of equipment to be used;</li> </ul>		
		<ul> <li>vibration impacts including:</li> </ul>		
		<ul> <li>sources of vibration;</li> </ul>		
		<ul> <li>proposed assessments, modelling and monitoring;</li> </ul>		
		<ul> <li>practices and methods of mitigation; and</li> </ul>		
		<ul> <li>appropriate Australian and British Standards on which to base assessment;</li> </ul>		
		<ul> <li>environmental controls to be adopted including noise controls and management measures to be implemented to reduce construction noise impacts;</li> </ul>		
		<ul> <li>public complaint response and resolution system and procedures including:</li> </ul>		
		<ul> <li>contact person (available 24 hours) with whom complaints can be lodged;</li> </ul>		
		<ul> <li>clearly defined procedure for responding to and investigating complaints;</li> </ul>		
		<ul> <li>notification to all complainants of the outcome of complaint investigations; and</li> </ul>		
		<ul> <li>record of complaints and investigation results to be maintained at all times and available for inspection; and</li> </ul>		
		<ul> <li>strategies and actions to appropriately minimise potential adverse impacts of the construction of the development on Christ Church and Rectory and Castlemaine Drain;</li> </ul>		
		· · · · ·		
		(Condition continued over page)		

Address of Property: 40 Castlemaine Street, Milton Council File Reference: DRS/USE/H00-726665

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	CONDITIONS			PLICANTS
	ACTIONS	TIMES TO COMPLETE ACTIONS		
•	a Stormwater Quality Management Plan which details the infrastructure and measures to be adopted to prevent the contamination of stormwater and the release of contaminated stormwater from the completed development including playing field, driveways, car parks, loading and hard stand areas. The plan must include details of:			
	<ul> <li>stormwater drainage including measures to be implemented to ensure the separation of contaminated and uncontaminated stormwater;</li> </ul>			
	<ul> <li>location and extent of infrastructure e.g. silt traps, interceptors etc. to be used to remove hydrocarbon, sediments, nutrients and litter from stormwater runoff from the development;</li> </ul>			
	<ul> <li>maintenance and management controls to be implemented to mitigate potential stormwater contamination;</li> </ul>			
•	an Acid Sulfate Soil Assessment and Management Plan from an appropriately qualified consultant. The plan should include:		3	
	<ul> <li>identification of the presence/absence of acid sulfate soils (ASS) or potential acid sulfate soils (PASS);</li> </ul>			
	<ul> <li>details of construction earthworks activities to be carried out which may result in disturbance to PASS/ASS;</li> </ul>			
	<ul> <li>details of the measures proposed to manage any ASS/PASS; and</li> </ul>			
	<ul> <li>monitoring procedures and corrective actions.</li> </ul>			
• .	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 <b>Earthworks Plan</b> showing compliance with conditions of this approval and the following:			
	excavation management plan;			
	<ul> <li>details of any proposed access/egress routes to the site which are intended to be used to transport material to/from the site;</li> </ul>			
	<ul> <li>the maintenance of access roads to and from the site so as they are free of all material and cleaned as necessary; and</li> </ul>	× .		
	<ul> <li>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.</li> </ul>			
	(Condition continued over page)			

Address of Property: 40 Castlemaine Street, Milton Council File Reference: DRS/USE/H00-726665

	CONDITIONS		GUIDELINES FOR A	PPLICANTS
	ACTIONS	TIMES TO COMPLETE ACTIONS		
	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.			
(b)	Obtain approval from Council or its delegate of the EMP specified in part (a) of this condition. Council is not to unreasonably withhold approval of the EMP.	2 weeks prior to commencement of construction		
(c)	Adopt and implement the provisions of the approved Construction Phase Environmental Management Plan (EMP).	To be maintained		

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		CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
15.	(a)	Submit and obtain approval from Council or Council's Delegate for 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.	Prior to the commencement of the use	This condition is imposed where management strategies an required to maintain environmental performance. For any enquiries about this condition, please contact the Pollution Officer.
		<ul> <li>The EMP must address at least the following issues:</li> <li>noise controls and management measures to be implemented to reduce noise impact including:</li> </ul>		Guidance on an appropriate content and format for the EM can be obtained in the Council's Environmental Best Management Practice Guidelines for Environmental Impac assessment and Sediment and Erosion Control Guidelines
		<ul> <li>crowd noise;</li> <li>noise from public address system;</li> </ul>		The EMP (or any amendments) must be submitted to the Pollution Officer, Development Assessment Team Central.
		<ul> <li>noise from pre-game entertainment; and</li> <li>delayed starting of long distance coach motors;</li> <li>location of police presence on and around the site for events;</li> </ul>		
		<ul> <li>public complaint response and resolution system and procedures including:</li> <li>contact person (available 24 hours) with whom complaints can be lodged;</li> </ul>		
		<ul> <li>clearly defined procedure for responding to and investigating complaints;</li> <li>notification to all complainants of the outcome of complaint investigations; and</li> <li>record of complaints and investigation results to be maintained at all times and</li> </ul>		
		<ul> <li>record of complaints and investigation results to be maintained at all times and available for inspection;</li> <li>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;</li> </ul>		
		<ul> <li>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</li> </ul>		
		amenity of surrounding residential areas or cause a public nuisance;		
		<ul> <li>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</li> </ul>		
		<ul> <li>strategies and actions to appropriately minimise potential adverse impacts of the operation of the development on Christ Church and Rectory and Castlemaine Drain.</li> </ul>		
		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.		
	(b)	Adopt and implement the provisions of the approved Operation Phase Environmental Management Plan (EMP).	To be maintained	

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		CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
16.	(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.	Prior to the commencement of the use and To be maintained	This condition is imposed to protect the amenity of nearby uses. For any enquiries about this condition, please contact the Pollution Officer. The certification required by this condition is to be forwarded
	(b)	<b>Submit certification</b> 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'.	1 month prior to commencement of construction	to the Licensing and Compliance Team.
	(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.	Within 1 month of the commencement of the use	
17.	Discharges of water pollutants, wastewater or stormwater released from the site to the stormwater To I system must not cause measured levels of water pollutants in the receiving waters to fall outside the acceptable ranges specified in Council's 'Water Quality Objective Guidelines 2000'.			This condition is imposed where water quality may be affected as a result of the development. For any enquiries about this condition, please contact the Pollution Officer.
18.		enance and cleaning of vehicles and any other plant or equipment must not be carried out in where contaminants can be released into any waterway, roadside gutter or stormwater system.	To be maintained	This condition is imposed to ensure that contaminants are not placed in a location where they may contaminate a waterway. For any enquiries about this condition, please contact the Pollution Officer.
19.	Austra	ions of air pollutants from stationary sources are not to exceed the levels specified in the lian Environment Council and National Health and Medical Research Council's 'National Guidelines introl of Emissions of Air Pollutants from New Stationary Sources 1985'.	To be maintained	This condition is imposed where the development incorporates stationary sources of air emissions. For any enquiries about this condition, please contact the Pollution Officer.
20.	outside	ions of air pollutants from the site are not to cause ground level concentrations of air pollutants the boundary of the site to exceed the Ambient Air Quality Goals recommended by the National and Medical Research Council at the date of approval.	To be maintained	This condition is imposed where air quality may be affected as a result of the development. For any enquiries about this condition, please contact the Pollution Officer.
21.		mmable and combustible liquids must be stored and handled in accordance with Australian ard AS 1940-1993 'The Storage and Handling of Flammable and Combustible Liquids'.	To be maintained	This condition is imposed where Class 3 dangerous goods (Flammable and Combustible Liquids) are stored to ensure adequate safety standards are maintained. For any enquiries about this condition, please contact the Pollution Officer.

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		CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
22.	(a)	Technical parameters, design, installation, operation and maintenance of <b>field and outdoor</b> <b>lighting</b> is to comply with the requirements of Australian Standard AS4282-1997 "Control of the Obtrusive Effects of Outdoor Lighting".	Prior to the commencement of the use and To be	This condition is imposed on development which could have a detrimental impact on residential amenity or lead to visual pollution.
•	(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.	maintained	For any enquines about this condition, please contact the Assessment Manager.
23.	and the	a underground electricity services in accordance with an approved electricity reticulation plan Council's Guidelines for the Provision of Underground Electricity. commencing work to provide such electricity services:	Prior to the commencement of the use	This condition is imposed when a development would require the provision of electricity services in accordance with Council's Guidelines for the Provision of Underground Electricity.
	(a)	lodge electricity reticulation plans showing the proposed electricity services and obtain the approval of Council or Council's Delegate; and		For any enquiries about this condition, please contact the City Lighting Unit (3403 0307) regarding electricity reticulation plans or Energex on Phone: 131 253.
	(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, Licensing and Compliance Team Central.		Please refer to the Council's Information Sheet on lodging detailed design applications.
24.	<b>Provide a public lighting system</b> in accordance with an approved street lighting design plan and Council's Street Lighting Design Guidelines.		Prior to the commencement of the	This condition is imposed when a development would require the provision of public lighting facilities in accordance with the Street Lighting Design Guidelines.
	Before ( (a)	commencing work to provide such services: <b>lodge street lighting design plans</b> showing the proposed public lighting system and obtain the approval of Council or Council's Delegate; and	USe	For any enquiries about this condition, please contact the City Lighting Unit regarding electricity reticulation plans or Energex on Phone: 131 253.
	(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, Licensing and Compliance Team Central.	•	
25.	(a)	Incorporate best available practice energy efficiency measures in the development.	Prior to the commencement of the use and To be maintained	This condition requires best practice energy efficiency measures to be incorporated in the development. For any enquiries about this condition, please contact the Assessment Manager.
•	(b)	Provide Council information prepared by an appropriately qualified consultant which details the energy efficiency measures referred to in (a) above.	Prior to the commencement of construction	
	(c)	<b>Ensure</b> that the energy efficiency measures referred to in (b) above are incorporated in the design and construction of the development.	Prior to the commencement of the use and To be maintained	

	CONDITIONS			GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
26.	(a)	Incorporate best available practice urban water cycle conservation and management measures in the development.	Prior to the commencement of the use and To be maintained	This condition requires best practice urban water cycle conservation and management measures to be incorporated in the development. For any enquiries about this condition, please contact the Assessment Manager.
	(b)	<b>Provide to Council</b> information prepared by an appropriately qualified consultant which details the urban water cycle conservation and management measures referred to in (a) above.	Prior to the commencement of construction	
	(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.	Prior to the commencement of the use and To be maintained	

CONDITIONS						GUIDELINES FOR APPLICANTS
ACTIONS					TIMES TO COMPLETE ACTIONS	
27.	(a)	Submit i Works i •	Plan. 1 A plan I. II. III. V. V. V.	cil or Council's Delegate for approval a Landscape Management and Site he submission is to include at least the following: detailing the Extent of Works and supporting documentation which indicates: clear indication of existing and proposed landscaped areas, including any realignment of kerb to the perimeter of the site; 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; 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; surface treatment and soil preparation for hard and soft landscaped areas; indication of existing and finished levels for all external areas; provision of a recticulated 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; ting Plan and supporting documentation which indicates: relocation of mature vegetation affected by the development to the Caxton Street frontage of the site; 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	COMPLETE ACTIONS 12 months prior to commencement of the use	This condition is imposed when development includes areas to be landscaped. The objective is to ensure that the external spaces are developed in a way that enhances the subject proposal and contributes positively to the character and streetscape of the locality. The Council intends that landscaping be carried out to a high standard at least consistent with its context and that it be maintained in such a state. For any enquiries about this condition, please contact the Landscape Architect. Before carrying out the landscaping it will be necessary to obtain a detailed design approval from the Council by submitting an application accompanied by a Landscape Management and Site Works Plan.
		•	ix. A Plan	Brachyton acerifolium (flame tree) is not recommended as a street tree or for avenue planting along the side boundaries of the site; 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; <b>ting Schedule</b> listing proposed plants by botanical names, total numbers and		
	(b)	Obtain a	size at pproval commer	time of planting. I from Council or its delegate of the Plan specified in part (a) of this condition neement of construction. Council or its delegate is not to unreasonably withhold	Within 2 months of receipt of the Landscape Management and Site Works Plan	

		CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
	(c)	<b>Carry out</b> landscaping and associated earthworks, site preparation, and other necessary works in accordance with the approved Landscape Management and Site Works Plan.	Prior to commencement of the use and To be maintained	
	(b)	Notify the Landscape Architect, Development Assessment Team Central to arrange for an on- site inspection of the completed landscape works.	Prior to the commencement of the use	
28.	<b>Obtain written permission</b> 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.			This condition has been imposed to ensure that acceptable measures will be incorporated into the development to protect Council's existing stomwater drainage and/or structures.
	(a)	<b>Submit engineering plans and calculations</b> (if required) prepared by a Registered Professional Engineer Queensland (RPEQ) and in accordance with Council's ' <i>Draft Guidelines</i> for building over or near Stormwater Facilities' 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.	Prior to commencement of construction	For any enquiries about this condition, please contact the Engineering Officer or the Engineering Delegate, Waterways Programme, Urban Management Division Ph. 3403 6848.
	(b)	Complete the works in accordance with the approved engineering plans.	Prior to the commencement of the use	
	(C)	<b>Submit 'As Constructed' plans</b> 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 'Subdivision and Development Guidelines') and certifying that the works have been completed in accordance with the approved design and any approved modifications.	Prior to the commencement of the use	

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		CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
29.	(a)	Submit engineering plans and calculations (if required) prepared by a Registered Professional Engineer Queensland (RPEQ) and in accordance with Council's 'Subdivision and Development Guidelines' demonstrating how stormwater generated by the development will be managed. Obtain approval for the design from the Engineering Delegate, Major Projects Group.	Prior to commencement of construction	This condition is imposed to ensure that the development will not increase stormwater runoff from the site onto adjoining properties. For any enquiries about this condition, please contact the Engineering Officer.
	(b)	<b>Complete the works</b> in accordance with the approved engineering plans and in accordance with Council's 'Subdivision and Development Guidelines'.	Prior to the commencement of the use	
ŞA,	(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 'Subdivision and Development Guidelines') and certifying that the works have been completed in accordance with the approved design and any approved modifications.	Prior to the commencement of the use	
30.	Adjoir (a) (b)	ing properties and roads are to be protected from ponding or nuisance from stormwater runoff. Adjoining properties and roads are to be protected from ponding or nuisance from stormwater as a result of the proposed works. Rectify all damage resulting from the ponding of stormwater or nuisance from discharge of stormwater from the site to adjacent properties.	While construction is occurring Prior to the commencement of the use	This condition is imposed to ensure that the developer is aware that they are responsible for all remedial works required as a result of any site works and that they must protect neighbouring properties and roads from ponding and nuisance water from the development. Where this rectification work involves drainage, plans are to be lodged showing the manner in which it is intended to rectify the site drainage. The plans must be approved by the Engineering Delegate, Major Projects Group. For any enquiries about this condition, please contact the Engineering Officer.
31.		water runoff from all buildings is to be collected internally and piped generally in accordance with ard Plan WS54-3 to the existing stormwater drainage system at an approved point(s) of entry.	Prior to the commencement of the use	This condition is imposed to ensure that stormwater runoff is handled adequately. For any enquiries about this condition, please contact the Engineering Officer.

		CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
32.	Cons Devel (a) (b)	<ul> <li>truct the following stormwater drainage works in accordance with the Council's 'Subdivision and opment Guidelines'.</li> <li>Construct a stormwater drain from the sag gully in Hale Street adjacent to the eastern stand to the existing drainage system in Castlemaine Street.</li> <li>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 Coxton 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.</li> </ul>	Prior to the commencement of the use	This condition is imposed where stormwater drainage works are required. For any enquiries about this condition, please contact the Engineering Officer.
33.	assoc	all existing redundant vehicular crossing/s not shown on the approved plans that are lated with the development, and reinstate footpaths, kerb and channel and road pavement with als to match adjacent existing materials.	Prior to the commencement of the use	This condition is imposed when existing crossovers become redundant as a result of the new development. Retaining such crossovers would conflict with the approved development. For any enquiries about this condition, please contact the Engineering Officer. The work required by this condition is to be carried out in accordance with Council's Subdivision and Development Guidelines.
34.	Const - - - frontag	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; ges of the site in accordance with an approved detailed design.	Prior to the commencement of the use	This condition requires works to be undertaken in the road reserve. The intention of the condition is to ensure that vehicular access to the site is designed and constructed to a standard suited to the demands created by the approved development. For any enquiries about this condition, please contact the Engineering Officer.

	CONDITIONS		GUIDELINES FOR APPLICANTS
	ACTIONS	TIMES TO COMPLETE ACTIONS	
35.	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.	Prior to the commencement of the use	This condition is imposed when the development impacts on existing street kerbside parking and bus facilities/signage. Compliance with this condition may necessitate payment of a fee to accommodate processing costs incurred by Council in adjusting its Asset Management Records and if required, to cover the cost of plan preparation, carrying out works, and/or supervising works.
			For enquiries about bus facilities, please contact the Senior Programme Officer, Public Transport Facilities, Phone no. 3403 6926. For other enquires about this condition, please contact the Principal Programme Officer, Urban Amenity, Transport and Traffic Branch on Phone no. 3403 4452.
36.	The Lang Park Trust (or successor) is to be <b>responsible for the costs of rectifying</b> 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.	Prior to the commencement of the use and To be maintained	This condition is imposed to ensure that Council assets are not damaged during construction and use of the development. For any enquiries about this condition, please contact the Engineering Officer or Assessment Manager.
37.	The vehicular access to/from Hale Street is only used by Emergency Services vehicles.	To be maintained	This condition is imposed to ensure that only Emergency Services vehicles use the Hale Street driveway. For any enquiries about this condition, please contact the Engineering Officer.
38.	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.	To be maintained	This condition is imposed to ensure that the site is not used as a public car park. For any enquines about this condition, please contact the Assessment Manager.

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		CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
39.	(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.	Prior to the commencement of the use	This condition is imposed when works within the road reserve are required. The condition is imposed so as to ensure that the required works are carried out in accordance with this approval and relevant standards.
	(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.		For any enquiries about this condition, please contact the Engineering Officer.
	(c)	Submit engineering plans in accordance with Council's Subdivision and Development Guidelines 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.		The work required by this condition is to be carried out in accordance with Council's Subdivision and Development Guidelines.
á	(d)	<b>Submit 'As Constructed' plans</b> 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.		
40.	40. 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 with the limits of the development's vehicular footway crossings if applicable.		Prior to the commencement of the use	This condition is imposed when additions, alterations or extensions to service conduits, mains and other services are required as a result of the development. For any enquiries about this condition, please contact the
	(a)	Complete the works required by this condition.		Engineering Officer (traffic signal conduits, stormwater, water supply and sewerage mains) or the relevant public authority
-	(b)	<b>Submit "As Constructed" plans</b> 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' and 'Water and Sewerage Reticulation Standards'</i> showing the works required by this condition.		(for other services).

