



conditions Operations phase	Jurisdiction over Conditions relevant to this Application for Project Change.	
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As a great deal of broader community feedback was captured in the 2011 workforce parking consultation program, the consultation process was designed not to duplicate the previous process. Activities centred on individualised one-on-one engagement with identified key stakeholders. The list of the key stakeholders was developed in line with previous community feedback and continuing stakeholder liaison on the Legacy Way project.

This targeted approach was considered to be more effective in engaging with potential users of the area than a newspaper advertisement.

### 5.1. Consultation program

Council prepared and implemented a Communication and Engagement Plan to guide the delivery of the communication of the proposed workforce car park to key stakeholders. Council held consultation from Monday 2 July to Tuesday 17 July 2012, during which time stakeholders were notified of the proposal and encouraged to provide feedback. Consultation activities focused on giving stakeholders the opportunity to review the proposed workforce parking arrangements and seek specific information about the proposal, which would inform their submission.

Council undertook a range of activities designed to target key stakeholders and the local community. A summary of the consultation is below:

- Distribution on Monday 2 July 2012 of a notification about the workforce parking proposal to approximately 150 properties in Ada Street, Richer Street, Horrocks Street, Walter Street, Purkiss Street, Mt Coot-tha Road, Old Mt Coot-tha Road and some sections of Birdwood Terrace in Toowong. These properties were selected as those in closest proximity to the proposed Lower Sir Samuel Griffith Drive workforce car park and likely access roads.
- Proactive phone calls and emails to key stakeholders within the local area and users of the Mt Coot-tha Forest precinct.
- Uploading information about the workforce parking proposal onto the Legacy Way web page of Council's corporate website.
- Installation of three information signs on Monday 2 July: two at the intersection of Sir Samuel Griffith Drive and Scenic Drive and one at the intersection of Sir Samuel Griffith Drive and Mt Coot-tha Road, indicating where to obtain information about the proposal.
- Information handout sessions on Scenic Drive and Sir Samuel Griffith Drive to distribute information to passing cyclists held on:
  - Tuesday 3 July; and
  - Thursday 5 July.



- Face-to-face meetings with key stakeholders/residents held on:
  - Tuesday 3 July, at Bicycle Queensland;
  - Tuesday 3 July, at Historic Racing Car Club (Qld); and
  - Wednesday 4 July, at Centenary Bicycle Users' Group.
- Community Liaison Group and Independent Community Liaison Representative have been notified of the proposed project change.
- The Legacy Way Visitors' Centre has been continued to be used as a source of project information to the public.

## 5.2. Community and stakeholder feedback

Feedback was provided by community members and stakeholders mainly via the project's email address or 1800 number. Members of the project team also met with several stakeholders onsite. A summary of stakeholders contact with the project team is provided in **Table 5-1**.

### ■ Table 5-2 Stakeholder Contact

Feedback mechanism	Number
Email Comment/Enquiry	39*
1800 Comment/Enquiry	6
Meeting/Briefing	3
<b>Total</b>	<b>48</b>

\* This figure includes all emails received by the project team. 31 written submissions were received and the remaining eight emails related to meeting confirmations, compliments and general enquiries

A total of 31 written submissions were received about the workforce parking proposal. Submitters provided feedback on the design of the proposed car park and its impact on cyclists and pedestrians who use the lower stretch of Sir Samuel Griffith Drive. Submitters also queried why another workforce car park was required and whether further car parks would be needed for the project. Submitters suggested alternative locations, potential safety improvements for the proposal and shared local feedback for consideration by the design team.

The key issues raised by submitters related to the proposal's impact on cyclists and pedestrians, and the reason behind the requirement for another workforce parking location. A summary of the issues raised and feedback provided during consultation is provided in **Appendix B**, along with Council's response.

Feedback and suggestions from submitters on the design and operation of the proposed car park was provided to the relevant teams within Council's Legacy Way project for their consideration. Suggestions on the workforce parking proposal that are found to be feasible and of benefit to the community will be considered by Council for incorporation into the final design of the car park, where possible.



