Exhibition Station Consultation Summary

Cross River Rail – Rail, Integration and Systems Alliance
13 February 2020
RIS-UNA-220-141-35-REP-000002
## Document Approval

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<th>Rev</th>
<th>Date</th>
<th>Prepared By</th>
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<td>01/12/2020</td>
<td>Environmental Planner UNITY Alliance</td>
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1 Introduction

This report provides a summary of the community and key stakeholder consultation undertaken as part of the Cross River Rail (CRR) Project with a focus on the proposed Exhibition Station upgrade at the Brisbane Exhibition Grounds (Queensland Heritage Register place ID 601709). It describes the consultation undertaken to date, the key stakeholders, key issues raised and outcomes.

This report has been prepared to support the development by the State process under section 71 of the Queensland Heritage Act 1992 (Heritage Act) to demonstrate the comprehensive consultation that has been undertaken for the CRR Project. This report will also be used to the Queensland Heritage Council’s understanding of the project’s stakeholders and their views of the CRR Project.

Statutory consultation has been undertaken by the proponent (including the Department of Transport and Main Roads (DTMR) and Cross River Rail Delivery Authority (CRRDA)) at key project milestones, including:

- Detailed Feasibility Phase, 2010;
- CRR Draft Environmental Impact Statement (EIS), 2011; and
- Request for Project Change (RFPC), 2017 to now.

Further targeted consultation specific to the proposed Exhibition Station upgrade has been undertaken or is proposed to be undertaken, including:

- Ekka Public Display, August 2019;
- Exhibition Station Concept Design Consultation, January to February 2020; and
- Ongoing social media updates.

Since contract award in August 2019, UNITY Alliance (UNITY) who are responsible for delivering the proposed upgrade to Exhibition Station have consulted with key stakeholders directly impacted by the Project, including:

- Royal National Agricultural and Industrial Association of Queensland (RNA);
- Economic Development Queensland (EDQ);
- Department of Environment and Science (DES) Heritage Team; and
- Queensland Rail (QR) Heritage Team.

A timeline for the consultation carried out to date is summarised in Figure 1-1.
2 Statutory Consultation

2.1 Detailed Feasibility Phase

Prior to the release of the CRR EIS, the Department of Transport and Main Roads (DTMR) undertook community and stakeholder consultation to inform the preparation of the EIS and reference design. Three rounds of consultation occurred between April 2010 and December 2010. An additional round of consultation was held between September 2010 and October 2010 with the release of the southern portal location.

A range of communication and consultation activities were undertaken including:

- Project newsletters
- Local area updates
- Print advertisements in local and state newspapers
- Project website
- Media announcements
- Community information sessions
- Local advisory groups
- Stakeholder briefings.

The consultation catchment included the Project corridor and surrounding suburbs, with a residential population of more than 200,000 people as of June 2009. Feedback received during consultation was used to further develop the reference design as well as identify existing community values, potential issues, and mitigation strategies. The consultation feedback was also used to maximise the project benefits.

A summary of the Detailed Feasibility Phase consultation dates, available information and feedback sought is provided in Table 2-1, and has been extracted from Appendix C – Consultation Report from the CRR EIS, dated July 2011.

Table 2-1 Detailed feasibility phase consultation summary

<table>
<thead>
<tr>
<th>Date of Consultation</th>
<th>Consultation Name</th>
<th>Available information</th>
<th>Feedback sought</th>
</tr>
</thead>
<tbody>
<tr>
<td>April – May 2010</td>
<td>Round 1 – Project introduction, including study corridor and terms of reference for the EIS</td>
<td>About the project, Project background and need, Study corridor, Draft terms of reference (ToR) for the EIS, Potential locations for new and upgraded stations</td>
<td>General feedback about the project, Community values, Existing environmental and social conditions, Comments on the draft ToR for the EIS</td>
</tr>
<tr>
<td>July-August 2010</td>
<td>Round 2 – Preliminary reference design</td>
<td>Preferred tunnel route, New station locations, Preferred location for tunnel portal in the north, Area of investigation for tunnel portal in the north and south</td>
<td>Benefits and impacts of the preferred tunnel route and northern portal location, Preferred new station locations and possible entrances, Possible location of the southern portal in the investigation area</td>
</tr>
<tr>
<td>September-October 2010</td>
<td>Round 2B – Southern portal location</td>
<td>Preferred location for the southern portal</td>
<td>Feedback sought on the southern portal location</td>
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</tbody>
</table>
2.2 CRR Draft EIS

The CRR Draft EIS (including reference design) was submitted to the Coordinator-General in August 2011. As required under section 33 of the State Development and Public Works Organisation Act 1971 (SDPWO Act), the CRR Draft EIS and reference design were put on public display for with an invitation for written submission.