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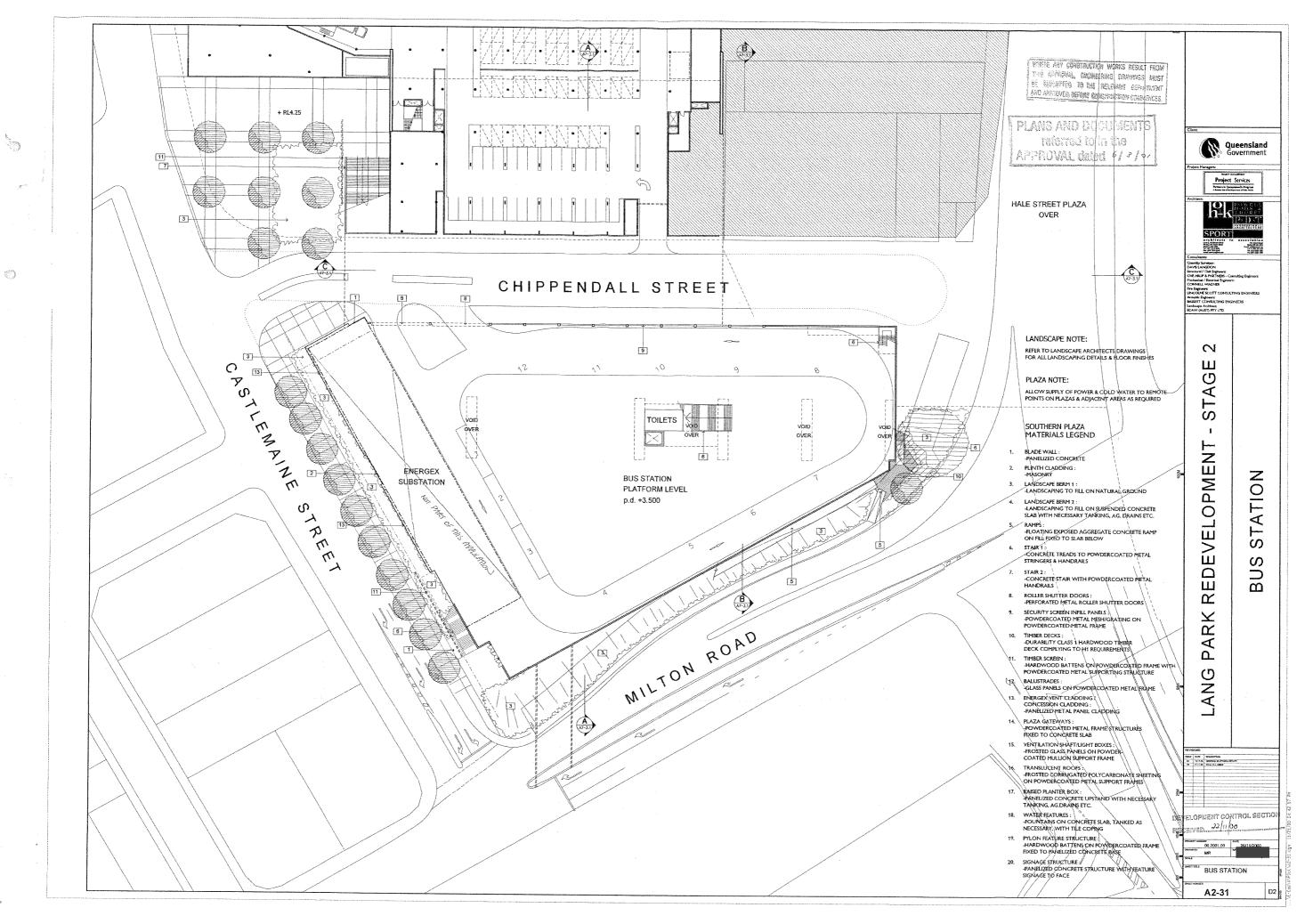
		CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
41.	Const Reticu	truct the following water supply works in accordance with Council's 'Water and Sewerage Ilation Standards':	Prior to the commencement of the	This condition is imposed when augmentation or extension o the water main is required to bring an adequate water supply
	▶ .	<ul> <li>100 metres of 225 mm diameter main in Castlemaine Street between Milton Road and Black Street;</li> <li>250 metres of 250 mm diameter main in Caxton Street between Hale Street and Castlemaine</li> </ul>	use	to the site. For any enquiries about this condition, please contact the Engineering Officer.
•	Þ	Street; and 450 metres of 200 mm diameter main in Castlemaine Street between Black Street and Castlemaine Street.		
	(a)	Submit engineering plans prepared by a Registered Professional Engineer Queensland (RPEQ) and in accordance with Council's "Water and Sewerage Reticulation Standards' showing the design of the external water supply headworks. Obtain the approval from the Engineering Delegate, Major Projects Group.		
	(b)	Pay to Council the cost of live connection to the water main.		
	(c)	<b>Construct the works</b> 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.		•
	(d)	Submit "As Constructed" plans including an asset register, approved by a Registered Professional Engineer Queensland (RPEQ) (to a standard specified in Council's 'Water and Sewerage Reticulation Standards' certifying that the works have been completed in accordance with the approved design and any approved modifications.		

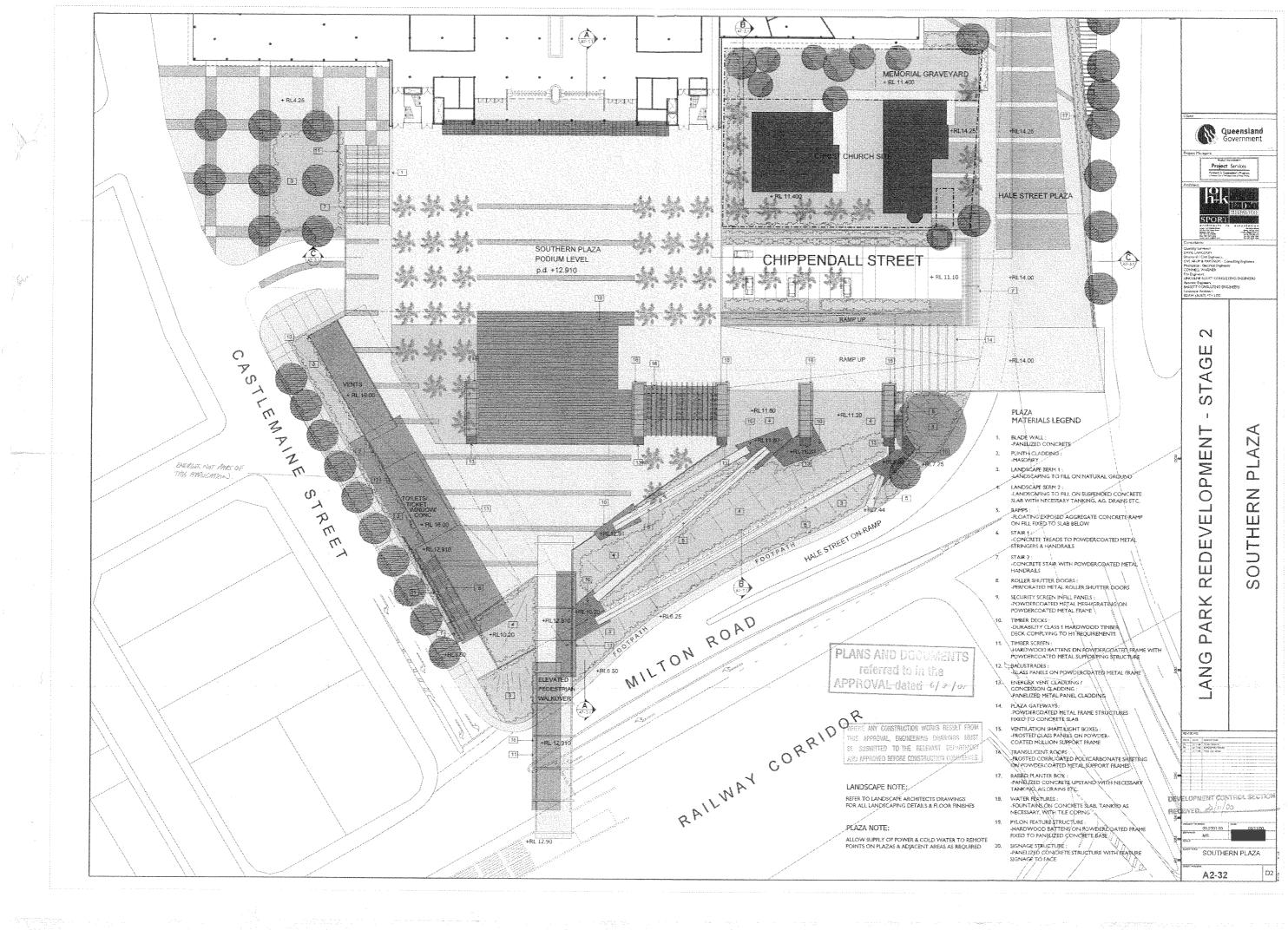
		CONDITIONS		GUIDELINES FOR APPLICANTS
		ACTIONS	TIMES TO COMPLETE ACTIONS	
42.	Cons Stand	truct the following sewer works in accordance with Council's 'Water and Sewerage Reticulation ards': relocate the existing 300 mm diameter main under the western stand by constructing a 375 mm diameter main from a point upstream and clear of the stand or other structures to a point on the existing sewer in Castlemaine Street;	Prior to the commencement of the use	This condition is imposed when it is necessary to bring sewerage infrastructure to the site. Plans must be prepared in accordance with Council's 'Water and Sewerage Reticulation Standards'. Compliance with this condition is required by either: receipt of payment if Council is to construct; or Certificate of Completion from Sewerage Operations Branch if constructed by a private contractor.
	۲	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		For any enquines about this condition, please contact the Engineering Officer.
	► (a)	the <b>minimum fixture level for fittings to the sewerage system</b> is 4.000 metres AHD. <b>Submit engineering plans</b> 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.		
	(b)	Pay to Council the cost of live connection to the sewer main.		
	(c)	<b>Construct the works</b> 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.		
	(d)	Submit "As Constructed" plans including an asset register, approved by a Registered Professional Engineer Queensland (RPEQ) (to a standard specified in Council's 'Water and Sewerage Reticulation Standards' certifying that the works have been completed in accordance with the approved design and any approved modifications.		
43.	imes devel Thes	de, at no cost to the Council, <b>unimpeded and safe public acc</b> ess to public areas of the opment. e areas are to be designed, constructed and operated using CPTED (Crime Prevention Through onmental Design) principles.	Prior to the commencement of the use and To be maintained	This condition is imposed to ensure ongoing and safe public access to public areas in accordance with CPTED principles and measures. For any enquiries about this condition, please contact the Assessment Manager.
44.	The o Com	development (including the stadium and southern and northern plazas) is only to be used for mercial Outdoor Recreation and Indoor Sport and Recreation as defined in The Town Plan for City of Brisbane 1987 as of the 12 September 2000. The development is not to be used for any purpose, including in particular major concert, cultural or religious events and the like.	To be maintained	This condition is imposed to ensure that the site only operates as a sporting and recreation venue. For any enquiries about this condition, please contact the Assessment Manager.
45	As re Coor Envir	ferred to in Section 3.4 of the Lang Park Stadium Redevelopment Assessment Report by The dinator General dated August 2000 and in Section 2.6 of Volume 1 Executive Summary - Draft onmental Impact Statement by Sinclair Knight Merz dated May 2000, there are to be <b>no more than</b> ajor events (crowd size exceeding 25,000 persons) per annum.	To be maintained	This condition limits the number of major events per annum. For any enquiries about this condition, please contact the Assessment Manager.

	CONDITIONS		GUIDELINES FOR APPLICANTS
	ACTIONS	TIMES TO COMPLETE ACTIONS	
46. 🥆	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.	To be maintained	This condition is imposed to protect the amenity of residential streets. For any enquiries about this condition, please contact the Assessment Manger.
47.	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.	To be maintained	This condition is imposed to ensure that the surrounding area is promptly cleaned of litter following an event. For any enquiries about this condition, please contact the Assessment Manager.
48.	(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.	To be maintained	This condition is imposed to ensure that signage and the like does not detract from the visual appearance of the building or the visual amenity of the area.
	(b) All advertising signs, devices, corporate logos, and the like will require an application to Council pursuant to Council's Local Law Policy - Control of Outdoor Advertising. 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.		For any enquiries about this condition, please contact the Assessment Manager. In general, signage would not be considered appropriate where highly visible from areas external to the stadium, or on the associated Community Infrastructure works.
	(c) <b>No advertising signs, devices, corporate logos, and the like are approved</b> as part of this development approval.		bio associated community initiastructure works.
49.	The height of the development is not to exceed RL 45.0 metres Australian Height Datum.	To be maintained	This condition imposes a maximum height limit on the development reflecting the approved plans. For any enquiries about this condition, please contact the Assessment Manager.
<ul> <li>50. Supply, install and maintain artworks (including but not necessarily limited to, sculptures, ceramic works, mosaics and wall reliefs) by a recognised local artist or craftsperson, within public area/s of the development. Such artworks or sculptures are to meet the following criteria:</li> </ul>		Prior to the commencement of the use and To be maintained	This condition is imposed to provide for the installation and maintenance of artworks. The artworks is intended to contribute to the visual interest, character and vitality of the area for the benefits of the general public.
	i. constitute a minimum of 0.25 per centum of the total estimated project cost as certified by a recognised Quantity Surveyor; and	maintaineo	For any enquines about this condition, please contact the Assessment Manager.
	ii. be suitable for the setting in terms of design, choice of materials, durability and resistance to vandalism.		

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	CONDITIONS		GUIDELINES FOR APPLICANTS	
	ACTIONS	TIMES TO COMPLETE ACTIONS		
51.	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	This condition restricts changes that can be made to the development. Approved plans and documents are stamped <i>PLANS and DOCUMENTS referred to in the APPROVAL</i> and are dated to reflect the date of determination of the application by the Council's delegate.	
			For any enquiries about this condition, please contact the Assessment Manager.	
			The extent to which plans can be modified is constrained by the definition of 'minor change' in the schedule 10 and the requirements of Section 3.5.24 of the <i>Integrated Planning Act</i> 1997. It will be necessary to make a new application if the change is not a minor change.	





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	Hon. Tom Barton MP Member for Waterford	RECEIVED OFFICE OF THE CHIEVENED 12 JUN 2001	an.	<b>Queensland</b> Government	
	12 June 2001	, autornal 63	G cer	Minister for State Development	
	Chief Executive Officer Brisbane City Council Brisbane Administration Centr 69 Ann Street BRISBANE QLD 4000	e Copcia Co 9 e copcia Co 9 arrayon.	o to m Jun	SAR Winder Planny mar Lova > currey 13/6	
	Dear Madam	ny, plass as	on 12 June 200	for the development	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
	application for the redevelopm			•	NG.
	Pursuant to the <i>Integrated F</i> application, I exercise all of the and re-deciding the application My decision on the application person may not appeal agains	Planning Act 1997 (IPA), o e powers and functions of th n. is taken to be the original a	nce I have calle e assessment ma com com com com com com com com com com com	ed in a development anager in reassessing for costs or process motion Costs ager's decision, but a	ner >
	The appeals filed in the Plan relation to this development ap	ning and Environment Cou	rt (Nos. D2749 a	M Gundo M	)A. / <sub>C.</sub>
	Pursuant to section 3.6.7(2) application and any material re me in reassessing and re-deci	eceived by the Council after	=		
	l will advise you in due co application.	urse of my decision in re	lation to this ca	alled in development	
	If you have any queries in rela of State Development on telep		ontact Mr	of the Department	
~	Yours sincerely				
$\langle$	Bata				
	TOM BARTON MP				
	Minister for State Developme	ent	10	ecutive Building 10 George Street Brisbane 1 Box 168 Brisbane Albert Street	
	Ref: MN=20725		Q	Jeensland 4002 Australia	

Notor MBA. 13/6/01

Telephone +61 7 3224 4600 Facsimile +61 7 3224 4781 Email statedevelopment@ministerial.qld.gov.au Website www.statedevelopment.qld.gov.au

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## NOTICE OF MINISTERIAL CALL IN OF A DEVELOPMENT APPLICATION MADE UNDER THE INTEGRATED PLANNING ACT, 1977

Pursuant to section 3.6.6 of the *Integrated Planning Act 1997* (IPA), I hereby give notice that on 12 June 2001 I have called in, to reassess and re-decide, 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.

This notice is forwarded to the Brisbane City Council as the assessment manager for the application.

Details of the application and the called in aspects for assessment are provided below.

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

As required by sections 3.6.6(2)(a) and 3.6.7(1)(c) of the IPA, the Integrated Development Assessment System (IDAS) process for the called in application will restart from the end of the application stage of the IPA.

Pursuant to section 3.6.6(2)(b) of the IPA, I am required to state the reasons for calling in the application. It is my opinion the proposed development involves a "State interest". The development involves an interest that in my opinion affects an economic or environmental interest of the State or a region.

#### Background:

Lang Park is known nationally and internationally as a venue for a 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.

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.

In forming my opinion that this development involves a matter of "State interest" 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;
- Cabinet Submission dated 10 November 2000;
- Cabinet Decision No..2252 dated 13 November 2000;
- Development Application by the lang Park Trust to Brisbane City Council;
- Planning and Environment Court Appeal D2749 of 2001;
- Planning and Environment Court Appeal 2779 of 2001;
- Ministerial media statement of 7 June 2001 relating to the managing contractor appointed for the \$280 million redevelopment of Lang Park;
- Legal Advice.

#### Legislation:

- Integrated Planning Act 1997;
- Lang Park Act 1994;
- Acts Interpretation Act 1954; and
- State Development and Public Works Organisation Act 1971.

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

- On 17 December 1999 the Coordinator-General declared the Lang Park Stadium redevelopment to be a significant project;
- 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 application approved by the Brisbane City Council as assessment manager allows for the use of the site for a greater number of patrons;
- The Queensland Government has committed to the redevelopment of the Lang Park Stadium and has announced the preferred managing contractor, the Lang Park Redevelopment Joint Venture – a consortium of Watpac and Multiplex;
- It is critical that redevelopment of the site be completed in time to ensure that the World Cup Rugby fixtures are able to be staged at Lang Park Stadium\_in 2003/4;
- 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 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 and for the greater Brisbane region;
- The redevelopment of the Lang Park Stadium will provide a significant boost to the economy of the greater Brisbane region including increased job opportunities;
- The Lang Park Stadium Redevelopment includes improved transport facilities to and from the site; and
- Two notices of appeal have been filed in the Planning and Environment Court. The appellant in appeal D2749 of 2001 are The Corporation of the Synod of the Diocese of Brisbane, and the appellant in appeal 2779 of 2001 is The Petrie Terrace Residents Association.

For the following reasons I am of the opinion that the development involves a State interest:

- Time is of the essence to undertake the redevelopment works.
- The redevelopment of the Lang Park Stadium is a declared significant project and as such it is in the state interest that works be undertaken in a timely manner.
- As part of the Lang Park Redevelopment the Queensland Government is committed to the construction of substantial community infrastructure, in the order of \$80 to \$90 million.
- Redevelopment works have commenced and the Queensland Government has announced the preferred managing contractor as part of the \$280 million redevelopment of Lang Park.

- The redevelopment of the stadium will create additional jobs in the greater Brisbane region in the construction stage and the operational stage. The redevelopment will generate 496 construction jobs and during the operations phase, full-time employment for 15 people will be provided. 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 approval decision has been appealed in two actions to the Planning and Environment Court. There is no certainty as to the final outcome of the appeals or the timeframe to achieve such an outcome.
- Lang Park is known nationally and internationally as a venue for a 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. Hosting major national and international sporting events can produce significant flow on economic benefits for the State and for the greater Brisbane region.

Pursuant to section 3.6.7(2) of the IPA the assessment manager (Brisbane City Council) before the application was called in, must give me:

- All reasonable assistance I require to reassess and re-decide the application, including giving me;
  - all material about the application the assessment manager had before the application was called in; and
  - any material received by the assessment manager after the application is called in.

TOM BARTON MP Minister for State Development 12 June 2001

Hon. Tom Barton MP	ECEIVED HE CHIEF EXECUTIVE JUL 2001
	Minister for State Development
	DralisE/400 - 726665 (PS/A)
6 July 2001	253/10/8-NLCS)
Chief Executive Officer Brisbane City Council	INFORM MON MANAGED IN Q
Brisbane Administration Centre 69 Ann Street	ACTACINA A 01 / 13802
BRISBANE QLD 4000	

Dear Madam

I enclose a copy of a Decision Notice of Ministerial Call In issued on 6 July 2001 for the development application for the redevelopment of Lang Park Stadium submitted by the Lang Park Trust.

I have reassessed and re-decided the application by the Lang Park Trust. I have decided to approve the application subject to the conditions set out in the Notice.

Pursuant to s.3.6.7(1)(e) of the *Integrated Planning Act 1997*, a person may not appeal against the Minister's decision.