## 6. Effects of Project Changes

The changes proposed to the construction workforce car parking would modify the relative community effects of the Changed Project. Overall these effects are considered to be minor and can be managed through the detailed design of the car park and implementation of environmental management controls through the environmental management plans that are governed by the existing conditions imposed by the Coordinator-General. The main potential effects relate to the social environment and traffic and transport.

### 6.1. Social Environment Effects

#### 6.1.1. Potential Impacts

Potential social impacts related to the establishment and operation of the temporary construction workforce car park at the Sir Samuel Griffith Drive site include:

- visual amenity for road users;
- business at the Mt Coot-tha summit;
- local amenity related to lighting and noise; and
- road safety (this issue is addressed in the Traffic and Transport Section, refer to **Section 6.2**).

The key areas of potential social impacts for the Sir Samuel Griffith Drive site relate to impacts to the users, both organised and informal, of Sir Samuel Griffith Drive. Scenic Drive and Sir Samuel Griffith Drive are tourist and recreational (including cycling and car rally) routes through urban bushland to the Mt Coot-tha Lookout and Kiosk. Viewing points to Brisbane CBD and suburbs below and beyond are available from Scenic Drive. The views of the forest provide an attractive bushland environs to Scenic Drive.

The view of the closed road, including fencing near the entrance, is unlikely to impact the aesthetic significance of Scenic Drive for visitors, recreational users and event participants who use the route. However, the closure of Sir Samuel Griffith Drive would result in the loss of an opportunity to appreciate views of the bushland that are currently provided along this route. This impact is considered minor as bushland views are provided along the remainder of Sir Samuel Griffith Drive approaching the Mt Coot-tha summit.

The closest sensitive receptor is a residential dwelling located approximately 40m from the northern extent of the Sir Samuel Griffith Drive site. Some views of any additional night lighting requirements may be visible from this location. However, any night lighting implemented would be consistent with existing road lighting arrangements in the area and is unlikely to result in additional visual impacts.



Potential noise sources associated with the construction workforce car parking are the starting of car engines, vehicles accelerating and slamming of car doors. The nearest residential dwelling is located on Mt Coot-tha Road and is approximately 50m from the car park exit and approximately 100m from the nearest car park. At that distance, it is unlikely that an increase in road traffic noise during shift changeover from the increase in the number of construction workforce vehicles accessing the Scenic Drive and Sir Samuel Griffith Drive car parks would be experienced. The hourly traffic flows would need to increase by an order of magnitude for there to be a discernible increase (ie greater than 3dBA) in road traffic noise.

Sir Samuel Griffith Drive is used by informal recreational cyclists, joggers and walkers. While the project change would remove this route option for cyclists, the existing route along Scenic Drive provides an adequate alternative. For walkers and joggers, the provision of footpaths along Lower Sir Samuel Griffith Drive and adequate lighting will provide a safer alternative to the current arrangements. These footpaths would be available for use by walkers and joggers during and after the site's use as a construction car park.

Alternative routes would need to be arranged for organised events, such as the Great Brisbane Bike Ride (Mt Coot-tha Challenge route), the Coot-tha Classic (not run in 2011) and the Mousdash 5km summit walk.

The potential impact on business at the Mt Coot-tha summit is considered to be negligible as the low impacts to visual amenity are unlikely to have any flow-on impact to tourist and visitor numbers to the summit.

#### **6.1.2. Mitigation measures**

The following mitigation measures will be considered to minimise the impact of the construction and operation of the car park:

- natural and non-reflective finishes on fencing;
- control of night light spill through lighting design;
- staff induction to incorporate appropriate use of the car park, entering, exiting, use of local streets and general staff behaviour; and
- complaints relevant to the proposed car park will be addressed through the established complaints management system set up for the Legacy Way project.