Similar communication and consultation activities to that for the Detail Feasibility Phase were undertaken.

The reference design for the proposed Exhibition Station upgrade did not significantly change between the Detailed Feasibility Phase and the CRR Draft EIS. The proposed station included an island platform to accommodate nine car trains, located east of the existing platforms towards O’Connell Terrace. The proposed design required raising the road-over-rail bridge on O’Connell Terrace. Chapter 19. Non-Indigenous Cultural Heritage Report, part of the CRR EIS identified the following potential impacts to Brisbane Exhibition Grounds as a result of the reference design:

- Demolition of the brick rail viaduct;
- Demolition of Dairy Cattle, Dairy Goat, Pig and Deer and Beef Cattle pavilions
- Removal of part of Show Ring No.2;
- Removal of up to four mature trees around Show Ring No.2;
- Removal of part of Side Show Alley;
- Loss of existing form of subways;
- Loss of the toilet block adjacent to the rail embankment;
- Loss of the existing pedestrian bridge near O’Connell Terrace; and
- Potential impact on sight lines from Bowen Park across the RNA towards John MacDonald Stand.

A summary of the CRR Draft EIS consultation is provided in Table 2-2, including comments received in submissions that relate to the proposed Exhibition Station upgrade and how the comments were addressed by the CRRDA. The summary of the submissions has been extracted from the Coordinator-General’s report on the Environmental Impact Statement, dated December 2012.

<table>
<thead>
<tr>
<th>Date of Consultation</th>
<th>Consultation Name</th>
<th>Available information</th>
<th>Feedback sought</th>
</tr>
</thead>
</table>
| November-December 2010 | Round 3 – Reference design and impact assessment | • The reference design including surface upgrades and tunnel portals  
• Construction worksites  
• Potential property impacts  
• Final ToR for the EIS | • Reference design  
• Stations including entrances  
• Potential benefits and impacts of project construction and operation and possible mitigation measures |

Table 2-2 CRR EIS consultation summary

<table>
<thead>
<tr>
<th>Date of Consultation</th>
<th>Consultation Name</th>
<th>Available information</th>
<th>Submission summary</th>
<th>Outcome</th>
</tr>
</thead>
</table>
| 30 August 2011 to 21 October 2011 | Public display of EIS | • EIS including potential benefits, impacts and mitigation measures  
• Refinements to the | • RNA’s submission sought to preserve the current level of rail services to events at the showgrounds. | • The proponent committed to not closing the station for more than one Ekka and for other events keep the station open during construction or provide an equivalent alternative public transport option. |
2.3 Request for Project Change

In December 2012, the Coordinator-General approved the CRR Project, subject to reasonable and relevant conditions. Following approval of the CRR Project, the proponent has made five Requests for Project Change (RFPC) under Part 4, Division 3A, Subdivision 1, Section 35B of the SDPWO Act. Depending on the nature of the proposed change, the Coordinator-General may require the proponent to seek comments on the change from state agencies and the community.

The RFPCs to date are as follows:

- Project change application 1 – Whole of project, December 2016 (Public consultation required);
- Project change application 2 – Temporary Roma Street Coach Terminal;
- Project change application 3 – Roma Street demolition works;
- Project change application 4 – Whole of project refinements 2019 (Public consultation required); and
- Project change application 5 – Condition change (hours of work) 2019.

Two of the five RFPCs to date have required public consultation and involved changes to the proposed Exhibition Station design. Further details in relation to project change application 1 and project change application 4 with respects to the proposed Exhibition Station is provided below.

2.3.1 Project change application 1

In December 2016, the proponent lodged RFPC No.1 with the Coordinator-General. The proposed changes to the CRR Project included changes to the project design and implementation, project delivery and changes to project conditions imposed by the Coordinator-General. Due to the nature of the proposed changes, the Coordinator-General determined that public consultation was required.

The RFPC included changes to the proposed Exhibition Station design. The proposed change included relocating the station platform west, in a similar location to the existing platforms, negating the need to raise the road-over-rail bridge on O’Connell Terrace. It was noted that the revised design provided the same level of connectivity to the RNA showgrounds, Bowen Hills and the Royal Brisbane and Women’s Hospital. A reduction in impacts to the fig trees around Show Ring No.2 was anticipated compared to the CRR Draft EIS design.