If you have any queries in relation to this matter, please contact Director, Infrastructure Projects and Land Management Branch of the Department of State Development on telephone: (07

Yours sincerely

TOM BARTON MP Minister for State Development

Ref: MN=20725

Executive Building 100 George Street Brisbane PO Box 168 Brisbane Albert Street Queensland 4002 Australia Telephone +61 7 3224 4600 Facsimile +61 7 3224 4781 Email statedevelopment@ministerial.qld.gov.au Website www.statedevelopment.qld.gov.au

# 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 Coordinator-General conditions As set out in schedule 1 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.	(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 have been completed, as described in the Amended Ministerial Designation of Land for Community Infrastructure by the Minister for State Development and Trade dated 6 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.	Prior to the commencement of the use
	(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.	To be maintained
		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.	
2.	(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: • a car parking scheme (as detailed in part (b) of this condition);	12 months prior to commencement of the use
		a communications strategy;	
		road/street closures;	
		<ul> <li>train, bus, shuttle bus and coach services;</li> </ul>	
		<ul> <li>coach, taxi, limousine and private vehicle parking and set down areas;</li> </ul>	
		<ul> <li>pedestrian and traffic controls;</li> </ul>	
		emergency services;	المراجع
		<ul> <li>promotion, including combined ticketing system for public transport and event entry; and</li> </ul>	
		access for disabled persons.	
	(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.	Prior to commencement of the use
		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).	6 months prior to commencement of the
		Regulation of the Traffic Area will be carried out by Council.	use
		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).	Upon commencement of the use
	(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.	Prior to commencement of the use and to be maintained

		CONDITIONS	
		ACTIONS	TIMES TO COMPLETE ACTIONS
	(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	Prior to commencement of the use and to be maintained
	(e) (f)	Emergency Services. 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). The Transport Management Plan is to be provided to the Stadium	Prior to commencement of the use and to be maintained
	.,	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.	-
3.	Carry ou and/or d	ut the development generally in accordance with the approved drawing/s locument/s, except:	While development is occurring on the site
	٠	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.	
4.	As refer	red to in Section 5 of the Lang Park Stadium Redevelopment Assessment Report by The Coordinator General dated August 2000 and in Section 9.2 of Volume 5 Consultation, Mitigation & Management Plans, Approvals & Licencing - Draft Environmental Impact Statement by Sinclair Knight Merz dated May 2000, establish and maintain a Stadium Management Advisory Committee: ' structured to provide effective stakeholder coverage in the ongoing development of the stadium. Its membership should include (but not be restricted to) representation from:	Establishment of the Stadium Management Advisory Committee prior to commencement of construction and to be maintained
		<ul> <li>City Police;</li> <li>BCC;</li> </ul>	
		<ul> <li>BCC,</li> <li>Emergency Services;</li> <li>major user groups (eg QRL, QRU, ARU, ARL);</li> <li>a residents' association;</li> <li>a local business association;</li> <li>a member of the Community Liaison Group; as well as stadium management.</li> <li>The function of the Stadium Management Advisory Committee would be to:</li> </ul>	
		<ul> <li>assist in monitoring the effects of the construction Phase on local residents;</li> <li>advise on the development of management plans as identified</li> </ul>	
		<ul> <li>in the EIS;</li> <li>contribute to monitoring and evaluating the effectiveness of these management plans and recommend appropriate changes;</li> </ul>	
		<ul> <li>advise on the coordination of local arrangements for Stadium events; and</li> </ul>	
		advance and promote other matters of mutual interest     pertaining to stadium management including interpretation of     hospitality management with local licenced venues'     (Excerpt from Coordinator-General's Report).	
	(b)	Prepare and submit an Annual Report to Council on the effectiveness of the Stadium Management Advisory Committee in achieving its objectives.	To be maintained
	(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).	To be maintained

		ACTIONS	TIMES TO COMPLETE ACTIONS
5.	(a)	As referred to in Section 5 of the Lang Park Stadium Redevelopment Assessment Report by The Coordinator General dated August 2000 and in Section 9.2 of Volume 5 Consultation, Mitigation & Management Plans, Approvals & Licencing – Draft Environmental Impact Statement by Sinclair Knight Merz dated May 2000, establish and maintain a Community Liaison Group:	Establishment of the Community Liaison Group prior to commencement of construction and to be maintained
		<ul> <li>be representative of all views, interests and concerns in the local area;</li> <li>have a committee (except that the membership of the committee is to be as detailed below and not as set out in the above-mentioned documents);</li> <li>be formally incorporated in order for it to receive funds;</li> <li>be involved in any monitoring programs on operational matters; and</li> <li>receive support from Stadium Management for the maintenance of committee functions.</li> <li>The functions of the Community Liaison Group should 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'</li> </ul>	
		(Excerpt from Coordinator General's Report).	
		Membership of Community Liaison Group committee: The committee is to consist of the Local Councillor and representatives from local residents, businesses and community organisations.	
	(b)	All reasonable costs associated with the establishment and committee/operational functions of the Community Liaison Group are to be borne by the Lang Park Trust (or successor).	To be maintained
6.	(a)	Ensure that those parts of the development shown on the approved plans as Community Sports Facilities are available for use or tenanting for community purposes.	To be maintained
	(b)	The ground floor (northern plaza) levels of the Community Sport Facilities are to be designed, constructed and operated so as to provide an 'active use' edge to the northern plaza i.e. reception lobbies, ancillary cafe/s, and the like.	Prior to the commencement of the use and to be maintained
7.	externa	notor rooms, plant and service facilities located at the top of or on the al face or roof of the building are to be totally enclosed or screened using als consistent with those used elsewhere in the building.	Prior to the commencement of the use and to be maintained

			CONDITIONS		
		ACT	<b>FIONS</b>		TIMES TO COMPLETE ACTIONS
8.	Constru specifie	ct, delineate, sign or maintain (a d, or as indicated on the approve	s required) the follow ed plans:	ing requirements as	Prior to the commencement of the
		<ul> <li>parking on the site for minimum of 8 disabled amount of on-site park Sports Facilities and S</li> <li>the areas on which ve surfaced pavement (b where visible from the satisfaction of the Cou (a) of the <i>Transitional</i></li> <li>a minimum 2.3 metres parking areas excludin have a minimum heigt</li> <li>a minimum 4.5 metres access areas;</li> <li>a height clearance sig undercover car parkin</li> <li>standing and manoeu for the loading and un</li> <li>an appropriate area for including recyclables, service vehicles on the visible from the street</li> <li>the driveways at grade documents (or if not s out in <i>Transitional Pla</i></li> <li>directional signage an movements.</li> </ul>	d car parking spaces king and servicing for Sports House; hicles are to be drive eing other than plain street or surrounding uncil (as required by s <i>Planning Scheme</i> ); height clearance to a disabled car parkin the clearance of 2.5 m sheight clearance to a height clearance to a sheight clearance to a height clearance to a height clearance to a sheight clearance to a sheig	and an appropriate the Community n or parked with a white concrete g area) to the sub-paragraph 18.5.3 all undercover cār ng areas which are to etres; all service vehicle htrance(s) to s and 18 LRV's and e(s); lection of refuse, accessible to in the building (not groved plans and reater than those set and	use and to be maintained
9.	(a) (b)	<ul> <li>Provide internal signs and line</li> <li>generally in accordance documents;</li> <li>in accordance with an</li> <li>in accordance with Au Control Devices.</li> <li>Submit "As Constructed" plans</li> </ul>	ce with the approved approved detailed do istroads and the Man	esign; and ual of Uniform Traffic	Prior to the commencement of the use and to be maintained
		Engineer of Queensland (RPE0 road design, certifying complia approval that this condition has the Team Leader, Licencing ar	nce with part (a) of th s been complied mus	is condition. Written t be obtained from	
10.	(a)	The A-weighted maximum adjute the operation of plant and equite refrigeration, mechanical ventile measured at any sensitive land not exceed the A-weighted back more than the following amount	pment (including air o ation, lift plant and eo I use or any commero kground sound press	conditioning, quipment) on the site cial premises must	Prior to the commencement of the use and to be maintained
		7.00 am - 6.00 pm 6.00 pm - 10.00 pm	nmercial Premises +10 +10	<u>Sensitive Land</u> <u>Use</u> +5 +5	Prior to the
	(b)	10.00 pm - 7.00 am Submit certification to the Tear Team Central from an appropri demonstrates that A-weighted comply with the above requirer required to be presented by Au Description and Measurement	ately qualified consu sound pressure level ments. Certification r ustralian Standard AS	Itant which s from the use nust include all data s 1055 <i>'Acoustics</i> –	commencement of the use

		CONDITIONS	
		ACTIONS	TIMES TO COMPLETE ACTIONS
11.	(a)	<ul> <li>Provide to Council or Council's Delegate an Environmental Management Plan (EMP) for the Construction Phase of the development. The EMP must identify all potential adverse impacts of construction activities on sensitive land uses and detail the measures to be adopted to mitigate and manage potential adverse impacts. The EMP must address at least the following issues:</li> <li>Satisfactory integration of construction works for this proposal with construction works for other major Council and State Government projects e.g. Inner City Bypass, Coronation Drive Bus Lanes. This is to be achieved through discussion with the existing Council/State Government Construction Management Task Force;</li> <li>construction routes;</li> </ul>	6 weeks prior to commencement of construction
		<ul> <li>whether it is proposed to undertake construction outside the hours specified in condition 17 of the Co-ordinator-General Report and how it is proposed to consult with local residents</li> </ul>	-
		<ul> <li>and businesses regarding such;</li> <li>details of any proposed temporary road and/or footpath closures (all road/footpath closures must be approved by Council or Council's Delegate). Hale Street is to remain open at all times;</li> </ul>	
		<ul> <li>parking arrangements for construction personnel;</li> <li>type of equipment to be used;</li> <li>vibration impacts including: <ul> <li>sources of vibration;</li> </ul> </li> </ul>	
		<ul> <li>proposed assessments, modelling and monitoring;</li> <li>practices and methods of mitigation; and</li> <li>appropriate Australian and British Standards on which to base assessment;</li> </ul>	
		<ul> <li>environmental controls to be adopted including noise controls and management measures to be implemented to reduce construction noise impacts;</li> <li>public complaint response and resolution system and</li> </ul>	
		<ul> <li>procedures including:</li> <li>contact person (available 24 hours) with whom complaints can be lodged;</li> <li>clearly defined procedure for responding to and</li> </ul>	
		<ul> <li>investigating complaints;</li> <li>notification to all complainants of the outcome of complaint investigations; and</li> <li>record of complaints and investigation results to be maintained at all times and available for inspection;</li> </ul>	
		<ul> <li>and</li> <li>strategies and actions to appropriately minimise potential adverse impacts of the construction of the development of Christ Church and Rectory and Castlemaine Drain;</li> </ul>	
		<ul> <li>a Stormwater Quality Management Plan which details the infrastructure and measures to be adopted to prevent the contamination of stormwater and the release of contaminated stormwater from the completed development including playing field, driveways, car parks, loading and hard stand areas. The plan must include details of:         <ul> <li>stormwater drainage including measures to be implemented to ensure the separation of contaminated</li> </ul> </li> </ul>	2 weeks prior to commencement of construction
		<ul> <li>and uncontaminated stormwater;</li> <li>location and extent of infrastructure e.g. silt traps,</li> <li>interceptors etc. to be used to remove hydrocarbon,</li> <li>sediments, nutrients and litter from stormwater runoff</li> <li>from the development;</li> </ul>	
		<ul> <li>maintenance and management controls to be implemented to mitigate potential stormwater contamination;</li> <li>an Acid Sulfate Soil Assessment and Management Plan from</li> </ul>	To be maintained
		<ul> <li>an appropriately qualified consultant. The plan should include:</li> <li>identification of the presence/absence of acid sulfate soils (ASS) or potential acid sulfate soils (PASS);</li> </ul>	

	ACTIONS	TIMES TO COMPLETE ACTIONS
	<ul> <li>details of construction earthworks activities to be carried out which may result in disturbance to PASS/ASS;</li> <li>details of the measures proposed to manage any ASS/PASS; and</li> <li>Monitoring procedures and corrective actions.</li> <li>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;</li> <li>An Earthworks Plan showing compliance with conditions of this approval and the following:         <ul> <li>Excavation management plan;</li> <li>Details of any proposed access/egress routes to the site which are intended to be used to transport material to/from the site;</li> <li>the maintenance of access roads to and from the site so as they are free of all material and cleaned as necessary; and</li> <li>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.</li> </ul> </li> <li>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</li> </ul>	
(b)	development. Adopt and implement the provisions of the approved Construction Phase Environmental Management Plan (EMP).	To be maintained
12. (a)	<ul> <li>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.</li> <li>The EMP must address at least the following issues:</li> <li>noise controls and management measures to be implemented to reduce noise impact including: <ul> <li>crowd noise;</li> <li>noise from public address system;</li> <li>noise from pre-game entertainment; and</li> <li>delayed starting of long distance coach motors;<sup>•</sup></li> <li>location of police presence on and around the site for events;</li> <li>public complaint response and resolution system and procedures including: <ul> <li>contact person (available 24 hours) with whom complaints can be lodged;</li> <li>clearly defined procedure for responding to and investigating complaints;</li> <li>notification to all complainants of the outcome of complaint investigations; and</li> <li>record of complaints and investigation results to be maintained at all times and available for inspection;</li> </ul> </li> </ul></li></ul>	Prior to the commencement of the use

		CONDITIONS	
		ACTIONS	TIMES TO COMPLETE ACTIONS
		<ul> <li>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 postevent does not adversely affect the amenity of surrounding residential areas or cause a public nuisance;</li> <li>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</li> <li>strategies and actions to appropriately minimise potential adverse impacts of the operation of the development on Christ Church and Rectory and Castlemaine Drain.</li> </ul>	
		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.	
	(b)	Adopt and implement the provisions of the Operation Phase Environmental Management Plan (BMP)	To be maintained
13.	(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.	Prior to the commencement of the use and to be maintained
	(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'.	1 month prior to commencement of construction
	(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.	Within 1 month of the commencement of the use
14.	to the s the rec	arges of water pollutants, wastewater or stormwater released from the site stormwater system must not cause measured levels of water pollutants in veiving waters to fall outside the acceptable ranges specified in Council's Quality Objective Guidelines 2000'.	To be maintained
15.	be car	nance and cleaning of vehicles and any other plant or equipment must not ried out in areas where contaminants can be released into any waterway, de gutter or stormwater system.	To be maintained
16.	specifi Resea	ions of air pollutants from stationary sources are not to exceed the levels ed in the Australian Environment Council and National Health and Medical rch Council's 'National Guidelines for Control of Emissions of Air Pollutants lew Stationary Sources 1985'.	To be maintained
17.	conce Ambie	ions of air pollutants from the site are not to cause ground level ntrations of air pollutants outside the boundary of the site to exceed the nt Air Quality Goals recommended by the National Health and Medical arch Council at the date of approval.	To be maintained
18.	with A	nmable and combustible liquids must be stored and handled in accordance ustralian Standard AS 1940-1993 'The Storage and Handling of Flammable ombustible Liquids'.	To be maintained

		CONDITIONS	
		ACTIONS	TIMES TO COMPLETE ACTIONS
19.	(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".	Prior to the commencement of the use and to be maintained
	(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.	
20.	electric	e underground electricity services in accordance with an approved city reticulation plan and the Council's <i>Guidelines for the Provision of ground Electricity</i> .	Prior to the commencement of the use
	Before	commencing work to provide such electricity services:	
	(a)	lodge electricity reticulation plans showing the proposed electricity services and obtain the approval of Council or Council's Delegate; and	-
	(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, Licensing and Compliance Team Central.	
21.	Provid design	e a public lighting system in accordance with an approved street lighting plan and Council's Street Lighting Design Guidelines.	Prior to the commencement of the
	Before	commencing work to provide such services:	use
	(a)	lodge street lighting design plans showing the proposed public lighting system and obtain the approval of Council or Council's Delegate; and	
	(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, Licensing and Compliance Team Central.	
22.	(a)	Incorporate best available practice energy efficiency measures in the development.	Prior to the commencement of the
	<b>(</b> b)	Provide Council information prepared by an appropriately qualified consultant which details the energy efficiency measures referred to in (a) above.	use and to be maintained Prior to the
	(c)	Ensure that the energy efficiency measures referred to in (b) above are incorporated in the design and construction of the development.	commencement of construction
		•	<ul> <li>Prior to the commencement of the use and to be maintained</li> </ul>
23.	(a)	Incorporate best available practice urban water cycle conservation and management measures in the development.	Prior to the commencement of the use and to be maintained
	<b>(</b> 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.	Prior to the commencement of construction
	(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.	Prior to the commencement of the use and to be maintained

	CONDITIONS	
	ACTIONS	TIMES TO COMPLETE ACTIONS
24. (a)	<ul> <li>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: <ul> <li>A plan detailing the Extent of Works and supporting documentation which indicates:</li> <li>i. clear indication of existing and proposed landscaped areas, including any realignment of kerb to the perimeter of the site;</li> <li>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;</li> <li>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;</li> <li>iv. surface treatment and soil preparation for hard and soft landscaped areas;</li> <li>v. indication 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;</li> </ul> </li> <li>A Plating Plan and supporting documentation which indicates: <ul> <li>i. relocation of mature vegetation affected by the development to the Caxton Street frontage of the site;</li> <li>ii. advanced canopy trees to the perimeter of the site and within the northerm and southern plazas as per the Landscape</li> <li>iii. trees, shrubs and ground covers to landscaped areas as per the Landscape for avenue planting along the side boundaries of the site;</li> <li>iii. Trees, shrubs and ground covers to landscaped areas as per the Landscape for avenue planting along the side boundaries of the site;</li> <li>A planting schedule proposed plants by botanical names, total numbers and size at time of planting.</li> </ul> </li> </ul>	12 months prior to commencement of the use
(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.	"Within 2 months of receipt of the Landscape Management and Site Works Plan
(c)	Carry out landscaping and associated earthworks, site preparation, and other necessary works in accordance with the approved Landscape Management and Site Works Plan	Prior to commencement of the use and to be maintained
(d)	Notify the Landscape Architects, Development Assessment Team Central to arrange for an on-site inspection of the completed landscape works	Prior to the commencement of the use

		CONDITIONS	
		ACTIONS	TIMES TO COMPLETE ACTIONS
25.	Program	written permission from the Engineering Delegate, Waterways nme, Urban Management Division to build over or near the stormwater e system, or to relocate the stormwater drainage system, at no cost to	
	(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.	Prior to commencement of construction
	(b)	Complete the works in accordance with the approved engineering plans.	Prior to the commencement of the <sup>-</sup> use
	(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 'Subdivision and Development Guidelines') and certifying that the works have been completed in accordance with the approved design and any approved modifications.	Prior to the commencement of the use
26.	(a)	Submit engineering plans and calculations (if required) prepared by a Registered Professional Engineer Queensland (RPEQ) and in accordance with Council's 'Subdivision and Development Guidelines' demonstrating how stormwater generated by the development will be managed. Obtain approval for the design from the Engineering Delegate, Major Projects Group.	Prior to commencement of construction
	(b)	Complete the works in accordance with the approved engineering plans and in accordance with Council's 'Subdivision and Development Guidelines'.	Prior to the commencement of the use
	(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 'Subdivision and Development Guidelines') and certifying that the works have been completed in accordance with the approved design and any approved modifications.	Prior to the commencement of the use
27.		ng properties and roads are to be protected from ponding or nuisance from ater runoff.	
	(a)	Adjoining properties and roads are to be protected from ponding or nuisance from stormwater as a result of the proposed works.	While construction is occurring
	(b)	Rectify all damage resulting from the ponding of stormwater or nuisance from discharge of stormwater from the site to adjacent properties.	Prior to the commencement of the use
28.	genera	ater runoff from all buildings is to be collected internally and piped Ily in accordance with Standard Plan WS54-3 to the existing stormwater ge system at an approved point(s) of entry.	Prior to the commencement of the use

	CONDITIONS				
	ACTIONS	TIMES TO COMPLETE ACTIONS			
29.	Construct the following stormwater drainage works in accordance with the Council's 'Subdivision and Development Guidelines'.	Prior to the commencement of the use			
	<ul> <li>Construct a stormwater drain from the sag gully in Hale Street adjacent to the eastern stand to the existing drainage system in Castlemaine Street.</li> </ul>				
	(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.	-			
30.	Close all existing redundant vehicular crossing/s 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.	Prior to the commencement of the use			
31.	<ul> <li>Construct:</li> <li>two 9 metre wide Type B2 permanent vehicular crossovers to Castlemaine Street;</li> <li>one 6.5 metre wide Type B1 permanent vehicular crossover to Castlemaine Street;</li> <li>one 6 metre wide Type B1 permanent vehicular crossover to Hale Street; and</li> <li>one 6 metre wide Type B1 permanent vehicular crossover to Chippendall Street;</li> <li>frontages of the site in accordance with an approved detailed design.</li> </ul>	Prior to the commencement of the use			
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.	Prior to the commencement of the use			
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.				
34.	The vehicular access to/from Hale Street is only used by Emergency Services To vehicles.				
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.	To be maintained			

	and a second	CONDITIONS	
		ACTIONS	TIMES TO COMPLETE ACTIONS
36.	(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.	Prior to the commencement of the use
	(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.	
	(c)	Submit engineering plans in accordance with Council's Subdivision and Development Guidelines 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.	
	(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.	
	(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.	
37.	Suppl public with ti valves applic	Prior to the commencement of the use	
	(a)	Complete the works required by this condition.	
	(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</i> <i>Guidelines' and 'Water and Sewerage Reticulation Standards'</i> showing the works required by this condition.	
38.	Construct the following water supply works in accordance with Council's 'Water and Sewerage Reticulation Standards':		Prior to the commencement of the
		<ul> <li>100 metres of 225 mm diameter main in Castlemaine Street between Milton Road and Black Street;</li> <li>250 metres of 250 mm diameter main in Caxton Street between Hale Street and Castlemaine Street; and</li> <li>450 metres of 200 mm diameter main in Castlemaine Street between Black Street and Caxton Street.</li> </ul>	USE
	(a)	Submit engineering plans prepared by a Registered Professional Engineer Queensland (RPEQ) and in accordance with Council's " <i>Water</i> <i>and Sewerage Reticulation Standards'</i> showing the design of the external water supply headworks. Obtain the approval from the Engineering Delegate, Major Projects Group.	
	(b)	Pay to Council the cost of live connection to the water main.	
	(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.	
	(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.	