The implementation of these mitigation measures would be governed through the project environmental management plans as required by the existing conditions imposed on the Project by the Coordinator-General. The relevant conditions include Condition (15) Environmental management plan (EMP), Condition (18) General construction, Condition (20) Air quality, Condition (22) Noise and vibration, Condition (24) Urban design and landscape and Condition (25) Hazard and risk.



## 6.2. Traffic and Transport Effects

### 6.2.1. Potential Impacts

Potential traffic and transport impacts related to the construction and operation of the temporary construction workforce car park at the Scenic Drive site include:

- road safety for cyclists and other road users, particularly for on-coming traffic from the south west due to cars exiting and entering the car park;
- conflicts with traffic on Sir Samuel Griffith Drive and Scenic Drive due to increased traffic on the roads during construction worker shift change times; and
- conflicts with traffic/road closures during events from construction worker traffic.

The key issue identified in the submissions discussing the Lower Sir Samuel Griffith Drive site during the construction workforce parking consultation was the management of cyclist safety on Scenic Drive. In particular, there was concern that the intersection of Mt Coot-tha Road and Scenic Drive is not safe for cyclists travelling down Scenic Drive.

The majority of construction workforce vehicles accessing the proposed Lower Sir Samuel Griffith Drive car park are expected to access the site via the Mt Coot-tha Roundabout, Mt Coot-tha Road and then Scenic Drive. The Mt Coot-tha Roundabout between the Centenary Motorway and Mount Coot-tha Road is part of the state-controlled road network. The operation of the proposed construction workforce car park could result in a maximum of 150 additional cars accessing the Mt Coot-tha Roundabout during shift change over (5:30-7:30 am/pm). Traffic assessment of the Mt. Coot-tha Roundabout indicates negligible impact to the operation of the roundabout in the PM Peak and minor impact in the AM Peak as a result of the operation of the construction workforce car park. As such no mitigation works are considered necessary to address this issue.

An assessment of traffic along Scenic Drive and Sir Samuel Griffith Drive was carried out between 21 March 2011 and 26 March 2011. The results for users travelling up and down these roads are provided in **Table 6-1**. The results provided are for a 13 hour period from 6:00am to 7:00pm.

■ **Table 6-1 Traffic Count**

	Monday 21/03/11	Tuesday 22/03/11	Wednesday 23/03/11	Thursday 24/03/11	Friday 25/03/11	Saturday 26/03/11
Sir Samuel Griffith Drive (down)	46	47	37 (+ 1 vehicle up)	43	42 (+ 1 vehicle up)	94 (+ 1 vehicle up)
Scenic Drive (down)	526	522	558	590	655	926



Scenic Drive (up)	624	595	592	641	729	1021
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With the closure of Sir Samuel Griffith Drive for the car park, the vehicles that travel down it will be required to use Scenic Drive. Based on the traffic count in **Table 6-1**, this represents an increase in traffic heading down Scenic Drive of between 6% and 10%. Lane widths on Scenic Drive are greater than 4m and would have the capacity to carry this increase in users.

The Sir Samuel Griffith Drive car park will result in up to an additional 75 vehicles travelling up Scenic Drive during the morning and evening shift changeovers.

There is potential for conflict with existing traffic including pedestrians and cyclists in early morning / late afternoon periods during construction worker shift changes and shuttle bus movements. Increased traffic during shift changes may cause delays and safety concerns for regular road users and visitors, particularly at the entry/exit access point for the car park.

The issue of cyclist safety along Sir Samuel Griffith Drive and Scenic Drive has been investigated in consultation with Bicycle Queensland (BQ) and the Centenary Bicycle User Group (BUG). Both groups raised concerns that the Scenic Drive and Mt Coot-tha Road intersection is dangerous for cyclists travelling down Scenic Drive. It was identified that the 'slip lane' approach from Sir Samuel Griffith Drive onto Mt Coot-tha Road is a much safer approach. However, with the establishment of car parking along Lower Sir Samuel Griffith Drive, there is a greater potential for conflict between slow moving construction workforce vehicles (20km/h proposed as the speed within the car parking area) and fast moving cyclists. As a result it was not considered safe to keep Lower Sir Samuel Griffith Drive open to cyclists.