A summary of the RFPC No.1 consultation is provided in Table 2-3, including comments received in submissions that relate to the proposed Exhibition Station upgrade and how the comments were addressed by the CRRDA. The summary of the submissions has been extracted from the Coordinator-General’s change report, dated June 2017.
### Table 2-3 Project change application 1 consultation summary

<table>
<thead>
<tr>
<th>Date of Consultation</th>
<th>Consultation Name</th>
<th>Available information</th>
<th>Submission summary</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 February 2017 to 27 March 2017, Including an extension to public consultation period from 2 April 2017 to 21 April 2017</td>
<td>Public consultation on project change application #1</td>
<td>• Project change material.</td>
<td>RNA raised concern with the projects impacts on the running of the Ekka, and requested regular discussions with the proponent and the relevant contractor to manage construction impacts at the Exhibition showgrounds.</td>
<td>The proponent responded advising that detailed construction and staging programme would be further developed in detailed design, through close consultation with RNA.</td>
</tr>
</tbody>
</table>

### 2.3.2 Project change application 4

In May 2019, the proponent lodged RFPC No.4 with the Coordinator-General. The proposed changes to the CRR Project were as a result of proposals sought from bidders to deliver the CRR Project and included changes to the project design and delivery and changes to project conditions imposed by the Coordinator-General. Due to the nature of the proposed changes, the Coordinator-General determined that public consultation was required.

The RFPC included changes to the proposed Exhibition Station design, including changes to the location of the station platform and station configuration to improve access.

A summary of the RFPC No.4 consultation is provided in Table 2-4, including comments received in submissions that relate to the proposed Exhibition Station upgrade and how these comments have been addressed by the CRRDA. The summary of the submissions has been extracted from the Coordinator-General’s change report, dated June 2019.

### Table 2-4 Project change application 4 consultation summary

<table>
<thead>
<tr>
<th>Date of Consultation</th>
<th>Consultation Name</th>
<th>Available information</th>
<th>Submission summary</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 May 2019 – 14 June 2019</td>
<td>Public consultation on project change</td>
<td>• Project change material.</td>
<td>Removal of fig trees at RNA.</td>
<td>The proponent has committed to replacing the fig trees following the construction period which will reduce long term impacts.</td>
</tr>
<tr>
<td>Date of Consultation</td>
<td>Consultation Name</td>
<td>Available information</td>
<td>Submission summary</td>
<td>Outcome</td>
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<tr>
<td></td>
<td>application #4</td>
<td></td>
<td><strong>Queensland Health and BCC raised concerns in submissions with the provision of connectivity between the upgraded Exhibition station and the Herston health precinct; particularly the proposed design of the Bowen Bridge Road footbridge which will connect the station to Bowen Bridge Road near Herston Road.</strong></td>
<td><strong>The proponent has committed to consulting with BCC during the detailed design phase with regards to enhancing connectivity between the station and the Herston Health precinct.</strong></td>
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3 Specific Exhibition Station Consultation

3.1 Ekka 2019 Public Display

A public display was set up by the CRRDA at the Ekka 2019 to obtain feedback on the proposed upgrades to the Exhibition Station. Information provided at the public display included a 360 tour of the concept design for the proposed Exhibition Station. A summary of the feedback received is provided below:

- Exhibition station design should allow for 24hr/7-day connection for pedestrians/cyclists through the RNA site and to/from the new station. The route through the RNA is also recognised on the principal cycle network, including:
  - Connecting pedestrian pathway from Bowen Bridge Road to existing underpass
  - Ensuring pedestrian pathway between O’Connell Terrace and Gregory Terrace/King Street is open 24hr/7-day and suitable for pedestrians/cyclists, including, where possible, separation between pedestrians and cyclists.

- A new Bowen Bridge Road footbridge should be provided to connect Exhibition station to Bowen Bridge Road. This bridge should facilitate a direct, accessible and safe connection to Bowen Bridge Road at Herston Road. No information is provided on this bridge.

- Dwg. EXH-GA-101 appears to show that the Bowen Bridge Road connecting footbridge will conflict with the existing NBB. This bikeway carries over 750 bicycle movements per day, with numbers likely to increase substantially on completion of the new TMR bikeway extension at Albion.

- The new 365 days/year Exhibition Station is a very welcome enhancement for rail users. The new/improved active travel connections to this station make appropriate provision for both pedestrians and cyclists as part of an overall strategy to enhance the integration of cycling and rail travel.

- The activation of public transport should not be done in isolation of broader precinct connectivity, particularly when there is a significant health and knowledge workforce adjacent to two Priority Development Areas (PDA) and the Exhibition Railway Station.