		CONDITIONS				
		ACTIONS	TIMES TO COMPLETE ACTIONS			
39.		uct the following sewer works in accordance with Council's 'Water and ge Reticulation Standards':	Prior to the commencement of the			
		<ul> <li>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;</li> <li>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</li> <li>the minimum fixture level for fittings to the sewerage system is 4.000 metres AHD.</li> </ul>	use			
	(a)	Submit engineering plans prepared by a Registered Professional – Engineer Queensland (RPEQ) and in accordance with Council's "Water and Sewerage Reticulation Standards' showing the design of the external sewer headworks. Obtain the approval from the Engineering Delegate, Major Projects Group.				
	(b)	Pay to Council the cost of live connection to the sewer main.				
	(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.				
	(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.				
40.		e, at no cost to the Council, unimpeded and safe public access to public f the development.	Prior to the commencement of the use and to be maintained			
		areas are to be designed, constructed and operated using CPTED (Crime tion Through Environmental Design) principles.				
41.	The development (including the stadium and southern and northern plazas) is only to be used for <i>Commercial Outdoor Recreation</i> and <i>Indoor Sport and</i> <i>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.					
42.	As referred to in Section 3.4 of the Lang Park Stadium Redevelopment Assessment Report by The Coordinator General dated August 2000 and in Section 2.6 of Volume 1 Executive Summary – Draft Environmental Impact Statement 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.					
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.					
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.					

	CONDITIONS					
		ACTIONS	TIMES TO COMPLETE ACTIONS			
45.	(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.	To be maintained			
	(b)	All advertising signs, devices, corporate logos, and the like will require an application to Council pursuant to Council's <i>Local Law Policy</i> - <i>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.				
	(c)	No advertising signs, devices, corporate logos, and the like are approved as part of this development approval.				
46.	The h Datun	eight of the development is not to exceed RL 45.0 metres Australian Height n.	To be maintained			
47.	sculpt or cra	y, install and maintain artworks (including but not necessarily limited to, ures, ceramic works, mosaics and wall reliefs) by a recognised local artist ftsperson, within public area/s of the development. Such artworks or ures are to meet the following criteria:	Prior to the commencement of the use and to be maintained			
	i.	constitute a minimum of 0.25 per centum of the total estimated project cost as certified by a recognised Quantity Surveyor; and				
	ii.	be suitable for the setting in terms of design, choice of materials, durability and resistance to vandalism.				
48.	drivev and/or	ment and maintain the development (including landscaping, parking, vays and other external spaces) in accordance with the approved drawing/s r document/s, and any relevant Council engineering or other approval ed by the above conditions.	Prior to the commencement of the use and to be maintained			

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#### 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.

- 2
- 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.

Document No.: 726698

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 CONSTRUCTIONCONSTRUCTION

- 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 (LAmax,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 LA90, 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.



Hon. Tom Barton MP Member for Waterford

3 1 OCT 2001

Ms Jude Munro Chief Executive Officer Brisbane City Council GPO Box 1434 BRISBANE QLD 4001

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2012/001

Dear Ms Munro

#### Proposed Ministerial Designation – Suncorp Metway Stadium Redevelopment

Pursuant to Schedule 6 to the *Integrated Planning Act 1997* (IPA), I am required to give written notice of a proposed designation to the local government affected by the proposed designation. In satisfaction of that requirement I enclose a copy of a proposed ministerial designation which is to be advertised in the Courier-Mail on Saturday 3 November 2001 relating to the Suncorp Metway Stadium redevelopment.

Further, s.1(4) of Schedule 6 to the IPA provides that for all of the consultation period the local government must display a copy of the notice in a conspicuous place in the local government's public office. Please ensure that the attached notice is put on public display on Monday 5 November in a manner that meets the legislative requirements.

If you have any queries in relation to this matter, please contact Mr Nev Hore on telephone

Yours faithfully

Tom Barton MP Minister for State Development

Executive Building 100 George Street Brisbane PO Box 168 Brisbane Albert Street Queensland 4002 Australia Telephone +61 7 3224 4600 Facsimile +61 7 3224 4781 Email statedevelopment@ministerial.qld.gov.au Website www.statedevelopment.qld.gov.au

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Government

253/10/8-LL (1)

Minister for State Development



#### NOTICE OF A PROPOSED MINISTERIAL DESIGNATION OF LAND FOR COMMUNITY INFRASTRUCTURE - INTEGRATED PLANNING ACT 1997

I, Tom Barton, Minister for State Development, give notice that I propose to make a ministerial designation. My ministerial designation is for community infrastructure that the Lang Park Trust, the Coordinator-General and/or the State intends to supply on the land for the Suncorp Metway Stadium redevelopment and community infrastructure that Energex intends to supply on the land.

The land proposed to be designated is bounded by Milton Road and 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 Lot1 on RP227053 and includes Chippendall Street and parts of Castlemaine and Hale Streets and Milton Road.

Development on the site is proposed to be used for:

- (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 land is proposed to be used for the following community infrastructure, as listed in Schedule 5 to the *Integrated Planning Act* 1997:

- (1) community and cultural facilities;
- (2) operating works under the *Electricity Act* 1994;
- (3) parks and recreational facilities;
- (4) transport infrastructure mentioned in section 5.1.1 of the IPA; and
- (5) storage and works depots and the like including administrative facilities associated with the provision or maintenance of the community infrastructure mentioned in paragraphs (1) to (4) above.

The reasons for the proposed designation are that subsequent to the ministerial designation dated 6 November 2000 there has been ongoing negotiations with Energex regarding the form and location of the new substation to service both the redeveloped Suncorp Metway stadium and substantial parts of Brisbane City. Issues considered in those negotiations have included functional and architectural design, community and environmental impacts and service network requirements. Having regard to issues raised through that process it has been determined that the least impactive and cost effective solution is to construct the substation as a stand alone building near the corner of Milton Road and Castlemaine Street.

For any further information about the proposed designation please contact

Director, Infrastructure Projects and Land Management Branch, Department of State Development by:

Telephone: \_\_\_\_\_

Written submissions about any aspect of the proposed designation may be made to my office at Level 5, Executive Building, 100 George Street, Brisbane, Qld 4001 – Attention: or by person at this address up to the close of business on Monday 3 December 2001.

To be considered a properly made submission, the submission must be -

- In writing and signed by each person who made the submission;
- Received on or before the close of business on 3 December 2001;
- State the name and address of each person who made the submission;
- State the grounds of the submission and the facts and circumstances relied on in support of the grounds; and
- Made to the Minister.

TOM BARTON Minister for State Development 3 November 2001

## 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 plaźa;
- (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: 19 December 2001



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WEDNESDAY, 28 MAY, 2003

[No. 25

# 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 Jim Elder, Deputy Premier, Minister for State Development and Minister for Trade made a Ministerial designation of land for community infrastructure that the Lang Park Trust, the Coordinator-General and/or the State intended to supply on the land ("the original designation decision"); and
- On 6 November 2000 Jim Elder, Deputy Premier, Minister for State Development and Minister for Trade amended the Ministerial designation previously made by him on 11 September 2000. The amendment varied the areas of land to which the Ministerial designation of 11 September 2000 applied and it also included additional land ("the first amended designation decision").

Pursuant to section 2.6.7 and Schedule 6 of the Integrated Planning Act 1997:

 On 19 December 2001 I amended the Ministerial designation of land for community infrastructure made on 11 September 2000 and amended on 6 November 2000 to include an additional type of community infrastructure for the supply of a substation by Energex ("the second amended designation decision"); and

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

Today I have amended the Ministerial designation of land for community infrastructure, made by Jim Elder on 11 September 2000 and previously amended by Jim Elder on 6 November 2000 and myself on 19 December 2001, to further vary the areas of land the subject of the designation decision ("the third amended designation decision").

The Ministerial designation of land for community infrastructure for the redevelopment of the Suncorp Stadium applies to the land and for the forms of infrastructure as set out in the first amended designation decision, dated 6 November 2000, subject to any variation resulting from:

- the second amended designation decision; and
- the third amended designation decision.

Each of these amending decisions only replaces or adds that part of the designation decision to which the amendment applies.

#### Description of the land to which the third amendment designation decision applies

The third amended designation decision applies to that part of Lot 22 on SP 129984 and Lot 4 on RP 805871, Railway Terrace, Milton Road, Caxton Street and Hale Street generally identified as being designated on Attachments 1 and 2.

This third amended Ministerial designation applies to the QR corridor and the identified streets, only to the extent necessary to carry out the works set out in attachments 3 and 4. This third 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 3 and 4.

Type of community infrastructure for which the land has been designated

The type of community infrastructure for which the land has been designated is as set out in the first amended designation decision, as varied by the second amended designation decision.

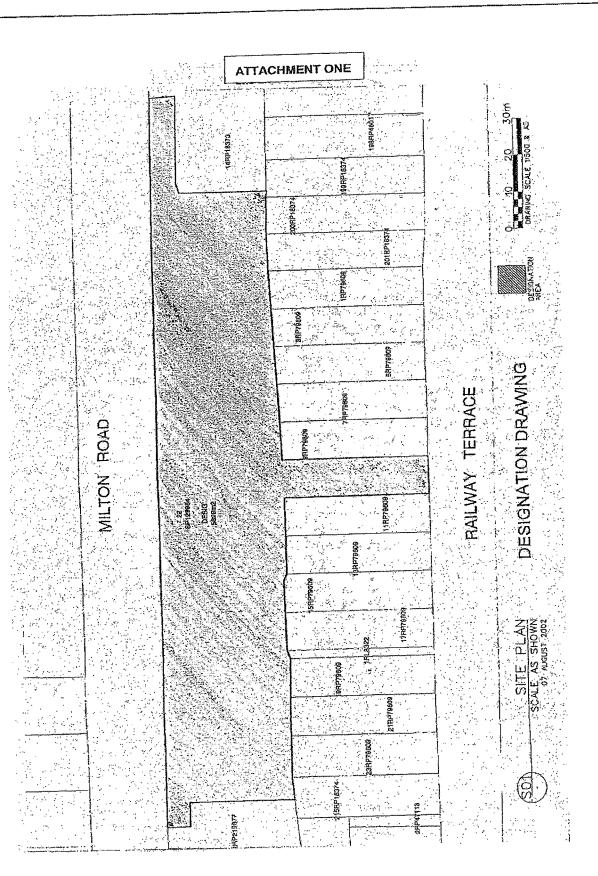
### Matters included as part of the designation under section 2.6.4 of the Integrated Planning Act 1997

The community infrastructure to which this third amended Ministerial designation applies shall be supplied generally in accordance with Attachments 3 and 4.

TOM BARTON MP Minister for State Development Dated: 28 May 2003

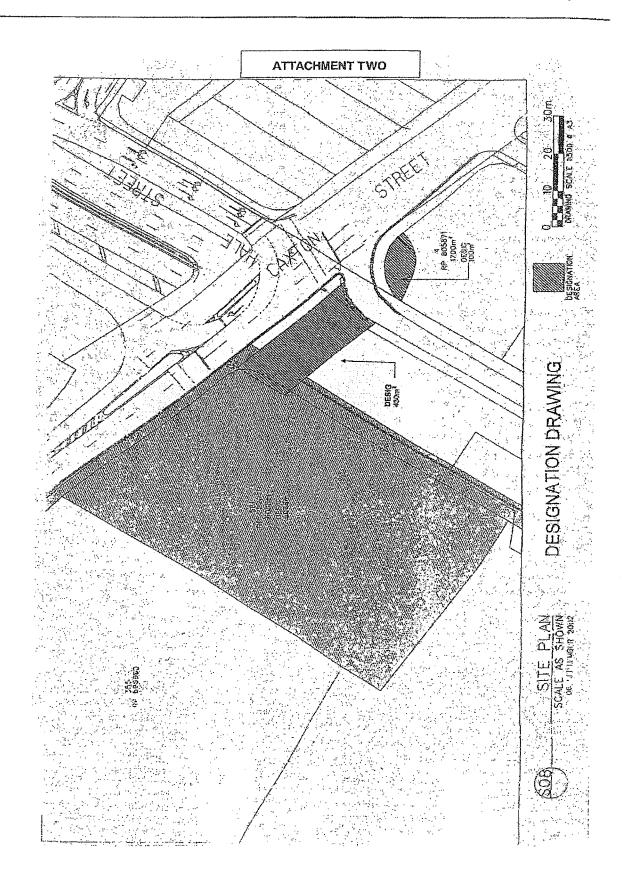
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28 May, 2003]



#### QUEENSLAND GOVERNMENT GAZETTE, No. 25

[28 May, 2003



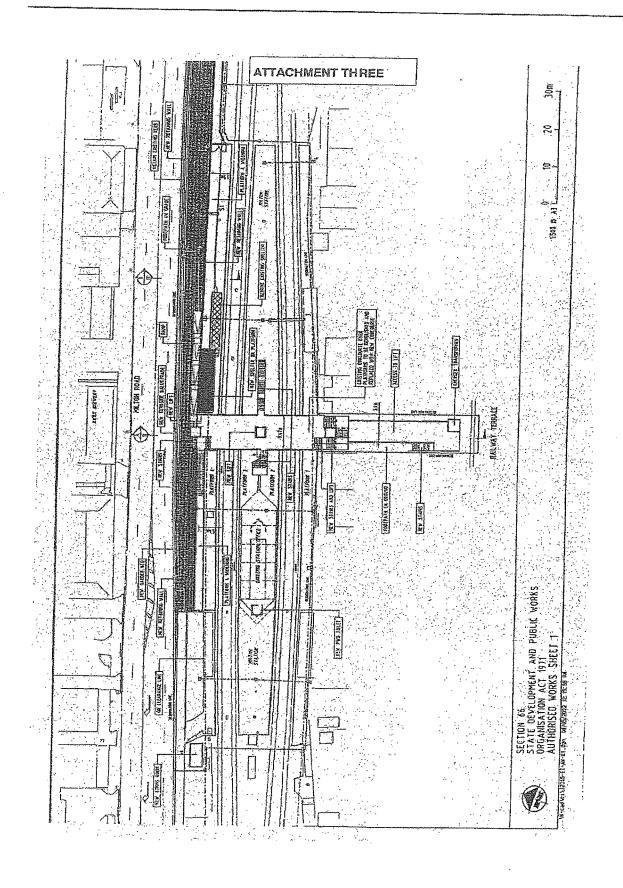
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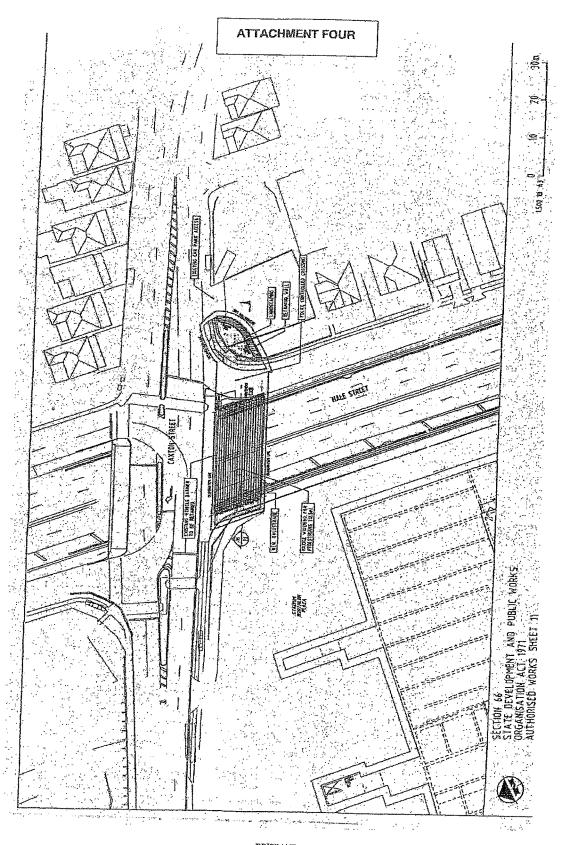
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# QUEENSLAND GOVERNMENT GAZETTE, No. 25



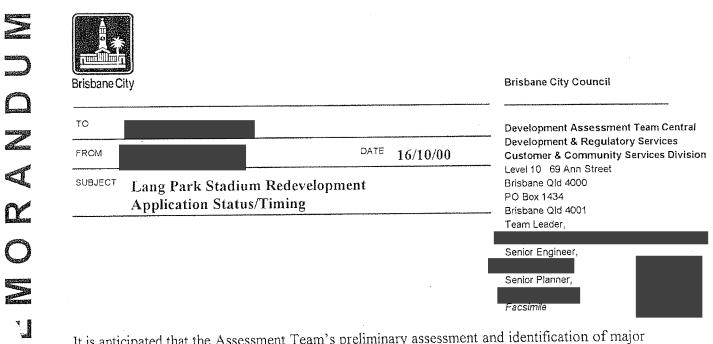
[28 May, 2003



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It is anticipated that the Assessment Team's preliminary assessment and identification of major issues will be completed by this Wednesday. Some major issues identified at this stage are:

- appearance of stadium building (bulk, design, treatment);
- southern plaza (design, relationship with street level and church, Energex structure/s);
- northern plaza (design, appropriate level of activity and safety of use);
- relationship between stadium and Christ Church;
- pedestrian walkways (location, design, safety);

- ► appropriate level of confidence that State Government will provide external community infrastructure (southern plaza, walkways, etc.); and
- amenity issues (traffic, parking, noise, lighting, safety, etc.).

The Lang Park consultant team have also independently decided to review the design of the stadium building, both plazas, and the walkways, following on from concerns raised at a recent workshop with peak industry group representatives (including Council representatives). The consultant team presented draft sketches of such to Council's Assessment Team last Wednesday, which showed some progress towards resolving some of major design issues identified above.

We meet with the Lang Park consultant team on a weekly basis on Wednesday mornings. This Wednesday we will be discussing the legal aspects of the redevelopment proposal with their lawyers and Tony Chadwick. Next Wednesday the consultant team intend to present the draft revised design sketches for the pedestrian walkways.

We intend to present the application to Development Assessment Committee this Thursday for discussion of major issues/direction, and Administration Sub Committee the following Monday.

At this stage we are targeting the last Full Council meeting on 28 November for a decision, following presentation to Development Assessment Committee on the 16 November and Urban Planning Committee on the 21 November. We expect that the applicant will not be able to satisfactorily address all of Council's issues in the short timeframe remaining. However, the decision date appears to be an imperative, and it may therefore be necessary to condition some issues for further resolution.

From:	
То:	EXT1.ABACSPO3.TLAC, EXT1.ABACSPO3.PAC2, EXT1.ABACS
Date:	10 November 2000 10:02am
Subject:	Lang Park Expose for

Thanks for your efforts in taking and I through the 'podium' discussion. I know it was hard to fit in, having to retrieve the drawings from the architect's, etc. It would be good to achieve a lower connection to Milton Road and Castlemaine Street if we could relocate the Energex substation and crunch the bus facility a bit.

Again, many thanks

# ADMINISTRATION SUB COMMITTE 27 NOVEMBER 2000

Application: DRS/USE/H00-726665

Proposal:Commercial Outdoor Recreation and Indoor Sport and RecreationApplicant :Lang Park TrustAddress:40 Castlemaine Street, Milton

Draft conditions prepared – consulted applicant, Councillor Hinchliffe, Development Assessment Committee, and Tony Chadwick.

Outstanding design issues external Community Infrastructure works:

- Energex sub-station;
- E.McCormick Park;
- Inbound bus indent and shade structures in Milton Road.
- commitment of State Government to external works. Condition 1 options: consult with Legal Services to confirm condition enforceable or delay decision pending amended Ministerial Designation and Section 65/66 approval. Stadium Management Advisory Group. Condition 6 Community Liaison Group. Condition 7 Traffic Management Plan, car parking scheme and Transport Condition 45 -Coordination Group. Community Precinct Plan - northern plaza. Condition 9 Detailed Design Plan - southern plaza, re-design Energex Condition 10 space. Number of events. Condition 58 -

BCC.186.1050

 until su	the site for Commercial Outdoor Recreation and Indoor Sport and Recreation shall not commence inch time as the associated Community Infrastructure works have been completed.	Prior to the commencement of the use
The 'a	ssociated Community Infrastructure works' referred to in this condition are those works:	
(i)	external to the application site and intended to be provided by the State Government as part of the overall Lang Park Stadium Proposal;	
(ii)	generally as described in the <i>Ministerial Designation of Land for Community Infrastructure</i> dated 6 November 2000 and the <i>Approval for Works under Sections</i> 65-66 of the State Development and <i>Public Works Organisation Act</i> 1971 dated ? November 2000, except as varied by the development approval plans and Condition 10 of this development approval and the walkway plans referred to in (iv) below;	
(iii)	generally summarised as being:	
	<ul> <li>southern plaza and bus station between the stadium and Milton Road;</li> </ul>	
	- upgrading of Milton Station;	
	<ul> <li>pedestrian walkways/concourses/overbridges/associated works connecting the stadium with Milton and Roma Street stations and E. McCormick Park;</li> </ul>	
	- widened/upgraded Milton Road/Upper Roma Street;	54 - C
	bus lanes in Milton Road, Upper Roma Street, and Roma Street; and	
	- inclusion of PCYC and Sports House in the northern plaza; and	
(iv)	particularly as shown on the development approval plans (except as varied by Condition 10), and on the following walkway plans received by Council from HOK Sport on 9 November 2000:	
	<ul> <li>A1-1 (except that the shade structures are to be setback a minimum of 500 mm from the kerb face);</li> </ul>	
	<ul> <li>A1-2 (except that the shade structures are to be setback a minimum of 500 mm from the kerb face, and except that the design of the southern plaza is to be as varied by Condition 10);</li> </ul>	
	- A1-3 (except that the inbound bus indent on Milton Road is to be deleted); and	
	A1-4 (except that the overbridge, stair and ramp in E. McCormick Park are not to be in the existing footpath or affect the existing trees).	