Mitigation measures have been considered to address BQ's and BUG's concerns at the Scenic Drive and Mt Coot-tha Road intersection. These measures include increased signage, set back of 'Stop Line' and the provision of cycle lanes down Scenic Drive. Mitigation measures will be discussed further with the associated groups during detailed design.

In addition, consultation and negotiation with the event organisers of the 'Coot-tha Classic' and 'Brisbane Coot-tha Challenge' to manage construction worker access to the car park during these events would be needed.

No existing car parks would be displaced by the development of the Lower Sir Samuel Griffith Drive car park.

There are no existing pedestrian crossings along the extent of Sir Samuel Griffith Drive proposed to be used as the construction workforce car park.



### 6.2.2. Mitigation measures

The following mitigation measures will be considered to minimise the impact of the establishment and operation of the car park:

- Completion of a road safety audit during detailed design of the car park
- lighting design for the car park and road access to address road safety and car park user safety;
- consultation with BQ on detailed design of the car park;
- consultation with BQ on potential safety improvements to the Scenic Drive and Mt Coot-tha Road intersection that could include:
  - improved advanced warning, 'Stop' and cyclist signage;
  - set back of the 'Stop Line' from the intersection to provide a suitable buffer between Scenic Drive stopping traffic and Mt Coot-tha Road through traffic;
  - provision of cycle lanes down Scenic Drive; and
  - intersection upgrades to improve sight lines and provide 'run-out' areas for cyclists in case of equipment failure.
- clear signage for motorists, pedestrians and cyclists at the carpark entrance and along the frontage of Sir Samuel Griffith Drive and Scenic Drive to convey the changed use of the area;
- clear signage for users of the car park advising to look out for cyclists and pedestrians;
- upgrade of the intersection including pavement, kerbing, signage, line marking, clear sightlines and lighting to provide safe, legible and convenient connections for pedestrians, cyclists, motorists and car park users to and from all areas adjacent to the car park; and
- implementation of a Construction Traffic Environmental Management Sub-Plan, including management of construction worker traffic to minimise conflicts with other road users and event traffic.

The implementation of these mitigation measures would be governed through the project environmental management plans as required by the existing conditions imposed on the Project by the Coordinator-General. The relevant conditions include Condition (15) Environmental management plan (EMP), Condition (16) Traffic management, Condition (18) General construction, Condition (20) Air quality, Condition (22) Noise and vibration and Condition (25) Hazard and risk.

### 6.3. Flora and Fauna Effects

#### 6.3.1. Potential Impacts

The site is adjacent to mature remnant vegetation which is part of the Mt Coot-tha Forest. This site is owned by Brisbane City Council. This vegetation is part of a Least Concern Regional



Ecosystem. The potential impacts to vegetation are considered negligible, as only minor interference with vegetation within the road reserve may be required for the establishment of the Lower Sir Samuel Griffith Drive car park.

The establishment of the footpaths may result in the extension of hard surface area over existing root systems from nearby mature vegetation. While the impact on vegetation is considered to be minor, an appropriately qualified arborist would be consulted to determine where any tree protection zones should be established.

The provision of additional lighting along Lower Sir Samuel Griffith Drive may create disturbance to fauna habitats and movements near to the site. However, as the car park site is within an existing urban environment and the lighting would be consistent with existing Council road lighting, impacts are considered to be minor.

The provision of the additional lighting would require the establishment of trenches to electrical conduits. In the event that these trenches are left open at night time, there is the potential for fauna species to become trapped.

#### **6.3.2. Mitigation measures**

The following mitigation measures will be considered as part of the site environmental management plan to minimise the impact of the construction and operation of the car park:

- lighting associated with the parking area will incorporate fittings to lights which cause minimal dispersion of light outside the target area and avoid the use of mercury lamps, to limit insect associated problems such as encouraging fauna to enter close to construction activities and/or traffic areas;
- where required, an appropriately qualified arborist would be consulted to determine where any tree protection zones should be established; and
- where trenches are left open at night time, they will be checked for trapped fauna prior to commencing construction the following day.