- The Herston health precinct is a community (employees, students, patients and visitors) of more than 13,000 people, with a forecast growth to 18,000 within approximately five years. Having proximity and safe access to the new Exhibition Station facilities for a large health and knowledge workforces, patients, students and the public is vital.

- The design of the pedestrian pathway from the Exhibition station platform to Bowen Bridge Road does not consider volume of passengers and environmental experience. The design:
  - compromises pedestrian safety because of restrictive fencing along the 250m uncovered corridor;
  - does not provide a safe connection across Bowen Bridge Road to the Herston health precinct and more specifically the RBWH;
  - increases pedestrian conflict with cycles and scooters; and
  - limits Disability Discrimination Act (DDA) compliance to the new works only and does not consider the increasing need and demand for DDA access to the precinct and more specifically the RBWH.

3.2 Exhibition Station Concept Design Consultation 2020

A Stakeholder Engagement and Communication Plan has been prepared by CRRDA with the support of UNITY to seek feedback from key stakeholders and the broader community on concept design for the proposed upgrades to Exhibition Station. The consultation aims to ensure affected commuters and surrounding residents are informed and have the opportunity to provide feedback on the concept design, as well as capture relevant local knowledge, issues and opportunities. Feedback from the consultation will be used to inform the preliminary designs.
A targeted engagement approach, including the use of factsheets, drop-in sessions, individual meetings and briefings, and print and digital communication engagement tools will be used to reach directly impacted members of the community and the wider community who will likely benefit from the upgraded station.

Consultation was undertaken from Monday, 13 January 2020 until Friday, 7 February 2020. Feedback received during consultation is currently being reviewed by the CRRDA.

3.3 Social media

The CRRDA actively uses social media platforms to provide updates on construction activities that may impact on the community and provide project progression updates and CRR benefits. Feedback received from social media platforms includes community opinions, views and ideas which can be used to influence design outcomes.

Facebook has been used to provide a first look at the concept design for the proposed upgrades to Exhibition Station as well as advertise the new virtual reality experience at the Ekka 2019. In December 2019, UNITY reviewed the comments received on Facebook in relation to the proposed upgrades to the Exhibition Station. An unedited version of the comments received is provided below:

- The station concept design is not suitable to the heritage of the exhibition. Direct your attention to the style of the platforms of South Brisbane Station and correct these concepts please.
- Will the exhibition station be operational all year round?
- I can’t see a bike parking area. No bike ramp on those stairs, even though there’s a person with a bike. So they have to carry it up and down those stairs? Where are the connections with the bus system?
- Honestly! Some concept art should be done for a Victorian style station – to compliment the existing heritage grandstands and to be sympathetic to the long history of the royal Brisbane show. Rejected! Revise the concept please!
  - Brisbane is ‘New World’ city and South East Queensland is being developed with environmental, science and high end tourist concepts in mind. Therefore designs will mirror this. Whilst it is essential to preserve heritage, designing purely heritage concepts rather than modernist designs do little to fit with SEQ’s vision.
  - I see where you are coming from. However it is a relative tragedy that every single capital city of Australia (with the exception of Hobart) are being transformed into ‘new world’ cities. I and many, feel that it is tragic that not of the Australia’s capitals are being left as a proud time capsule. We are losing something important if we can’t preserve at least one of our cities in its entire historical glory. Is modernising everything really the answer? Does happiness really lie in a plain boxy modernist world? To feel confident in a new world we really need to blot out and distort as much of our historical landscape as possible?
  - And that’s part of the problem unfortunately. Tourists’ opinions shouldn’t realistically factor in to it at all when planning new infrastructure, and a good designer would enjoy the challenge of finding a way to make buildings both look traditional but incorporate modern environment concerns etc.
- I hope it includes a raised walkway to the hospitals that avoids the road crossing and links to the busway station.
  - Very good idea.
  - I believe it does from when I looked at the plans.
  - Only out to Bowen Bridge Road. Then you have to walk down to the lights and cross the road.. unless the CRR team change it.
  - I thought it’d be too much to expect they’d integrate the rail and bus properly.
- Great idea
- This is absolutely ABOMINABLE! No WAY should this all be fancy pants modern, we want to keep TRADITION and a piece of yesteryear. This is far to modern and ‘glassy’ for what the RNA Show stands
for. And what the hell are you doing building the rail RIGHT THROUGH Main St at the Ekka right behind the stands? Terrible, terrible, TERRIBLE!

- Yes it will be very interesting to see how they actually connect this station to the RBWH, considering there is a park, part of the existing Ekka grounds and a major road between it and the hospital.