(a) Establish and maintain a Stadium Management Advisory Committee.		and a second
<ul> <li>(b) Submit to Council details of the proposed terms of reference, membership and functions of the Stadium Management Advisory Committee.</li> </ul>		(a) Prior to the commencement of building work or
	Membership is to include representatives from:	operational work and To be maintained
	stadium owners/management;	
	<ul> <li>major user groups (e.g. QRL, QRU, ARU, ARL);</li> </ul>	(b) Prior to the commencement of
	<ul> <li>Brisbane City Council;</li> </ul>	building work or
	<ul> <li>Community Liaison Group (3 representatives);</li> </ul>	operational work
	<ul> <li>Transport Coordination Group;</li> </ul>	
	► Queensland Porioe, and	
	Emergency Service	
	Functions are to include the	
	<ul> <li>preparation, implementation, monitoring and review of any Management Plans;</li> </ul>	
	<ul> <li>monitoring effects of construction and operation phases on surrounding area;</li> </ul>	
	<ul> <li>arrangements for events and</li> </ul>	
	<ul> <li>preparation and submission of an Annual Report to Council on the effectiveness of the Committee in achieving its objectives.</li> </ul>	
(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).	(c) To be maintained

6.

BCC.186.1052

		CONDITIONS	
Art and an article		ACTIONS	TIMES TO COMPLETE ACTIONS
7.	(a) (b)	<ul> <li>Establish and maintain a Community Liaison Group.</li> <li>Submit to Council details of the proposed terms of reference, membership and functions of the Community Liaison Group.</li> <li>Membership is to be representative of all views, interests and concerns in the community potentially affected by the stadium and associated Community Infrastructure works including local:</li> <li>Councillor;</li> </ul>	<ul> <li>(a) Prior to the commencement of building work or operational work and To be maintained</li> <li>(b) Prior to the commencement of</li> </ul>
		<ul> <li>residents;</li> <li>businesses; and</li> <li>community uses diganisations and disadvantaged groups.</li> <li>Functions are to include:</li> </ul>	building work or operational work
		<ul> <li>regular meetings with and reporting to stadium owners/management;</li> <li>regular meetings with and reporting to the community;</li> <li>involvement in the preparation, implementation, monitoring and review of any Management Plans; and</li> <li>involvement in the arrangements for events.</li> </ul>	
	(c)	All reasonable costs associated with the establishment and committee/operational functions of the Community Liaison Group are to be borne by the Lang Park Trust (or successor).	(c) To be maintained

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9.

	ACTIONS	TIMES TO COMPLETE ACTIONS
(a)	Submit to Council a Community Precinct Plan, detailing the following works which are required to be undertaken in conjunction with the detailed design works for the Community Sports Facilities and northern plaza. The plan must show and address at least the following:	Prior to the commencement of building work or
	<ul> <li>improved pedestrian linkages and integration between the Community Sports Facilities, Sports House, northern plaza area and passenger drop-off (achieved through pavement treatments, directional signage, community arts, landscape treatments, and lighting);</li> </ul>	operational work
	<ul> <li>improved pedestrian linkages and integration between the development and Ithaca Pool, Neal Macrossan Park, Council skate park and Given Terrace (achieved through pavement treatments, directional signage, community arts, landscape treatments, and lighting);</li> </ul>	
	<ul> <li>construction of a timber boardwalk extension to the existing footpath fronting Neal Macrossan Park (northern side of Caxton Street) together with a pedestrian connection into the park and uplighting of the existing fig trees adjacent to the footpath;</li> </ul>	
	<ul> <li>design features using CPTED (Crime Prevention Through Environmental Design) principles, having particular regard to the vulnerability of key user groups including children and women on non-event days and evenings;</li> </ul>	
	<ul> <li>ground level activities to animate the plaza and provide safe access to the building for vulnerable users from passenger drop-off and underground car parking areas;</li> </ul>	
	<ul> <li>park infrastructure/amendies to support community use of the plaza on non-event days including: public accession toilets; water; community notice boards; electricity for 'local' cultural events; seating; shade; active and passive recreation spaces; children's play areas; and the like;</li> </ul>	
	<ul> <li>maintenance of proposed water features; and</li> </ul>	
	<ul> <li>use of facilities within the development (e.g. sporting facilities, conference rooms, kitchens, and the like) by community uses on non-event days e.g. Meals on Wheels, local schools, community groups and the like.</li> </ul>	
	The Community Precinct Plan is also to be reviewed by the Stadium Management Advisory Committee and the Community Liaison Group to ensure adequate integration and coordination of all activities associated with the construction and operation of the development.	Prior to the
 (b)	Implement, monitor and review the Community Precinct Plan in consultation with the Stadium Management Advisory Committee, the Community Liaison Group, and Council.	commencement of the use and To be maintained

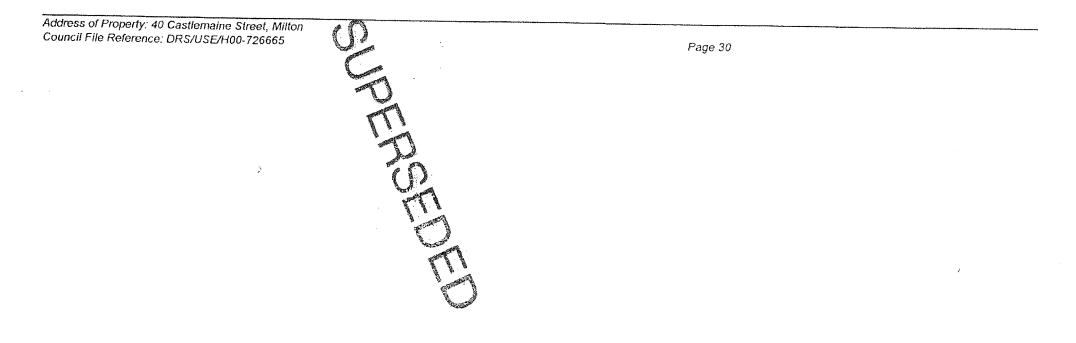
•	ACTIONS	TIMES TO COMPLET ACTIONS
0.	<ul> <li>Submit to Council a Detailed Design Plan of the southern plaza. The plan must show and address at least the following:</li> <li>appropriate interface/presentation to Castlemaine Street. The current proposal for an Energex substation fronting Castlemaine Street is not acceptable, and instead a series of landscaped terraces must be provided (similar to that provided fronting Milton Road);</li> </ul>	Prior to the commencement of building work or operational work
	<ul> <li>any proposals for structures on or above the level of the plaza. No permanent structures should be located around the perimeter of the plaza (temporary ticketing/information booths, kiosks, toilets and like may be located within these areas on event days only);</li> </ul>	
	<ul> <li>design features using CPTED (Crime Prevention Through Environmental Design) principles; and</li> <li>infrastructure/amenites to support community use of the plaza on non-event days including: public access to toilets; water seating; shade; and the like.</li> </ul>	

BCC.186.1055

		ACTIONS	TIMES TO COMPLETE ACTIONS
5.	(a)	Submit for the approval of the Manager, Transport and Traffic a Transport Management Plan which addresses at least the following issues:	Prior to the commencement of
		<ul> <li>plans for the full range of events for various crowd capacities and times (e.g. day or night, mid-week or weekend, etc.). Each plan should outline the operational measures to be implemented including:</li> </ul>	building work or operational work
		<ul> <li>public transport (including coaches);</li> </ul>	
		parking control;	
		road/street closures;	
		pedestrian control;	
		<ul> <li>event traffic control, including police; and</li> </ul>	
		<ul> <li>passenger set down and collection (including that during events, the passenger drop-off area in the northern plaza may only be used by vehicles dropping off or picking up disabled persons);</li> </ul>	
		and outline measures to monitor and review effectiveness of the plan/s;	
		<ul> <li>integrated ticketing system for public transport and event entry (public transport included in event ticketing);</li> </ul>	
		pre-event publicity regarding parking restrictions and transport options;	
		<ul> <li>emergency vehicle access during construction and events;</li> </ul>	
		<ul> <li>cat parking scheme (required by part (b) of this condition);</li> </ul>	
		<ul> <li>delayed starting of long distance coach motors;</li> </ul>	
		<ul> <li>shuttle buses restricted to major roads for transportation routes;</li> </ul>	
		<ul> <li>no stadium related vehicular or pedestrian access or parking during events within residential effects, including Heussler Terrace;</li> </ul>	
		<ul> <li>private vehicle, coach, taxi and limousine parking and set down areas;</li> </ul>	
		<ul> <li>shuttle bus operations;</li> </ul>	
		<ul> <li>bus station being available for use by Brisbane Transport outside of events;</li> <li>provision of adequate car parking and servicing within development for Community Sports</li> </ul>	
		<ul> <li>Facilities and Sports House; and</li> <li>terms of reference; membership and functions of Transport Coordination Group (required by part (c) of this condition) to implement, monitor and review the Transport Management Plan (including the car parting scheme). The functions of this Group are to include regular reporting to Counsil on the effectiveness of the Transport Management Plan in achieving its objectives.</li> </ul>	
		The Management Plan is also to be reviewed by the Stadium Management Advisory Committee and the Community Liaison Group to ensure adequate integration and coordination of all activities associated with the construction and operation of the development.	

<u>ga za wan na mana ka ka</u>	ACTIONS	TIMES TO COMPLET ACTIONS
(Condi	tion continued from previous page)	
(b)	The <b>car parking scheme</b> required as part of the Transport Management Plan referred to in part (a) of this condition must <b>prevent intrusion by event-generated car parking into the surrounding</b> <b>area</b> . It should define, establish by Local Law, and implement a Traffic Area around Lang Park which provides during events for:	As per (a) of this condition
	<ul> <li>regulation of on-street parking, including fines. Although requiring further investigation, regulation should be by a time limit of 15 minutes with longer time limit (2 hours) around nominated businesses;</li> </ul>	
	residents and their visitors being able to park on-street without time limits;	
	<ul> <li>appropriate variable regulatory boundary and advisory signs at all major entry points, and static regulatory signs at minor entry points;</li> </ul>	
	<ul> <li>changes to kerb side allocation and BCTA boundary signs, provision of communication to Traffic Control Centre, etc; and</li> </ul>	
	monitoring of areas immediately outside the Traffic Area for event-generated car parking.	
	All costs associated with the car parking scheme (including annual maintenance and running costs) are to be borne by the cang Park Trust (or successor).	
(c)	<b>Establish and maintain a Transport Coordination Group</b> to implement, monitor and review the Transport Management, lar) (including the car parking scheme). The Group is to include all relevant stakeholders invelved 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).	Prior to the commencement of th use and To be maintained
(d)	All costs associated with the preparation, implementation, monitoring and review of the Transport Management Plan (including the car parking scheme) and the establishment and committee/operational functions of the Transport Coordination Group are to be borne by the Lang Park Trust (or successor).	To be maintained

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	58.	There are to be <b>no more than 20 major events</b> (crowd size exceeding 20,000 persons) per annum.	To be maintained



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Brisbane	City			Brisbane City Council
TO	Lord Mayor Jim Soorley	<u>, , , , , , , , , , , , , , , , , , , </u>		Development Assessment Team Central Development & Regulatory Services
FROM		DATE	28/11/2000	<ul> <li>Customer &amp; Community Services Division</li> <li>Level 10 69 Ann Street</li> <li>Brisbane Qld 4000</li> </ul>
SUBJECT	Lang Park			PO Box 1434 Brisbane Qid 4001 Team Leader,
				Senior Planner,
				Facsimile 3403 9125

Council raised concerns before the application was lodged that the proposed approach to the application was 'piecemeal' in that the external infrastructure works were not to form part of the application.

In order to address this issue, representatives from the State Government and Lang Park Trust proposed that a Ministerial Designation and an approval under Sections 65/66 of the State Development and Public Works Organisation Act should be in place for the external infrastructure works before Council decided the application.

However, the current Ministerial Designation and Section 65/66 approval do not satisfactorily show works as agreed to between Council and the applicant. In particular, amended plans are required to address the following matters:

- redesign of overbridge exit into E. McCormick Park, to include ramp and also setback from existing footpath and trees;
- deletion of inbound bus indent on Milton Road;
- shade structures to be setback 500 from kerb line.

These plans should be provided to Council for review and agreement, prior to any decision being made by Council. Additionally, a new Ministerial Designation and Section 65/66 approval incorporating these amendments will need to be in place in order that they can be referred to in the conditions of any Council approval.

While it is acknowledged that the Energex sub-station is not part of the Lang Park proposal, making provision for its later inclusion significantly affects the Castlemaine Streetscape and the design of the southern plaza. Council is concerned about the current proposal for a building wall approximately 13 metres high, and expresses a strong preference for the sub-station to be located to another site. In the event that the sub station remains, alternative designs need to be explored to provide an appropriate interface/presentation to Castlemaine Street. Once a satisfactoriy design solution is agreed to by Council, amended plans should be provided, prior to any decision being made by Council. Such should also be incorporated in the new Section 65/66 approval.



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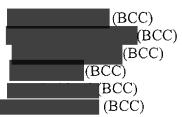
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Our Business - A Better Brisbane

# Lang Park Redevelopment Regular BCC and Joint Venture Meeting <u>Minutes/Actions</u>

Date: Thursday 28 February 2002 <u>Time</u>: 10:00 – 11:00 <u>Venue</u>: Floor 12 Conference Room Brisbane Administration Centre <u>Attendance</u>:

(Joint Venture) (Joint Venture) oint Venture)



### **Actions**

1.	<ul> <li>Stadium Acoustic Design</li> <li>BCC to follow up with Project Services/Public Works from State Government about this issue of condition vs the revised acoustic</li> </ul>
•	report
2.	<ul> <li>Stormwater Management Plan</li> <li>BCC to review outstanding information provided for the Plan and will contact the Joint Venture stormwater management consultant to clarify any issues</li> </ul>
3.	Community Infrastructure Works West
	- Tendering process to be finalised within the next week
	<ul> <li>Joint Venture to discuss the Draft Traffic Management Plan with BCC (Transport &amp; Traffic) – Joint Venture to contact to organise meeting</li> </ul>
4.	Community Infrastructure Works East
	<ul> <li>Initial BCC comments made on previous works plans to be amalgamated and sent to Joint Venture by Friday</li> </ul>
	- Joint Venture currently organising the design work for this infrastructure to align with Project Services requirements
5.	State Government Representative
	- Agreed that State representative should be present at this monthly meetings to provide input on particular issues/matters
6.	Castlemaine Street – Infrastructure Works
	- Numerous works to be undertaken in Castlemaine Street with
	respect to stormwater, sewer and Energex services
	<ul> <li>Joint Venture to provide a preliminary program of the work proposed in Castlemaine St</li> </ul>
7.	Next Meeting
	- Thursday 28 March, 10:00-11:00, Brisbane Administration Centre Floor 12 - forwarded any agenda items to Patricia by Tuesday 26 March for the agenda to be distributed prior to the meeting

### DEVELOPMENT ASSESSMENT COMMITTEE PRESENTATION RECOMMENDATION TO URBAN PLANNING COMMITTEE FOR APPROVAL 22 FEBRUARY 2001

Application: DRS/USE/H00-726665

Proposal:Commercial Outdoor Recreation and Indoor Sport and RecreationApplicant :Lang Park TrustAddress:40 Castlemaine Street, Milton

#### ISSUES

Outcomes of consultation regarding conditions

Local CouncillorLegal Services

Special Conditions set re -

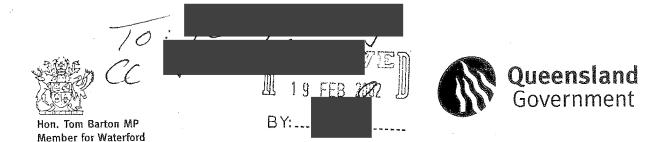
Commitment of State Government to external works

- Stadium Management Advisory Group
- Community Liason Group
- Traffic Management Plan
- Carparking Scheme
- Detailed design of Northern and Southern Plazas
- Redesign of Energex space
- Limit on number of events
- Limit on definition of use
- EMPs to cover construction and operational stages
- Community benefits

#### RECOMMENDATION

That the application be referred to the Urban Planning Committee with a recommendation to Council for approval subject to conditions.

Chairperson DEVELOPMENT ASSESSMENT COMMITTEE



Minister for State Development

## 13 FEB 2002

Manager City Planning Urban Management Division Brisbane City Council GPO Box 1434 BRISBANE QLD 4001

#### Dear

I refer to your letter of 7 December 2001 regarding my advice as Minister for State Development of 31 October 2001 indicating my intention to undertake a Ministerial designation for land associated with the Suncorp Metway Stadium redevelopment and community infrastructure that Energex intends to supply on that land.

I note Council's concerns and suggestions regarding the changes to the Southern Plaza that have occurred as a result of redesigning the Energex substation to be a stand-alone building. While the proposed changes are indicated on the drawings forwarded to Council with the advice of 31 October, these drawings do not accurately portray the final building form that will be constructed. An amount of Work still needs to be done on this aspect and I am advised that both the Department of Public Works and the Joint Venture partners have already indicated to Council officers that they are willing to work cooperatively with Council to ensure an appropriate design outcome.

As no submissions were received by the closing date of 3 December 2001 in relation to the advice of 31 October, I as the relevant Minister, authorised the amendment to the Ministerial designation of land for community infrastructure on 19 December 2001. The Brisbane City Council, as an owner of land subject to the designation, was informed of this amendment in a letter of the same date.

Executive Building 100 George Street Brisbane PO Box 168 Brisbane Albert Street Queensland 4002 Australia Telephone +61 7 3224 4600 Facsimile +61 7 3224 4781 Email statedevelopment@ministerial.qld.gov.au Website www.statedevelopment.qld.gov.au

BCC.186.2269

Thank you for bringing Council's concerns to my attention and I am sure that the cooperative design process previously mentioned will address these issues.

Yours sincerely

TOM BARTON MP Minister for State Development

Ref: MN=27920 I/01/00722

Page 2 of 2

# **Development Assessment Committee Presentation**

Purpose:For Information/DirectionDate:4April 2002

Assessment Manager:	
Proposal:	Lang Park Stadium Redevelopment
File No:	DRS/USE/H00-726665

## <u>Issues</u>

- Significant changes to the original proposal for the Stadium
- Some of the project elements that have changed include:
  - A re-design of the bus station/southern plaza to accommodate the new Energex building. The amended design exposes the bus operations to Milton Road rather than providing a mounded landscape area to screen these operations in the original design. The proposed Energex building also dominates the southern plaza
  - Pedestrian walkways and infrastructure being altered along Milton and Upper Roma Street which will have an impact on the traffic operations, including the busway
  - Proposed bus routes via Hale Street which would require the partial or full closure of Hale Street
- Council has encountered difficulties in consolidating information from the State/Joint Venture

# **Administration Sub Committee Presentation**

Purpose:For Information/DirectionDate:8 April 2002

Assessment Manager:	
Proposal:	Lang Park Stadium Redevelopment
File No:	DRS/USE/H00-726665

### <u>Issues</u>

- Significant changes to the original proposal for the Stadium
- Some of the project elements that have changed include:
  - A re-design of the bus station/southern plaza to accommodate the new Energex building. The amended design exposes the bus operations to Milton Road rather than providing a mounded landscape area to screen these operations in the original design. The proposed Energex building also dominates the southern plaza
  - Pedestrian walkways and infrastructure being altered along Milton and Upper Roma Street which will have an impact on the traffic operations, including the busway
  - Proposed bus routes via Hale Street which would require the partial or full closure of Hale Street
- Council has encountered difficulties in consolidating information from the State/Joint Venture

# **Administration Sub Committee Presentation**

Purpose:For Information/DirectionDate:15 April 2002

Assessment Manager:	
Proposal:	Lang Park Stadium Redevelopment
File No:	DRS/USE/H00-726665

### Issues

- Significant changes to the original proposal for the Stadium
- Some of the project elements that have changed include:
  - A re-design of the bus station/southern plaza to accommodate the new Energex building. The amended design exposes the bus operations to Milton Road rather than providing a mounded landscape area to screen these operations in the original design. The proposed Energex building also dominates the southern plaza
  - Pedestrian walkways and infrastructure being altered along Milton and Upper Roma Street which will have an impact on the traffic operations, including the busway
  - Proposed bus routes via Hale Street which would require the partial or full closure of Hale Street
- Council has encountered difficulties in consolidating information from the State/Joint Venture

29-MAY. US(FKI) 17:U7 29-25-203 15:55

STADIUM REDEVELOPMENT AUTHORITY → 033683421 \*\*\*\*\*\*

Condition 5+4

Received 14/5703



Major Sports Facilities Authority

All Vulture Br Woolloongobba Qld 4102

Queensland Government

Level 11, Gabba Towers.

