

Question on Notice

No. 681

Asked on 24 May 2023

DR A MACMAHON ASKED MINISTER FOR TRANSPORT AND MAIN ROADS AND MINISTER FOR DIGITAL SERVICES (HON M BAILEY)—

QUESTION:

With reference to the Brisbane City Council approved redevelopment plans for the Buranda Village site opposite the PA hospital which contains four residential towers and three commercial and office towers and hundreds of parking spaces to service residents, workers, and visitors—

Will the Minister advise (a) has the department received any advice regarding how this redevelopment will impact the already congested Ipswich road and access to the hospital, and whether impacts warrant the exercise of State call-in powers under the Planning Act, (b) what advice has the department given to the Planning Minister regarding this development, (c) what plans, if any, has the department developed to mitigate likely traffic impacts on Ipswich Road and (d) will the department consider requiring the developer to contribute to the costs of traffic mitigation efforts as a result of its development?

ANSWER:

I thank the Member for South Brisbane for the question.

- (a) Ipswich Road situated adjacent to the Buranda Village site and opposite the Princess Alexandra Hospital is a local government-controlled road. The Department of Transport and Main Roads (TMR) has not received any advice on this matter as Ipswich Road falls under the jurisdiction of Brisbane City Council (BCC). BCC is best placed to determine the impacts and appropriate mitigation measures for traffic impacts on Ipswich Road. Regarding the use of the Planning Act, as this matter falls outside of my portfolio, it would be appropriate for the Member to direct this question to the Honourable Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympic and Paralympic Games Infrastructure.
- (b) TMR provided technical advice regarding the development to the State Assessment and Referral Agency (SARA), within the Department of State Development, Infrastructure, Local Government and Planning, as the concurrence agency to the development application. TMR's advice included recommendations for mitigation of impacts on public transport and active transport.
- (c) Upgrades or changes to Ipswich Road, as a local government-controlled road, are matters for BCC to consider.
- (d) TMR assessed the impacts of the proposed development on the Pacific Motorway as the nearest state-controlled road and determined that no developer contributions would be required. However, the impacts on public transport—namely bus stops and services, taxi ranks and impacts on active transport, including shared paths for bike riders and pedestrians—are the subject of conditions included in the response to SARA.