

# Chic change offers poster infill sites

## Brisbane

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The wave of new residential construction being undertaken in many of Brisbane's inner-city areas is clear.

Arterial roads leading into the central business district are lined with signboards advertising contemporary towers and attractive starting prices to match the aspirational promises of chic inner-city lifestyles.

The pick-up in activity, at odds with the state-wide downturn in building approvals, is a rebound from several years of inactivity as developers struggled to win sales, finance and projects to match peak prices they paid for land.

But a weakening in land prices and a move to more entry-level and investor-type product to meet the demands of a more price-sensitive buyer has helped lift the new apartment market.

Also aiding change is state and local government pushes for higher density living around existing infrastructure such as train stations, shopping centres, hospitals and bus routes.

The Queensland Department of Infrastructure and Planning identifies 2830 hectares of vacant land within Brisbane for residential development — potentially yielding

57,455 dwellings, real estate agency PRDnationwide figures show.

Most of south-east Queensland's 3500 infill sites are in Brisbane with 35,433 new dwellings earmarked for construction and the 10 biggest in suburbs within a five kilometre radius of the CBD.

The state government has a construction target of 7000 new dwellings in infill areas each year for the next 20 years to meet south-east Queensland's growing population, while Brisbane City Council has several new neighbourhood plans to help facilitate the growth.

Developers such as Metro Property Group, Leighton Properties, Laing O'Rourke and Chrome Properties have taken advantage of the BCC's amended plans in Fortitude Valley and Bowen Hills, where allowable building heights have increased to 20 storeys.

"The reality is the state government is forcing council to find room for 156,000 new dwellings in Brisbane by 2031," BCC's Neighbourhood Planning and Development Assessment Committee chairwoman Amanda Cooper said. "We see the best way to deal with that as putting higher density in the inner city and along transport corridors, rather than urban sprawl, so we can protect our tin and timber suburbs."