- Considering the heritage nature of the RNA pavilion in these drawings, why couldn’t it be a modern construction of a Qld heritage style railway station, would tie in nicely. The platforms at the Roma St sort of did this and spoke to the Queensland style of railway architecture.

- The design looks great!

- If its going to service the RBWH that will make the workers there very happy not having to walk from Valley, Bowen hills and Windsor stations.

- Very drab design if I may say so, I think we need a new design here.

- Is it really about 1 km walk to main hospital building? Seems only for healthy people.

- Herston is on the same side of the river as the city, and in the opposite direction, away from the river, and already has more than adequate transport options. Why then is cross river rail even being extended to there in the first place? A pointless extension.

  - Like all Brisbane rail services they go through the city and continue on the other side of the river. Can’t just enter the city and terminate there. I suggest you check the website and get up to speed with what they are doing. I’ sure people on there mustn’t read papers or watch the news. This project has been on the drawing board for years.

- About time too, good job guys n girls

- Wow, a completely different orientation to the current line.

- This is decades overdue. Never understood why there hasn’t always been an inner north loop year-round on the Exhibition line.

- Wonder how it’s going to operate in conjunction with the RNA during Ekka time.. entry fee etc.

- Looks so much nicer than the plans for roma st station. Much better.

- No, don’t do it modern! It ought to be modelled off south Brisbane station’s platforms!

  - Why? It’s a brand new station.

  - Because the exhibition grounds date back to the Victorian era

  - The trouble with the whole railway is that it was never upgraded from that Victorian system. Needs a total makeover and upgrade to handle modern needs.

  - Why London’s stations haven’t been upgraded except for ticketing area and they work well. Why do we have the attitude that new is always best and our heritage doesn’t matter.

  - Now wouldn’t that be great. That’s how we think of stations.

  - You do it in contemporary style so that in 100 yrs time people can look back and see the evolution and the relative merits of the different styles. If all we do is stick with the architecture of one period everything else is faux revisionism. How sad would that be? I for one don’t want to live in Disneyland.

  - Evolution for the future could be whatever we want! It doesn’t need to be a preconceived world wide copy-cat notion of ‘modern=shiny geometric boxes’. With a bit of imagination they could design anything: (an Art Nouveau platform shelter would be unexpectedly funky yet historically respectful for example). Sometimes things need upgrading / replacing / rebuilding – that’s fine. But the new things should be beautiful! And not just ‘modern’ for the sake of being ‘modern’. Building in a ‘sympathetic’ style to original surrounding structures – in order compliment and pay respect – does not make us ‘Disneyland’ but makes us brave and proud individuals.
There was never anything Victorian about Exhibition station like all of Brisbane suburban stations it was a wooden shed. What's there now is modern. It was rebuilt in the not to distant past I can not for the life of me understand this total distain for anything modern. Building techniques and design like all things progress but people like you seem to think that all design should stop at some point. Our forebears would roll in there grave if they came back and saw that we just make do with what they left us with. I’m not against keeping some of the past but to bury our heads in the sand and accept what we were left with is so backward looking.

(your starting to speak my language). Seriously tho- I understand that the current station is relatively recent; and that the original was nothing to write home about: That’s why a new station is needed. My “distain of modern” and “progress” and “change” (in Brisbane’s history for example) stems from the fact that from the early 19th century till the 1960s; (despite some differences) a method of building had been reached that was beautiful! But then a line was drawn in the sand- when we continued to build bigger & bigger (which is fine) but decided to leave beauty & detail behind. An idea came about that there was something wrong with our social past- so therefore our physical past. Hence an extreme “modern” look was developed to escape any similarity to the past. (Which my soon to be dead relatives- are already spinning in their graves about.) We don’t need to escape our past anymore. We can understand it now; and should be able to pick and chose from it. So that we can have the best of both worlds; (ideally: the benefits of modern science and medicine with the grace and beauty of the past)- that should be the “new modern”. I did say “Victorian” because I was unsure of the precise year the exhibition opened, but I knew it was during that period. And it may not have been a typical Victorian style station “we were farmers after all” but now that we can afford a big one; why not make a glorious structure of glass & iron-lace and all the trimmings— so that our ancestors would burst with pride and even new trendy kids would be impressed enough to use it as a selfie background.

do you going to pay extra taxes to try and build something that look like the huge Victorian Stations in London. If any thing went wrong and s line was drawn in the sand it was the total lack of any progress after the First World War till the late 60s when Brisbane went into hibernation and no substantial work was done to accommodate the increase in population but u and I have had this out before perhaps if you want to live in a museum you should move to Hobart