ABN 53 690 873 374 Telephone (07) 3008 6100 Fax: (07) 3008 6161

The Principal's Representative Project Services Facsimile No.

# Attention: Mr Graeme Pierce

Dear Sir

I refer to your facsimile of 7May 2003 to Mr Manager Stadium Redevelopment project, and the Lang Park Redevelopment Joint Venture's letter of 2 May 2003 to the Principal's Representative, which sought confirmation of the status of Development Approval Conditions 5 and 20 (b) for the Suncorp Stadium Redevelopment project.

In accordance with Development Approval Condition 5, in October 2001 the Community Liaison Group (CLG) was established to provide effective stakeholder input during the project's construction.

A Stadium Management Advisory Committee (SMAC) has been established in accordancewith Development Approval Condition 4 to provide effective stakeholder coverage in the ongoing development of the Stadium and to assist the Stadium's operator in regard the Stadium's operations and management,

As the Suncorp Stadium Redevelopment project will achieve practical completion later this month and SMAC is actively working with the Stadium's operator, I intend to request the Minister for State Development to amend Development Approval Condition to have the CLG conclude its activities as at the date of practical completion of the Stadium consistent with its charter.

In regard to Development Approval Condition 20 (b), it is my understanding the execution of an agreement with Energex to provide underground electricity services in accordance with this Condition is the responsibility of the Lang Park Redevelopment Joint Venture.

I would appreciate if you could convey this information to the Lang Park Redevelopment Joint Venture's Construction Manager.

Yours sincerely

<u>Chief Executive</u> 9 May 2003

BCC.186.0684

Condition 20

Received 14/5/03

From: Sent: To: Subject:

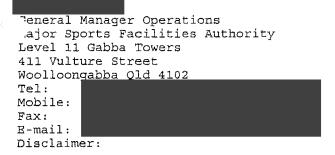
Tuesday, 13 May 2003 2:42 PM

As we discussed today, the Deed of Agreement with Energex regarding the substation at Suncorp Stadium is currently being finalised.

Yesterday afternoon, I endorsed the current draft Deed which reflects all of Energex's comments on the previous draft. I do not believe that there are any outstanding issues of debate.

I expect the Agreement to be formally executed within the next few days.

Regards



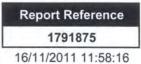
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If this e-mail was not intended for you and was sent to you by mistake, please telephone or e-mail me immediately, destroy any hard copies of this e-mail and delete it and any copies of it from your computer system. Any legal privilege and confidentiality attached to this e-mail is not waived or destroyed by that mistake.

t is your responsibility to ensure that this e-mail does not contain and is not ffected by computer viruses, defects or interference by third parties or replication problems (including incompatibility with your computer system).



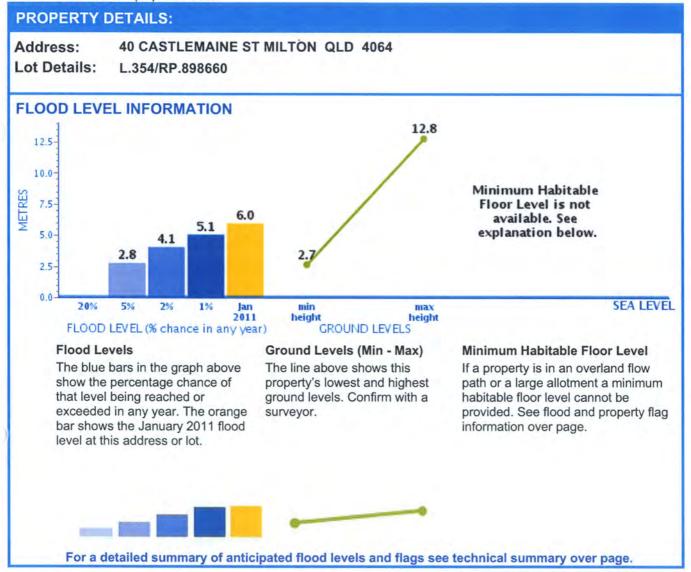
# Brisbane City Council FloodWise Property Report



#### Dedicated to a better Brisbane

The FloodWise Property Report is a free report to inform Brisbane residents and professionals about flood risks for a specified lot or property so they may better prepare for flooding and to plan and build in accordance with Council requirements. A flood level higher than those shown below can occur in any year, although such events are rare.

To find out more about how the contents of this report may affect your ability to build or renovate, as well as Council advice on how to protect your property and family by being FloodWise, visit www.brisbane.qld.gov.au, a Customer Service Centre or call (07) 3403 8888.



#### HIGHEST SOURCE OF FLOODING

RIVER The highest source of flooding affecting this property originates from a river. For more information about flooding in your area you can view and download Council's Flood Flag Maps by visiting www.brisbane.qld.gov.au/floodmap

#### FLOOD AND PROPERTY DEVELOPMENT FLAGS

Current records indicate this property may be affected by one or more flood or property development flags. Please review the technical summary over page for more detail.

# **Technical Summary**

Use this summary to supply information about this property to surveyors, builders, certifiers, architects and engineers who may request this FloodWise Property Report. This summary has been designed to be easily read if scanned or faxed.

**Property Details** 

### Address: 40 CASTLEMAINE ST MILTON QLD 4064

Lot Details: L.354/RP.898660

## **Flooding Information**

### Estimated Peak Flooding Levels

Minimum Ground Level (AHD)	2.7 m	ARI (Years)	% chance	Level (AHD)	Source
Maximum Ground Level (AHD)	12.8 m	5	20%	N/A	
Interim Residential Flood Level (IRFL)	6.0 m	20	5%	2.8 m	RIVER
Interim Residential Flood Level Source	RIVER	50	2%	4.1 m	RIVER
Minimum Habitable Floor Level (AHD)	N/A	100 or DFL	1%	5.1 m	RIVER
		January 201	1	6.0 m	RIVER

Flooding may also occur from:

#### OVERLAND FLOW

# Flood and Property Development Flags

**Overland Flow Path** 

Mapping indicates this property is in an overland flow path. Overland flow is the excess run-off during high rainfall events that travels overland following low-lying, natural drainage paths. Such flooding commonly occurs when underground drainage exceeds capacity. It is recommended you consult a Registered Professional Engineer of Queensland to determine this property's habitable floor level and flooding depth.

Large Allotmer	nt

This property is a Large Allotment of over 1000 square metres. Flood levels may vary significantly across allotments of this size. Further investigations may be warranted in determining the variation in flood levels and the minimum habitable floor level across this site. For more information or advice, it is recommended you engage a Registered Professional Engineer of Queensland.

# Disclaimer

- 1 Defined Flood Levels and Interim Residential Flood Levels, and the Minimum Habitable Floor Levels based on them, are determined from the information available to Council at the date of issue. These flood levels, for a particular property, may change if more detailed information becomes available or changes are made in the method of calculating flood levels.
- 2 Council makes no warranty or representation regarding the accuracy or completeness of a FloodWise Property Report. Council disclaims any responsibility or liability in relation to the use or reliance by any person on a FloodWise Property Report.

# **Useful Definitions**

Australian Height Datum (AHD) – The reference level for defining ground levels in Australia. The level of 0.0m AHD is approximately mean sea level.

Average Recurrence Interval (ARI) or % Chance – The probability of experiencing a flood of a particular magnitude. ARI can be interpreted in terms of years (frequency). ARI levels quoted in this report are measured in height above sea level (AHD). ARI can also be described as the percentage chance that a location will flood in any one year. For example, a 5 year ARI flood event corresponds to a 20% likelihood of a flood of this magnitude or greater occurring in any one year.

**Defined Flood Level (DFL)** – The flood level associated with a defined flood event. Commonly, the standard used is the 100 year ARI. For further information refer to the House Code in Brisbane City Plan 2000, specifically Table 1: House Flood Immunity Levels for residential property.

Maximum and Minimum Ground Level – Highest and lowest ground levels on the property based on available ground level information. A Registered Surveyor can confirm exact ground levels.

**Minimum Habitable Floor Level** – The minimum level above sea level at which habitable areas of development (generally including bedrooms, living rooms, kitchen, study, family and rumpus rooms) must be constructed.

**City Plan 2000** – City Plan 2000 sets out what you can build and where new development should go. Council assesses proposed new development against the City Plan 2000.

Interim Residential Flood Level (IRFL) – The flooding standard adopted by Council following the January 2011 flood event to be applied to new residential development.

# Find Out More

Whether you are building, buying, renting or preparing your property for flooding, obtaining a FloodWise Property Report is the first step in determining your property's flood risk. Council's 'Be FloodWise' series of publications can assist you to plan ahead, respond to and recover from flooding. They are available online at: http://www.brisbane.qld.gov.au/floodwise or by phoning Brisbane City Council on (07) 3403 8888.

The 'Be FloodWise' publications include:

### **Preparing for Flooding**

Assess your flood risk, prepare for and respond to, flood events.

Be FloodWise - A guide for residents

#### Buying / Renting

Assess the flood risk of a property before making a decision to rent or buy. Buying and renting fact sheet

#### **Building or Renovating**

Renovations around your home or business can impact on your flooding exposure. Ensure your house meets City Plan 2000 flood immunity Building and renovating fact sheet

If you are planning to renovate or build, Council recommends you engage a Registered Professional Engineer of Queensland to undertake a thorough assessment of all flood risks specific to the property.



# Get a Free Flood Flag Map

Find out more about predicted flooding in your suburb or area by downloading a free Flood Flag Map. The map shows overland flow paths and where flooding may occur from creeks, rivers and storm tides on a suburb scale.

For more information visit www.brisbane.qld.gov.au/ floodmap or visit a Council Customer Service Centre

Risbane City	MS10	Brisban	e City Council
то	City Planning	Waterways Program Urban Management Division Level 5 69 Ann Street Brisbane Qld 4000 GPO Box 1434 Brisbane Qld 4001	
FROM			
	Waterways	Brisbane Qi	d 4001
		Telephone Facsimile	3403 4981 3403 9456
DATE	22 May 2000		
SUBJECT	Lang Park Stadium Redevelopment – comments on draft EIS.		

This memorandum is in response to your request for comments relating to the above environmental impact statement. The response has been prepared by Bruce McArthur (ext 36848).

# Background

Lang Park stadium is part of the Castlemaine/Caxton Street catchment which adjoins or is in close proximity to the Petrie Terrace/Spring Hill and Milton Local Plans. The area is fully developed and has a history of local flooding. Wade Lester, consultants, were commissioned in 1996 by Council (Works Design), to investigate opportunities which would lessen flooding. The report identified three areas which suffer inundation from 'ponding';

- 1. Castlemaine/Black and Cordova Streets.
- 2. Heussler Terrace and
- 3. Caxton /Morton and Dowse Streets.

Various relief drainage works have been proposed to lessen the affects of flooding at the above locations. Under the current capital works program for this financial year relief drainage (3000mm diameter pipe) is being 'jacked' from Black Street to the river. This is the first stage of a ten year program (depending on funding) to improve drainage infrastructure in the area.

#### Waterway Issues

## Flooding

Lang Park is subject to Brisbane River Flooding, it was inundated during the 1893 and 1974 events. The overland flowpath from the site has been cut off with the construction of the westem railway and Milton Road. The drainage network between the river and Lang Park (in a major event) conveys flood waters from the river to the park where it surcharges until such time it . equalises with the river. Should such an event occur the anticipated Q100 is RL5.0 AHD.

Local flooding (Q2) in Hale Street has been identified in the drainage investigation 1996. This is not considered to be serious and can be rectified with relief works.

## Drainage

The overland flowpaths within the catchment as previously mentioned have been obstructed with the construction, over time of railway and road embankments which have acted as dams. The only way stormwater is able to discharge in the lower catchment area is via the drainage network.

Our Business - A Better Brisbane

It has been suggested in the EIS that minor flooding in the Hale Street sag be addressed by an alternative route (Hale Street - River) contrary to that proposed in the 1996 drainage study. This option is not favoured as it would not only increase maintenance costs but would introduce yet another piped outlet to the river. The favoured option is to upgrade the east/west drainage which crosses Lang Park and connect to proposed relief works in Castlemaine Street. Also any proposed variation to existing discharge points would need to be discussed with waterways prior to approvals being given.

The capital works program within the catchment currently favours relief works which will in the first instance directly benefit private residences. Under the current program remedial works along Castlemaine Street are not scheduled for completion until 2002/03. However should the redevelopment take place Waterways is prepared to address the current program to enable construction of drainage works to be completed in conjunction with the stadium works.

To protect existing drainage infrastructure within the redevelopment site, Building Over/New Stormwater Facilities (BOSW) requirements will have to be satisfied prior to the commencement of any works in or around the site. Refer: BCC's "draft" guidelines (attached).

#### Ground Water Seepage

The EIS clearly indicates ground water seepage is occurring at the southern outer seating area. This appears to be the result of lateral ground water movement from old carbodies and glass deposited when the area was an old landfill site. It has been suggested geotechnical investigations be undertaken to determine the existing water table levels and if necessary identify and remove offending materials as required. Waterways supports this approach and encourages consultation to achieve a satisfactory outcome.

# Water Storage/Reuse/Detention

Waterways supports in principal the concept of storage for reuse, however more details are required prior to acceptance of the proposal. With relief drainage works currently under construction, site detention is not supported by Waterways.

#### Water Quality

Based on previous land use (eg rubbish dump) a sample of baseflow was taken from the playing field to determine the level of likely contaminates. The physical appearance of the runoff was found to be good. Nutrient content however is relatively high particularly due to the nitrogen component as it is relatively soluble in fertilisers. The results are consistent with similar results in urban catchments where nutrients and bacterial levels exceed the recommended water quality parameters. The EIS acknowledges difficulties in achieving BCC water quality objectives.

Erosion and sediment controls are also a concern as major demolition works are part of the redevelopment. A range of treatment practices have been proposed in the report which are considered appropriate to the operational stage. Large scale practices such as major sediment ponds and constructed wetlands have been excluded as the catchment lacks suitable areas for such devices. It will be necessary to undertake discussions with the development assessment team in consultation with Waterways Program to determine satisfactory best practice objectives. A Site Based Stormwater Management Plan will also be required which integrates waterways values and discharge requirements for both construction and operational phases.

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#### Summary

Waterways program considers that the EIS has acknowledged most of the above issues. There is a need however to supply more information at the application stage outlining management strategies including but not limited to:

- Satisfactory demonstration of the proposed drainage works meeting the relief drainage requirement and consistant with Councils current drainage program. It is also recommended that partnerships with Councils drainage should be investigated and agreed for implimentation.
- Meeting the requirements for Building Over Stormwater (BOSW).
- Demonstration of "no adverse" affects from ground water.
- A Site Based Stormwater Management Plan which integrates waterways values and discharge requirements for both construction and operational phases. Such a plan would be subject to Council approval.

# Senior Waterways Program Officer (Infrastructure)





Ref: P\00-2001-00\_fp2\D-Communications\D3-Outgoing Correspondence\D3.1-Client\govt\001109 Terry Convey.doc 9 November 2000

Team Leader Assessment Central & Regulatory Services Brisbane City Council Level 10 Brisbane Administration Centre 80 Ann Street BRISBANE QLD 4000

RE: Lang Park Redevelopment – Development Application Supplemental Information

Dear Terry

Please find our transmittal document detailing the particular drawings and report issued today as required.

Generally this supplemental information includes the coloured drawings of the revised:

- Elevations
- Sections
- North Plaza
- South Plaza
- Pedestrian Walkway Plans

at A1 size, mounted on board and laminated, plus further copies of A1 size coloured plans, additional cross sections and two sets of 1:500 black line prints.

The issue also contains ten copies of the updated Supplemental Design Report. This report includes all of the above drawings at A3 size with explanatory images of the walkways etc. and text regards the architectural upgrading of the original DA submission. The Section 4 of the report includes the landscape concept and the text regarding landscape design intent.

We would appreciate your confirmation that all of the above have been received and are in accordance with your requests.

Yours sincerely

Project Coordinator HOK Sport

cc Project Services

Level 2, 40 Edward Street, PO Box 216 Albert Street Brisbane Qld 4002, AUSTRALIA Tel: +61 7 3210 2530, Fax: +61 7 3210 2540 e-mail: sport.au@hok.com web: www.hok.com

# Lang Park Development Application - Supplemental Design Report

. 9.November 2000

# Lang Park Redevelopment

Development Application Supplemental Architectural Report

9 November 2000

SUPERSEDED

HOK Sport & PDT Architects

R NOK Sport & PDT Prohitects

11 August 3000

# Contents

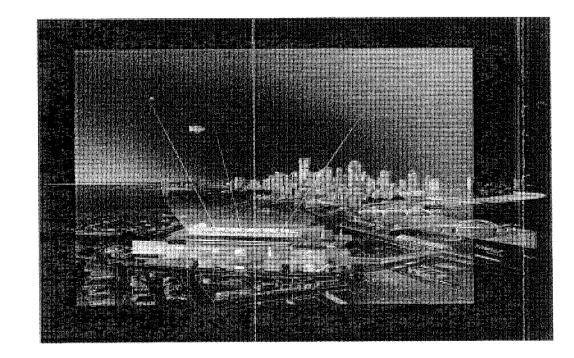
1.0 Introduction

## 2.0 Project Developments

- 2.1 Southern Plaza
- 2.2 Northern Plaza
- 2.3 Elevational Treatment
- 2.4 Pedestrian Infrastructure
- 3.0 Drawings
- 4.0 Landscape Treatments

11 August 2000

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# Introduction

S: HOK Sport & 2DT Architects - 🧳

LL August 2000

# 1.0 Introduction

In September 2000 the Lang Park Trust submitted a Development Application to Brisbane City Council for the proposed redevelopment of Lang Park into a 52,500 all seater stadium. The application has been reviewed by Brisbane City Council Planners and a series of presentations and meetings have been held with the officials to present the proposal and to address points of concern. This supplemental report has been prepared as a summary document of these presentations and meetings. The drawings and text incorporated herein follows the presentation to Council on 8 November 2000 and reflect the modifications to the Development Application that have been requested, discussed and presented to Council during the past two months.

In November 1999, the Queensland Government announced Lang Park as its preferred site in Brisbane for a world-class rectangular pitch stadium following an appraisal of the Lang Park site and the RNA as the possible suitable sites for a major stadium development. The Department of Communication and Information, Local Government, Planning and Sport (DCILGP&S) has formed a Stadium Development Group (SDG) for this project and has appointed a Project Director.

The masterplan and concept design study identified the critical issues affecting the redevelopment of the Lang Park Stadium. The Development Application report dated 11 September 2000 presented recommendations relating to the various components of the masterplan and established the criteria of the concept design for the future redevelopment of Lang Park Stadium.

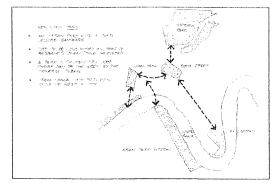
In tandem with the development of the masterplan a Environmental Impact Study ("EIS") of the proposed redevelopment was undertaken by Sinclair Knight Merz (SKM), as required under the Integrated Planning Act. This study was issued for public consultation and comment through a public display from 15 May 2000 to 26 June 2000. The comments received as a result of this process have been incorporated, where feasible, into the Scheme



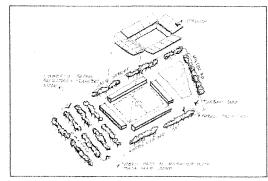
# Design Development

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11 August 200A







A Pavilion in an Urban Park

#### Design as reflected in this Supplemental Report.

## 4.0 Design Development

The recommended solutions are based on a strategy which establishes the stadium as a pavilion located within a park-like setting, redefining the building edge and opening up the site. This way the building mass and facade language addresses the local urban setting through transition zones, breaking down the scale of the proposed structure.

By reducing the secure area of the stadium, or 'keep', to the minimum necessary to maintain a secured facility on non-event days, community usage and access to the site is maximised. The Masterplan creates a new urban environment providing additional 'green' open space within the inner city area, extending the city's Green Space and Public Parklands and forming an integral part of the proposed City West Precinct.

#### 4.1 Southern Plaza

The design development of the southern plaza has reflected the concerns raised by the Brisbane City Council and the local Community as a result of the EIS process and through further consultation resulting from the Development Application drawings lodged with Council on 11 September 2000. The design of the plaza's has developed to reinforce the ideas of the masterplan report recommendations of creating a park setting for the stadium. The design has developed to provide a coordinated, integrated park setting between the southern and northern plaza's by utilising similar themes whilst maintaining the intrinsic difference between the functional requirements during non event days.

The southern plaza has been developed as the civic address for the stadium with a formal approach and axial geometry acting as an extension of the stadium. The stadium through this approach addresses the river and city across the southern plaza with a series of clearly distinguishable external rooms. The key factors the developed design to this area are:

Improved access to the plaza with direct links to Milton Road.