• Never understood why that loop wasn’t used more often. Especially with the hospital at Herston.
• Planning to turn it from side platforms to island platforms?
  • Yes it will be an island platform, you can see the plan in the EIS executive summary.
• Very flash Mr Cross River Rail
• This is fantastic
• This looks great
• Is there till going to be an elevated walkway to connect to Bridge Road?
  • From my look at the plans, yes there is.
4  UNITY Consultation

UNITY is charged with delivering the proposed Exhibition Station upgrades as part of the CRR Project. Since contract award in August 2019, UNITY has engaged with key stakeholders directly impacted by the Project including:

- RNA
- DES Heritage Team
- QR Heritage Team
- EDQ

4.1  RNA

UNITY has engaged with RNA on a regular basis to discuss the proposed works within the RNA and the potential construction impacts on events held at the RNA such as the Ekka. A detailed construction and staging programme is being developed in partnership with the RNA to ensure construction works have the least impact as possible on events.

UNITY provides regular updates on the design progress for the proposed upgrade to Exhibition Station and any impacts to existing heritage buildings and services on site.

A summary of the past meeting dates is provided in Table 4-1.

<table>
<thead>
<tr>
<th>Date of meeting</th>
<th>Subject</th>
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<tbody>
<tr>
<td>27 July 2019</td>
<td>RNA Site Visit by UNITY</td>
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<tr>
<td>28 August 2019</td>
<td>Meeting with RNA on Utility Service Telstra and Electrical</td>
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<tr>
<td>4 September 2019</td>
<td>Exhibition Station - 3D model</td>
</tr>
<tr>
<td>1 October 2019</td>
<td>RNA/Rail corridor clearance works near O'Connell Terrace</td>
</tr>
<tr>
<td>17 October 2019</td>
<td>RNA construction access staging plans</td>
</tr>
<tr>
<td>21 October 2019</td>
<td>RNA Site Visit for Cattle Crossing Bridge demolition</td>
</tr>
<tr>
<td>31 October 2019</td>
<td>RNA/UNITY Weekly Site Co-ordination Meeting</td>
</tr>
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<td>7 November 2019</td>
<td>RNA/UNITY Weekly Site Co-ordination Meeting</td>
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<tr>
<td>21 November 2019</td>
<td>RNA Electrical and Water Services</td>
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<td>RNA/UNITY Weekly Site Co-ordination Meeting</td>
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<tr>
<td>5 December 2019</td>
<td>RNA design engagement - Exhibition Station design</td>
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<tr>
<td>10 December 2019</td>
<td>RNA Site Visit - Services</td>
</tr>
<tr>
<td>19 December 2019</td>
<td>RNA/UNITY Weekly Site Co-ordination Meeting</td>
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</tbody>
</table>

Most recently, UNITY met with RNA on 19 December 2019 to discuss potential opportunities and constraints within the RNA with respects to heritage features. A summary of discussion is provided in Table 4-2.
### Table 4-2 RNA Meeting Summary (heritage features)

<table>
<thead>
<tr>
<th>Date of Meeting</th>
<th>Discussion</th>
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<tbody>
<tr>
<td>19 December 2019</td>
<td>UNITY provided an overview of the development by the State heritage process which is currently in progress for the works within the RNA (Queensland heritage place) as well as a high level overview of the directly impacted heritage elements within the RNA. A summary of the key discussion points is provided.</td>
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**Toilets**

Potential requirement to relocate toilets that are impacted by the project. RNA advised that there is no opportunity to relocate or reuse the impacted toilets within the RNA. RNA’s expectation is that the toilet facilities will be accommodated under the rail corridor. There may be an opportunity to re-use elements of the women’s toilets as a façade for the new toilets.

**Cattle and pedestrian underpasses**

Potential requirement to reuse porphyry. RNA suggested that the reuse of porphyry could be incorporated into CRR’s landscaping. RNA currently has a large volume of porphyry stored for reuse across the site which is being progressively used as part of landscaping features. RNA advised that there is no opportunity for reuse within the RNA outside the rail corridor.

Pedestrian underpass presents a safety hazard with people constrained with a tight area. The design is not appropriate for modern standards. The area should be opened to allow for safe movement.

**Fig trees**

Discussion around the requirement to remove two mature fig trees, one juvenile fig tree and potentially an additional mature tree. RNA advised they are not supportive of removing any more trees beyond the original two identified. RNA previously agreed with DES to offset impacts to two fig trees with replacement plantings to be provided within the Stockman’s Rest area however proposed development along O’Connell Terrace will increase shadow over Stockman’s Rest, further limiting the potential to accommodate trees within this area. RNA has previously advised QHC that pushing the fig trees further into Showring 2 or relocating elsewhere in RNA is not possible as it compromises the operational capacity of the site.

**Cattle wash tubs and pedestrian overpass**

UNITY has been conditioned as part of the Heritage Exemption Certificate to salvage and reuse on site the cattle wash tubs and pedestrian bridge post.

RNA noted that the cattle wash tubs are a health and safety hazard which are no longer used for cattle purposes (drinking and washing). RNA suggested the potential for UNITY to consider reusing the wash tubs as a landscape feature however they would need to be structurally sound and not pose a safety hazard within the RNA. RNA advised that there is no opportunity for reuse within the RNA outside the rail corridor.

RNA suggested that the posts could be reused as a feature point for access to the station. RNA advised that there is no opportunity for reuse within the RNA outside the rail corridor.

Ongoing maintenance requirements will need to be agreed with relevant parties.

**Heritage offset / mitigation**

RNA is currently implementing a number of heritage interpretation elements across the site (King Street, John Reid Pavilion) including a heritage trail which includes signage and quick response codes (QR codes) allowing the public to gain further information. RNA suggested that any heritage offset / mitigation measures should be contemporary and reflect the expectations of the RNA Showgrounds – rustic, not shiny or flashy. Lighting is already used within the RNA. Sound would probably be drowned out by loud events and not ideal for quieter events e.g. trade shows.

Under the RNA Master Plan approval, the RNA is required to collect photographic records for all heritage elements before demolition which will apply to any buildings demolished by CRR.
4.2 DES Heritage Team

UNITY has engaged with DES Heritage Team on a number of occasions to discuss potential approvals required for development on a Queensland Heritage Place under the Queensland Heritage Act 1992 as well as provide an overview of any proposed development on a Queensland Heritage Place.

A summary of the past meeting dates and discussion is provided in Table 4-3.

*Table 4-3 DES Heritage Team Meeting Summary*

<table>
<thead>
<tr>
<th>Date of Meeting</th>
<th>Discussion</th>
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<tbody>
<tr>
<td>28 June 2019</td>
<td>High level overview of the proposed Exhibition Station including key constraints. DES raised concerns with constructability and access to and from the RNA with heavy vehicles causing inadvertent damage to heritage features.</td>
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<td></td>
<td>• DES raised concerns in RFPC #4 consultation in relation to impact from construction works (noise and vibration) on heritage listed property</td>
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<td>• Removal of fig trees</td>
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<td>11 September 2019</td>
<td>Overview of the development by the state process. Important that the CRR Delivery Authority CEO is involved throughout the process to reduce delays.</td>
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<td>UNITY gave a summary of the key heritage elements associated with the RNA works and the potential impacts.</td>
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<td>Key studies required to be undertaken (arborist survey / structural assessments of buildings) to support the proposed development.</td>
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<td>Station design is constrained due to QR requirements for station positioning, DDA compliance for full time operation, CPTED and flooding.</td>
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<td></td>
<td>UNITY and DES discussed the upcoming QHC meetings, including the preferred timing for UNITY to present to the QHC, and general format of the meeting.</td>
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<tr>
<td>Date of Meeting</td>
<td>Discussion</td>
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| 30 October 2019 | **Heritage Exemption Certificate**  
Meeting to discuss proposed heritage exemption application involving enabling works in the RNA. UNITY proposed the following activities to be out under an exemption certificate as part of enabling works:  
- Removal of billboard on O'Connell Terrace  
- Removal of minor structures (wash tubs, huts etc.) on western side of corridor  
- Removal of cattle overpass and cable tray  
- Removal of toilet block on O'Connell Terrace  
- Removal of fencing on western side of corridor from O'Connell Terrace  
- Rock extraction within the rail corridor from O'Connell Terrace  
- Public utility plant (PUP) to be relocated. Currently 2 options being considered with option 1 being preferred. Further discussions to be undertaken with utility providers  
- Removal of billboard on Bowen Bridge Road within rail corridor  
- Potential relocation of QR assets within the rail corridor e.g. CSR and OHLE  
DES requested a high-level significance assessment of the heritage elements the subject of the heritage exemption application to be provided to DES before a decision can be made on whether activities can progress under an exemption certificate process. UNITY proposing to lodge application towards the end of November 2019 to allow works to commence in January 2020. |
| 28 November 2019 | Meeting to discuss the proposed agenda for the presentation to the QHC scheduled for 10 December 2019 as well as the development by the State submission.  
DES advised that the presentation should provide a summary of how the design has evolved since the reference design, describe the site constraints, opportunities including reuse of heritage features, clearly identify tangible and non-tangible impacts on heritage items including fig trees, toilets and the underpasses.  
Confirmation on the development by the State submission requirements can be discussed with QHC. DES recommended a consultation report be prepared as part of the submission however this will not remove the requirement for public notification during the development by the State submission process.  
DES confirmed that there may be an opportunity for the development to be conditioned to enable works to commence while the design is still be developed. QHC would be required to endorse the design once it has been progressed. |
Meeting to discuss inputs/documentation required to support the heritage impact statement for the RNA Development by the State application and other matters detailed below. QHC have recommended to provide a consultation report summarising all consultation undertaken for the project and provide details of the Coordinated Project process. UNITY suggested providing linkages between identified impacts to cultural heritage significance, proposed management measures, existing relevant Coordinator-General imposed project conditions and any additional commitments to better manage impacts to cultural heritage significance. Ideally, any commitments made by UNITY can be used by QHC to draft recommendations.