- Reducing the mass of the southern plaza onto Milton Road by introducing a series of terraces stepping down to road level.
- Improvements to the Bus Station layout underneath the plaza through the removal of the saw tooth bays and the adoption of **parallel bays**, as suggested by Brisbane Transport (Presentation held 3 November 2000)
- Separation of **transport infrastructure** from the public circulation on the plaza. Controlled access onto the bus platform from the plaza level.
- Landscape strategy developed to allow the stadium to form an address to Milton Road.
- Development of processional routes into centre of plaza.
- Providing access to the plaza to all members of the community.
- Incorporation of the Energex substation underneath the plaza to the Castlemaine Street elevation.
- Use of **local materials** on the elevations and retaining walls that respect the Queensland location and Brisbane city context.
- Lifting the ground plane and building levels of the Christ Church precinct to **improve** the setting; reduce over shadowing; and create better linkages into the southern and Hale Street plaza's.
- Incorporation of **pavilion** structures on top of the Energex substation to provide accommodation for event day **amenities** (toilets, concession, information booth and ticket sales / collection).
- Incorporation of 'light box' features along the main processional route to provide light and ventilation to the

Masterplan Issues

11 August 2000

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bus station under the plaza. These boxes also provide vertical surfaces for light projection art.

- Introduction of lawn areas to low traffic zones of plaza.

#### 4.2 Northern Plaza

The northern plaza has been developed as an integral part of the overall park setting for the stadium. The emphasis for the northern plaza has been the development of a Community park area that can be utilised to maximum effect on non event days by the local community. The area has been developed into a series of external rooms or spaces that establish a series of functions and activities within the park. The landscape has been developed as an extension of the stadium and defines clear routes for the event day crowds accessing the stadium from Caxton Street.

The stadium edges have been activated by relocating the entry points, lobbies, and supporting refreshment areas of the community sports facilities onto the plaza level facing the park area. In addition the facades of the Community Sports Facilities have been redesigned to allow for greater transparency thus further animating the park area.

The key points of the redesigned plaza are:

Pedestrian **Street** introduced adjacent to the stadium providing direct access to Caxton Street and the stadium entry. This street keeps the heavy event day pedestrian traffic away from the park areas.

- Semi mature shade trees located on edges to provide canopy adjacent to open areas.
- Static and interactive water features introduced to help define areas, and to create an interactive wet zone within the park.
- Sunken lawn area located adjacent to Caxton Street pavement creating a natural ampitheatre for community use.
- Drop off area relocated along main axis of stadium to provide access into the site. Drop off area incorporates hard landscape that forms a distinct zone within the plaza.
- Car park located under plaza adjacent to stadium.
- Plaza elevation to Sports House and Castlemaine Street reduced by terracing plaza down to street level.

- Mature fig trees currently located within Lang Park to be relocated to Caxton Street edge to form a **green canopy** over the road with the mature figs in Neil McCrossen Park.
- Sports sculptures (Wally Lewis and others) located within park.
- Underlighting to tree canopies to alleviate CEPTED issues.

#### 4.3 Elevational Treatment

The treatment of the facades has been reviewed and developed in response to Brisbane City Councils comments regarding the extent of the timber screens. These screens have been reduced to defined areas and act as solar and privacy shades to the dining areas within the stadium. The screens are framed by vertical elements containing ancillary functions (toilets and kitchens) and the stair cores. The lift cores and lobbies have also been relocated and moved outboard of the plan to provide a vertical element along the fin walls.

The key features which have been adopted for the developed design of the elevations are:

- Timber screens reduced to defined zones in front of dining areas.
- Planning rationalised to provide distinct vertical elements in elevations.
- Timber screen detailing developed to breakdown elevations and create humane scale when close to the facades.
- Transparency of northern elevations of Community Sports Facilities increased through the introduction of shaded glazed walls overlooking northern plaza.
- Glazed corner treatment **broken** down into to two glazed planes. A recessed plane is located at the base and head of the corner elevation to breakdown the mass of the corners.
- Internal sun **screening** to glazed corners and the use of non reflective glass reduce radiant heat reflection and glare from corners.

 Clear logical use of materials in defined zones create a variety of surface **textures** to enhance visual interest and break down the scale of the building.

#### 4.4 Pedestrian Infrastructure

The walkway infrastructure has been further developed from the proposal shown in the Development Application Drawings dated 11 September 2000 following concerns raised in the EIS and by Brisbane City Council. The developed design has focused on reducing the impact of the structures on the Queensland Rail corridor and in addressing issues established in the masterplan report covering the notion of developing a processional route and markers to clearly define the route between the city and the stadium.

Paving finishes and street furniture have been incorporated that are sympathetic to the local context whilst establishing a clear language of approach to the stadium.

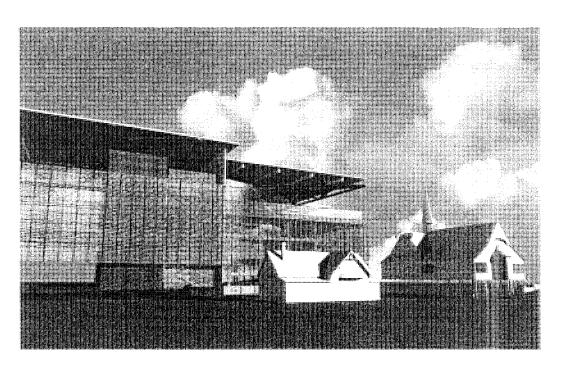
Key aspects of the urban design of the walkways are:

- Sun shading devices at critical locations.
- Structure of bridge over rail corridor to provide a visual marker for pedestrians walking to the stadium from the CBD.
- Walkways connecting to the over bridge are designed as a series of processional routes.
- Elevated walkways in front of Roma Street removed and an at grade managed solution for event day crowds developed with Queensland Transport and Brisbane City Council. This solution involves the closure of up to two lanes in Roma Street depending on the anticipated crowd numbers.
- Lift cores located with external structures, reduced to a minimum to minimise CEPTED and maintainance issues.

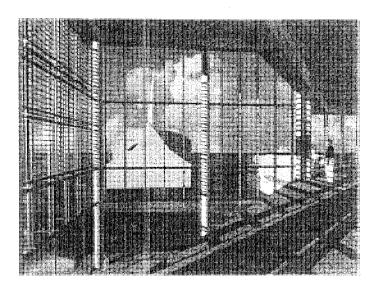


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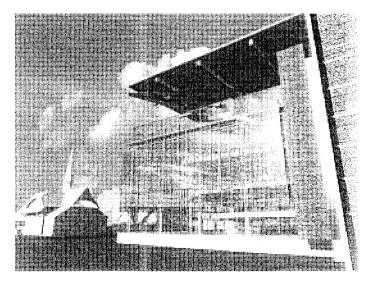
11 August 2000



VIEW FROM PLAZA

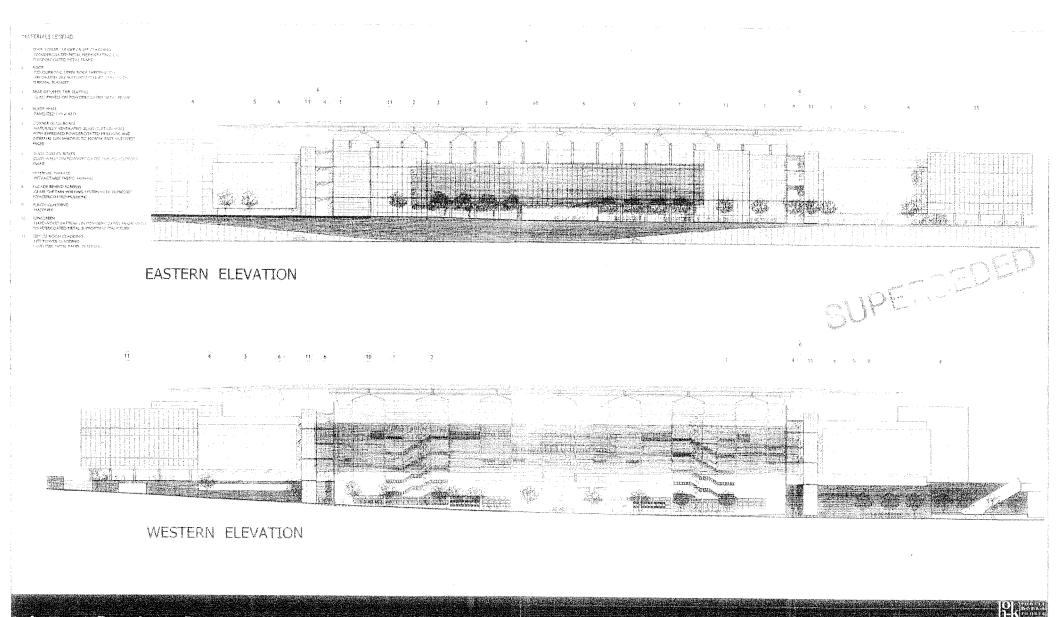


INTERNAL VIEW OF CORNER



EXTERNAL VIEW OF CORNER

Lang Park – Redevelopment Proposal

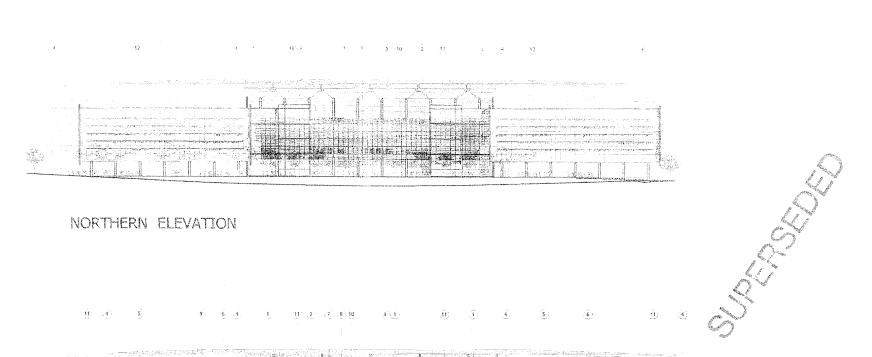


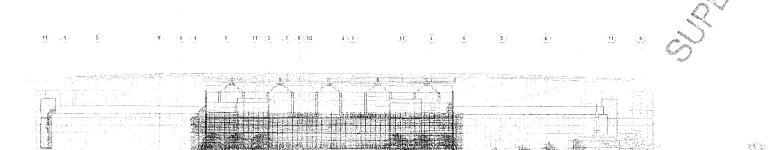
Lang Park - Redevelopment Proposal

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#### MATERIALS LEGEND

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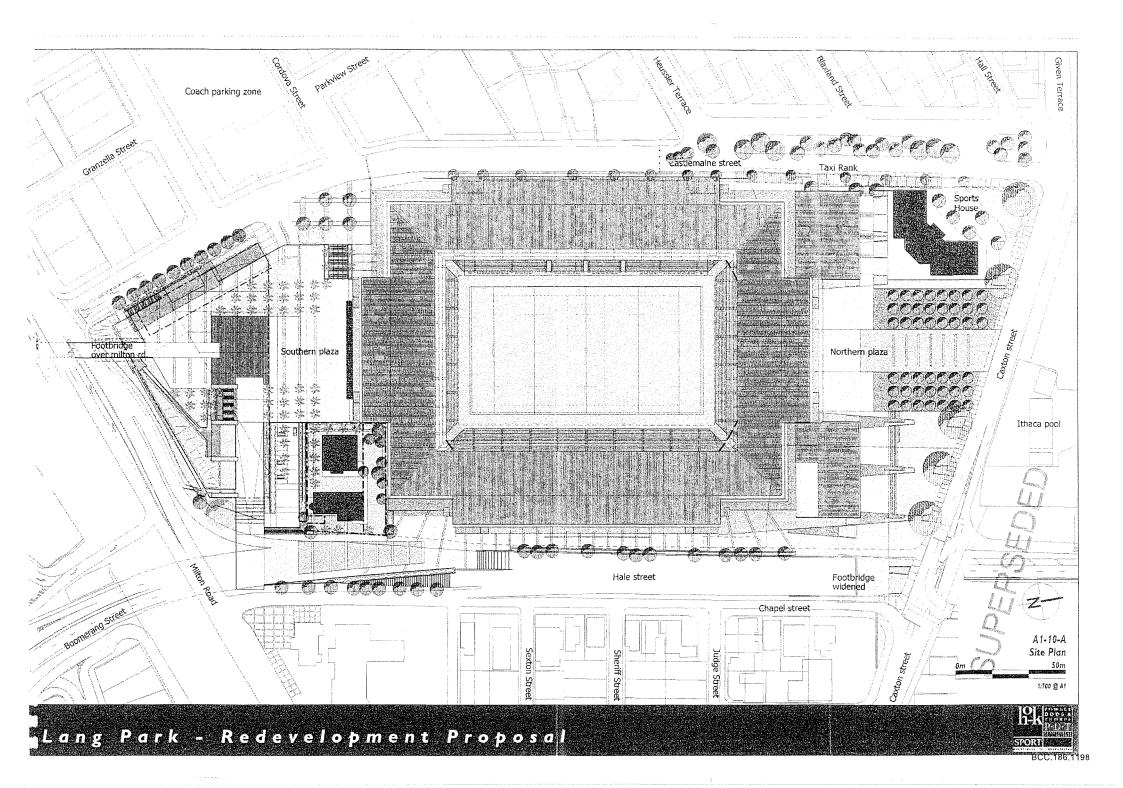
SOUTHERN ELEVATION

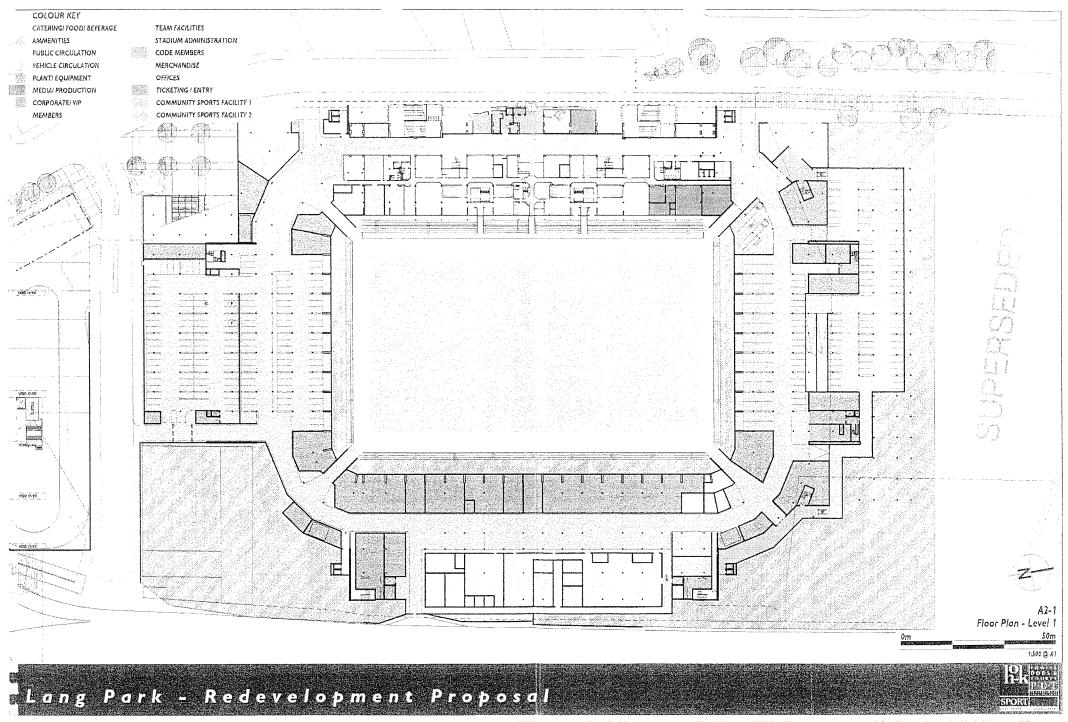
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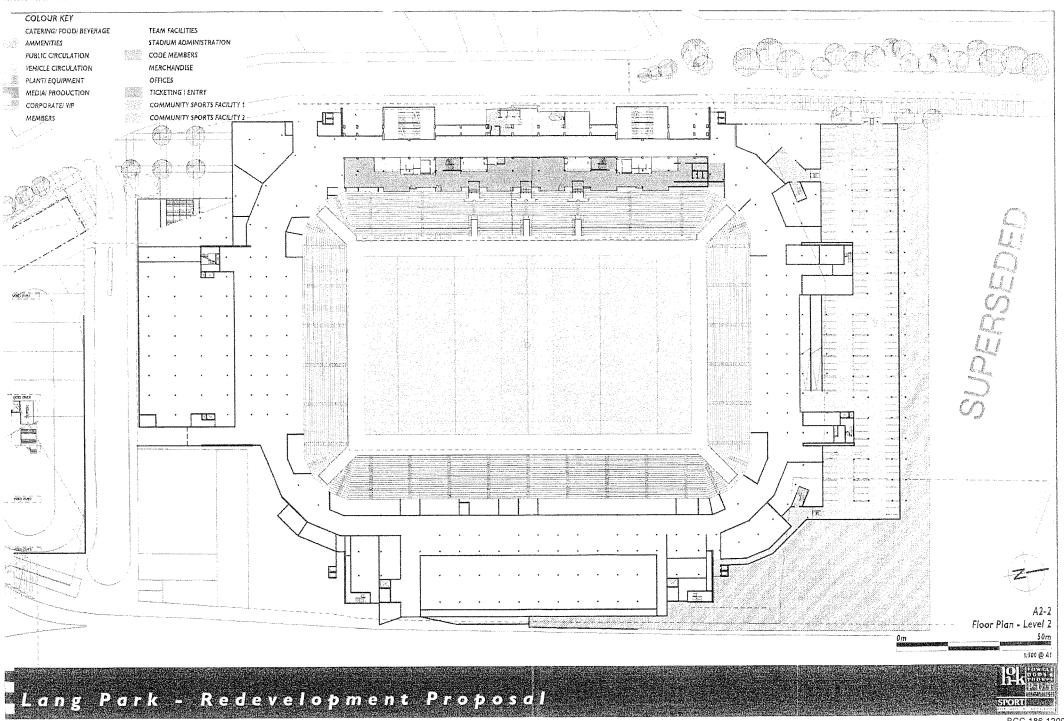
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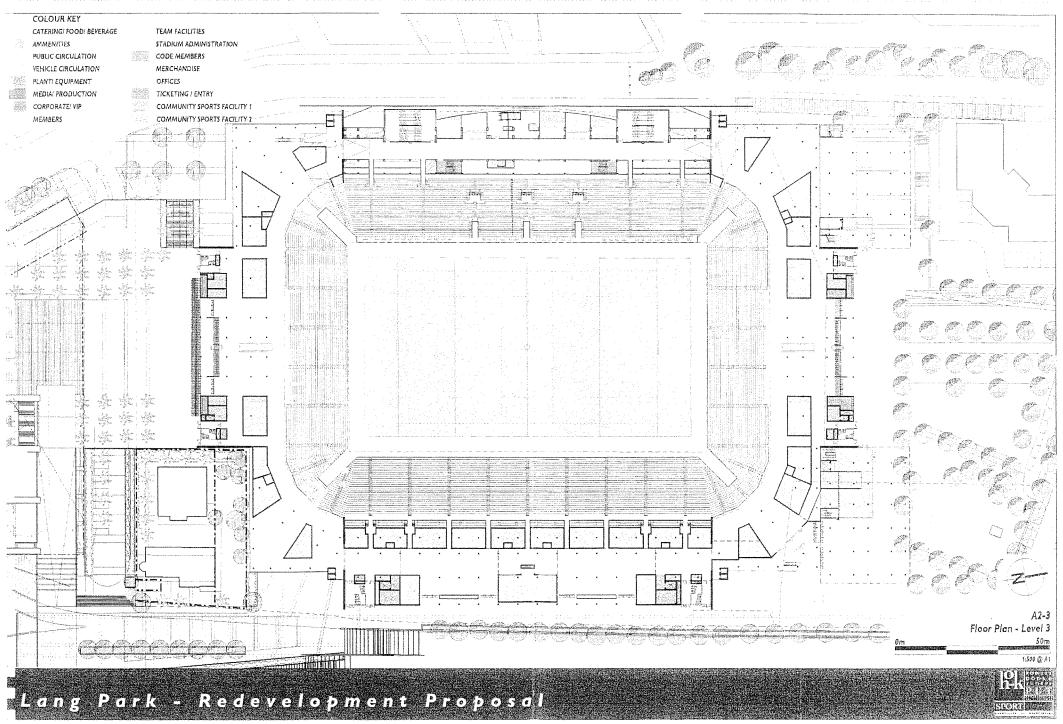
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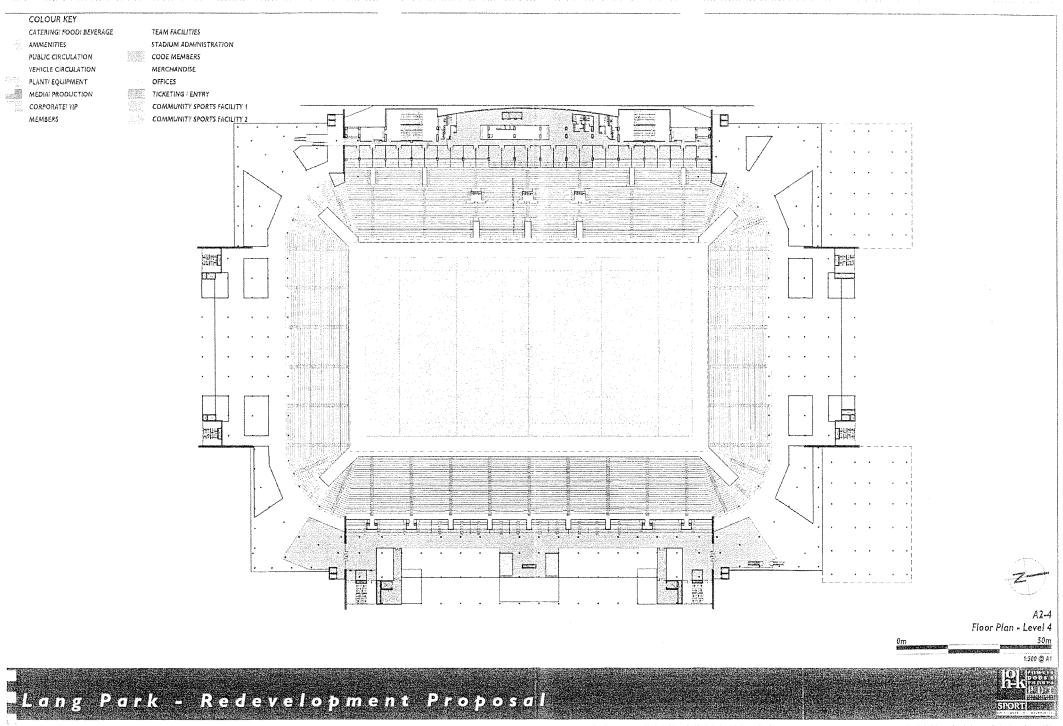
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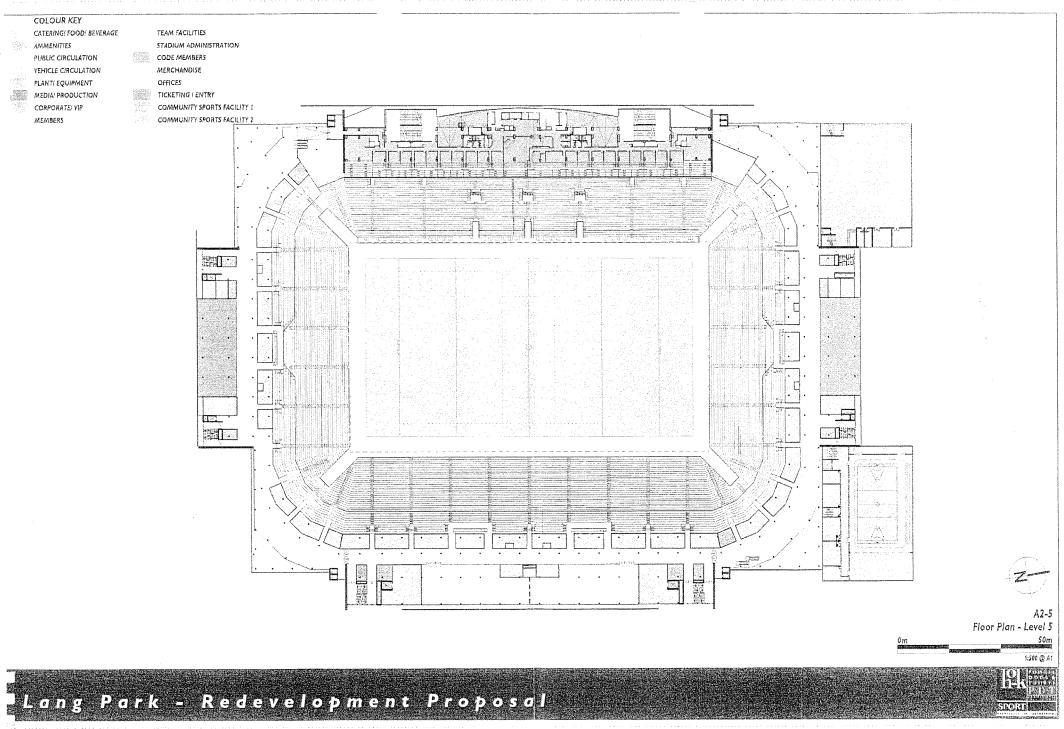


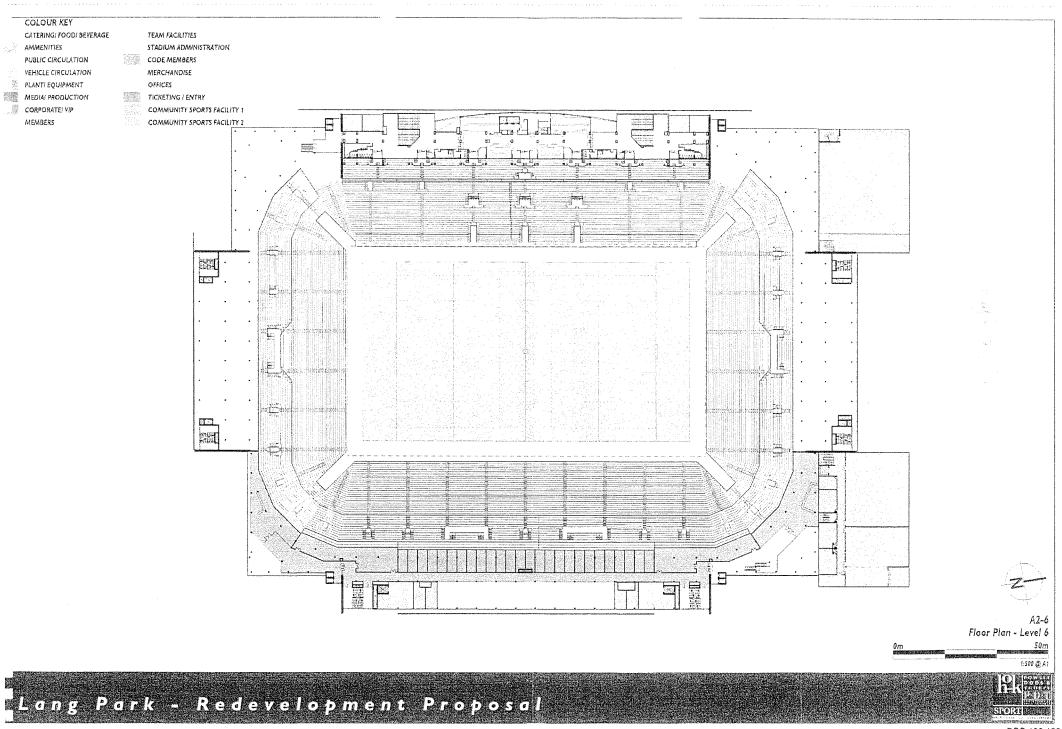


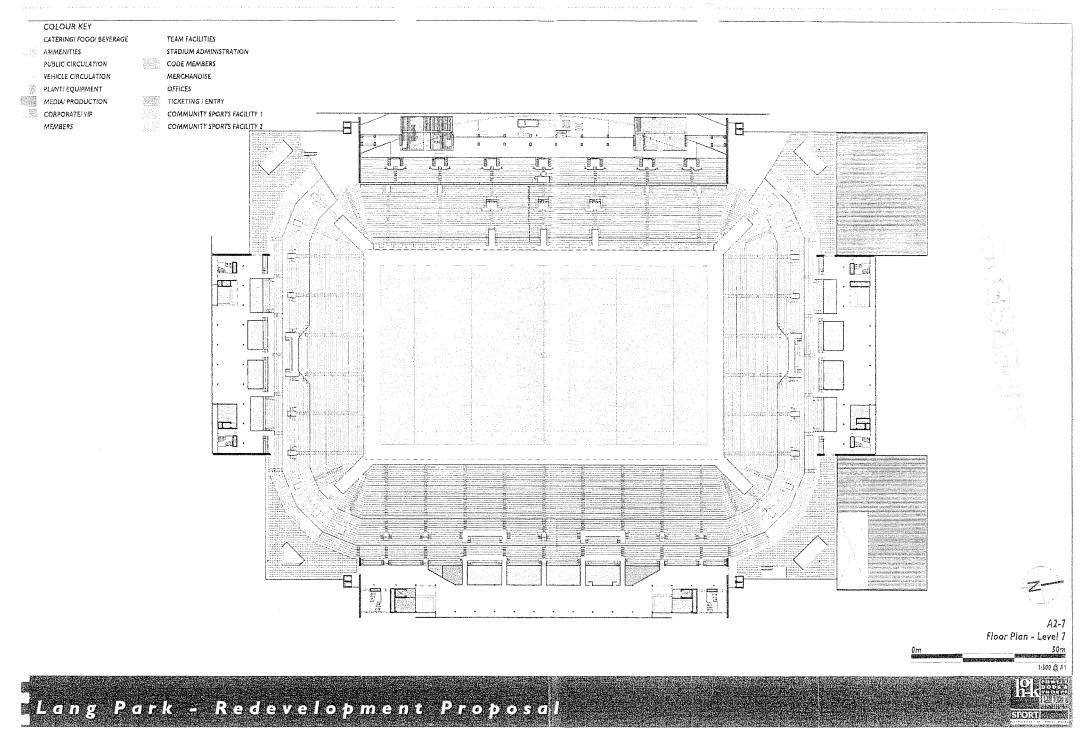


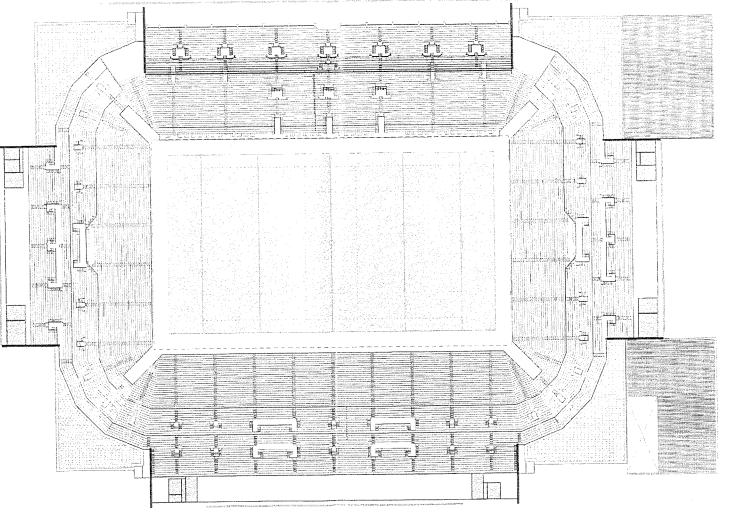












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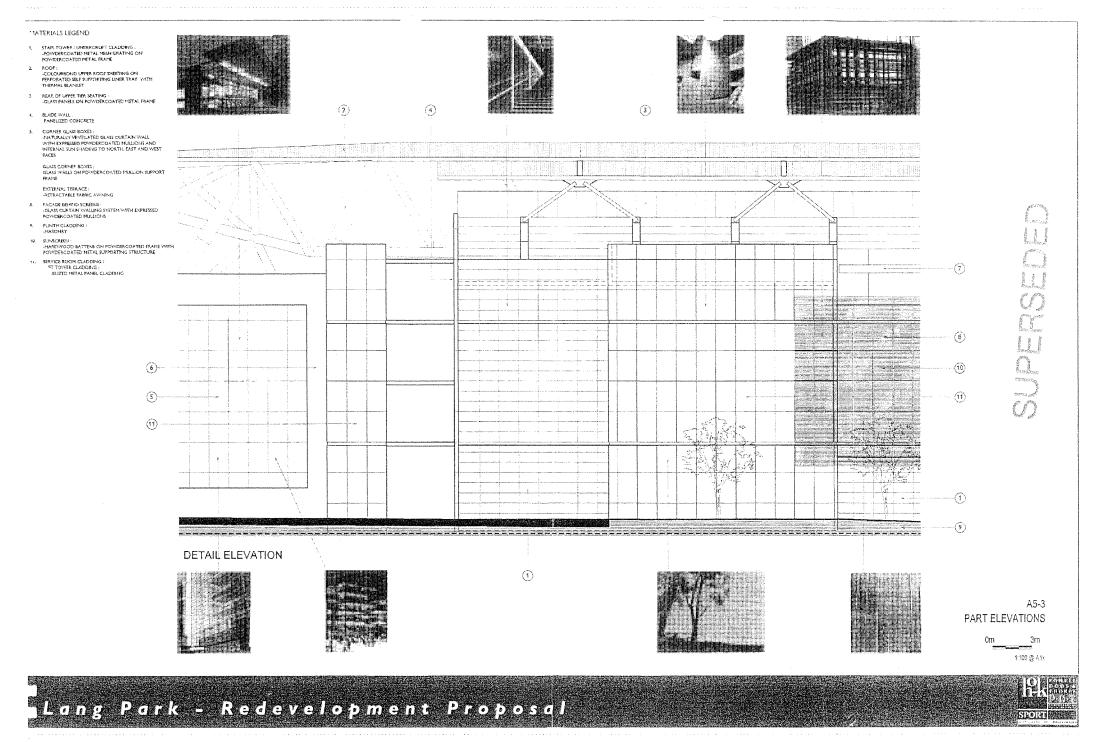
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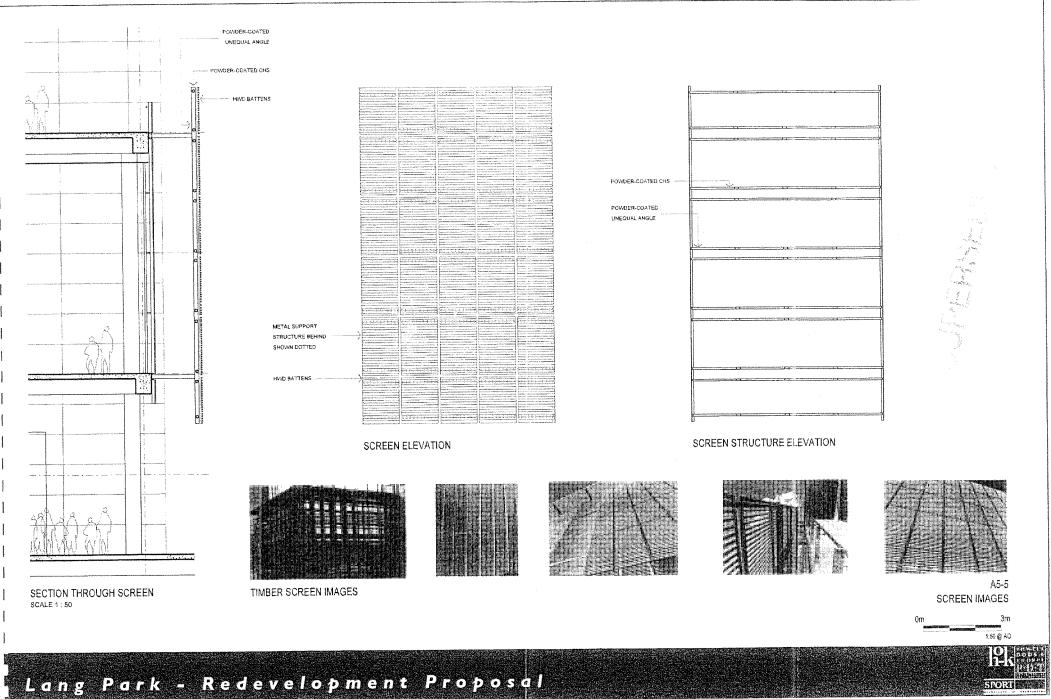
Bowl Plan - Level 8 1:500 @ A1

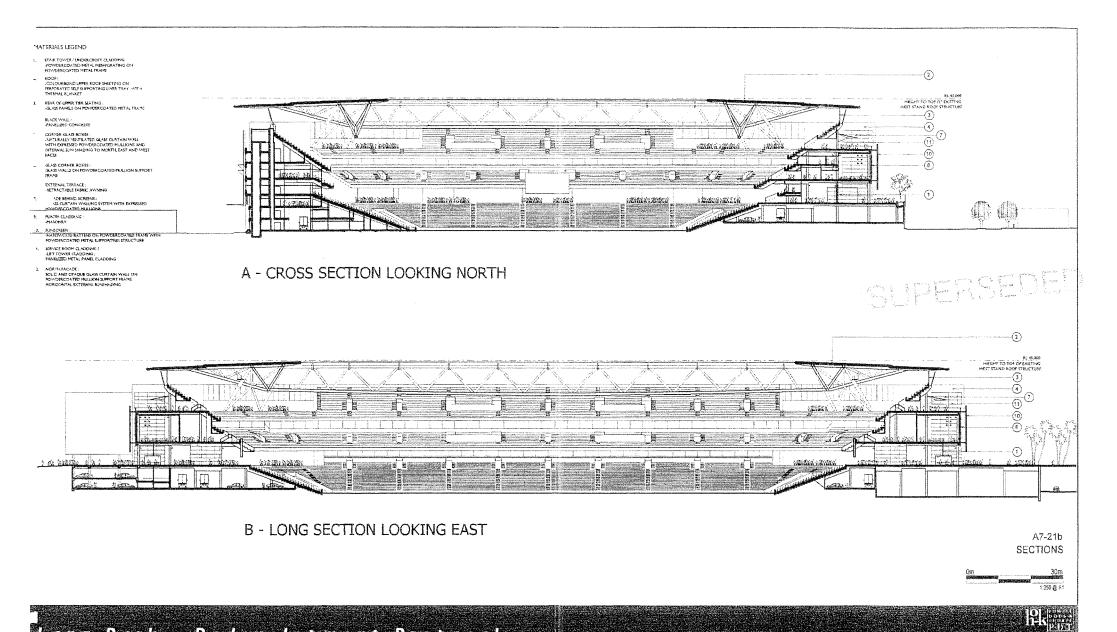
Lang Park - Redevelopment Proposal

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SPORT

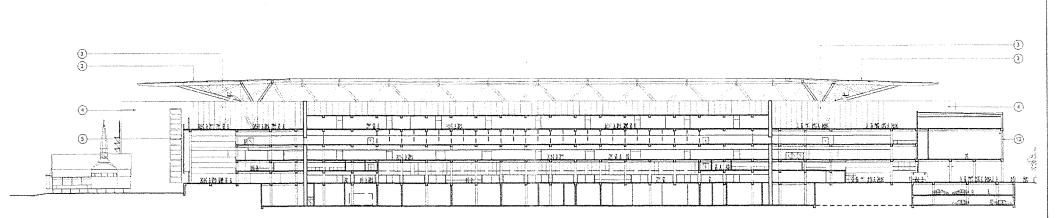






Lang Park - Redevelopment Proposal

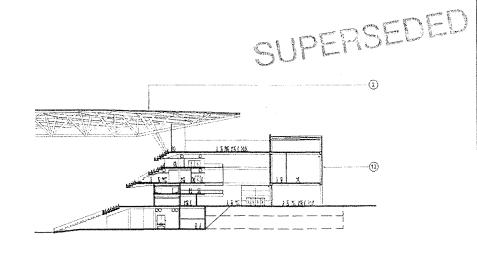
SPORT



C - LONG SECTION THROUGH EAST STAND

MATERIALS LEGEND

- ETAIR TOWER / UNDERCROFT CLADDING POWDERCOATED METAL MEREGRATING ON NOWDERCOATED METAL FRAME
- ROOF: COLOURSOND UPER ROOF SHEETING ON PERCENTED SELF-SUPPORTING LINER TRAY, WITH THEMAS, BLANKET
- REAR OF UPER THE SEATING -- GLASS PANELS ON PONTERCOATED METAL FRAME
- BLADE WALL : -PANELIZED CONORETE
- GLASS CORINER RONES: GLASS WALLS ON POW/DERCOATED HULLION SUFFORT TRAFIS
- 7 EXTERNAL TERAACE: -NETRACTABLE PABRIC AWNING
- FACADE BEHRIND SCAEDS : -GLASS CURTAIN WALLING SYSTEM WITH DUPRESSED POWDERCOATED HULKONS
- 9. PUNTH CLADDING : .HASONINY
- 11. SERVICE ROOM CLADDING? - LIFT TOWER CLADDING : - PANELIZED METAL PANEL CLADDING
- 12. NORTH FACADE: SOUD AND OPAQUE GLAST CURTAIN WAIL ON POWDERCOATED HULJION SUMPORT FRAME HORIZONTAL EXTERNAL SUMPHADING



**D - SECTION THROUGH NORTH/EAST CORNER** 



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# Lang Park - Redevelopment Proposal