Proposing to include a ‘proposed development’ section in the heritage impact statement that provides high level details on demolition scope, temporary work, new work, construction summary etc. It is difficult to provide in-depth detail given works are being carried out over four years. DES understands that not all information will be available at submission. Commitments can be made for UNITY to work with DES/QHC on appropriate management measures as they are developed. DES advised that it is important to consider project benefits as part of the significance assessment.

UNITY recently met with the RNA to discuss potential re-use opportunities within the RNA. RNA advised that there is no opportunity for reuse / relocate elements within the RNA outside the rail corridor.

Next steps: UNITY targeting a submission date of 14 February 2020.

4.3 QR Heritage Team

UNITY has engaged with the QR Heritage Team to discuss potential approvals required for development on a QR Heritage Place as well as provide an overview of any proposed development on a QR Heritage Place. A summary of the past meeting dates and discussion is provided in Table 4-4.

Table 4-4 QR Heritage Meeting Summary

<table>
<thead>
<tr>
<th>Date of Consultation</th>
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<tbody>
<tr>
<td>8 August 2019</td>
<td>Discussion around the approval process required from QR for the Exhibition Station. QR advised that because approvals will be sought from DES/QHC, additional approvals are not required from QR Heritage. QR Heritage to advise UNITY whether approval would be required from QR following the meeting.</td>
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<tr>
<td>22 August 2019</td>
<td>QR Heritage attended a design workshop to be involved in discussions regarding design consideration of key elements of the RNA and Exhibition Station. Session provided QR Heritage with an overview of the design process and the targeted program for obtaining necessary heritage approvals.</td>
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<tr>
<td>4 December 2019</td>
<td>UNITY presented the current designs on Exhibition, Fairfield, Yeronga, Yeerongpilly, Salisbury and Rocklea. The primary focus of this session was to detail the identified heritage impacts for the stations in the south. As an outcome of this consultation, QR Heritage have revised their position regarding the provision of approvals for the delivery of project works on QR heritage places.</td>
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4.4 EDQ

UNITY has engaged with EDQ to discuss potential approvals required for development within the Bowen Hills Priority Development Area (PDA) as well as provide an overview of the proposed upgrades to Exhibition Station.
A summary of the past meeting dates and discussion is provided in Table 4-5.

**Table 4-5 EDQ Meeting Summary**

<table>
<thead>
<tr>
<th>Date of Consultation</th>
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<tbody>
<tr>
<td>24 September 2019</td>
<td>UNITY provided EDQ with an overview of the proposed works and estimated timings for works within the Bowen Hills Priority Development Area (PDA). It was noted that all works undertaken as part of the CRR Project are considered accepted development and therefore do not require approval under the PDA development scheme. EDQ preference is for O’Connell Terrace to be the primary access for pedestrians to the RNA. EDO raised concerns in relation to maintaining the sight lines along the rail corridor past the John McDonald stand. UNITY advised that the open canopy design of the station maximises vistas through the site. EDQ advised that the connection to the Old Museum near the corner of Bowen Bridge Road and Gregory Terrace is an important part of the overall network of links to the PDA.</td>
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5 Summary

Extensive consultation has been undertaken to date with the community and key stakeholders in relation to the CRR Project, including the proposed Exhibition Station upgrade at the Brisbane Exhibition Grounds. A range of consultation activities have been undertaken over a period of ten years at different points of the Project.

Feedback received during consultation with the community and key stakeholders has been used to further refine the design as well as identify existing community values, potential concerns and mitigation strategies.

Further targeted consultation on the Exhibition Station concept design has been carried out by UNITY in January and February 2020. UNITY will continue to engage with key stakeholders directly impacted by the Project throughout the Project.
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Assured Integration for an New Era