#### **6.4. Surface Water Effects**

##### **6.4.1. Potential Impacts**

The proposed works along the edges of Lower Sir Samuel Griffith Drive would result in negligible changes to stormwater flow. The closest watercourse runs parallel to Lower Sir Samuel Griffith Drive approximately 120 m to 260 m to the north west. The area between the site and the watercourse is heavily vegetated. Therefore it is not anticipated that run-off from the site would flow towards the watercourse.





There is potential for construction of the car park including earthworks to impact on surface water quality in the local catchment. Earthworks will be limited and construction environmental management measures will be undertaken to control erosion and sediment run-off.

#### **6.4.2. Mitigation measures**

The following mitigation measures will be considered to minimise the impact of the construction and operation of Lower Sir Samuel Griffith Drive:

- the road will maintain existing surface drainage measures that allow the water to flow off the hard surface area;
- during construction an Erosion, Sediment and Drainage Control (ESDC) Plan will be implemented that incorporates appropriate erosion runoff and sediment control to reduce potential for sediment to leave the site and enter creeks, drainage lines and stormwater systems; and
- limit ground disturbance and earthworks where possible.

## 7. Conclusions and Proposed Conditions

The proposal to provide a temporary construction workforce car park along Lower Sir Samuel Griffith Drive is consistent with the requirements for establishing temporary construction car parking for the Legacy Way project identified in Recommendation 1 of the Coordinator-General's Report on project changes of December 2010.

The proposed car parking area for approximately 150 cars and the two Transcity bus stops is required to address temporary project needs without impacting on existing car parking within local streets in Toowong or Mt Coot-tha. The proposal addresses a community need to avoid or minimise the effects of workforce car parking during the construction phase of Legacy Way.

Consultation with BQ has identified a preference to maintain bicycle access along Lower Sir Samuel Griffith Drive as this route is considered safer than the Scenic Drive route. However, the potential for conflict along this route between fast moving cyclists negotiating tighter horizontal curves and slow moving construction workforce vehicles possibly stopping to give way or manoeuvre in or out of car spaces necessitates the need to close this route to cyclists. Further consultation will be carried out with BQ during detailed design to develop appropriate safety measures to be implemented along Scenic Drive and at the Scenic Drive and Mt Coot-tha Road intersection.

Amenity and traffic issues have been considered. The potential for impacts on either the scenic amenity or traffic is considered to be minimal due to the presence of the existing alternative route down Mt Coot-tha. The proposal would minimise the potential impacts on vegetation to the extent practicable through location of the car park within the existing road reserve.

It is considered that the Changed Project described in this application should proceed, subject to the complete list of conditions contained in the Coordinator-General's Report on project changes dated December 2010.

No additional conditions are required for the changed project. The existing conditions can be met by the proposal and remain appropriate for this change to the project as described in this application.



## **Appendix A Western Worksite Workforce Car Parking Investigation of Options Report**

# LEGACY WAY

It's all part of Council's plan

## Western Worksite Workforce Car Parking

### Investigation of Options

APRIL 2011



*Dedicated to a better Brisbane*



## Contents

<b>1.</b>	<b>Introduction</b>	<b>1</b>
1.1	Purpose	1
1.2	Background	1
1.2.1	Coordinator-General's Recommendation	3
1.2.2	Botanic Gardens Overflow Car Park	4
1.3	Methodology	4
1.4	Report Structure	5
<b>2.</b>	<b>Workforce Car Park Requirements</b>	<b>6</b>
2.1	First Pass Criteria	6
2.1.1	The site is able to be secured and constructed within 3 months	7
2.1.2	The site contributes at least 80 car parking spaces	7
2.1.3	The site is no further than 2km from the western worksite	7
<b>3.</b>	<b>Preliminary Workforce Car Parking Options</b>	<b>8</b>
<b>4.</b>	<b>Car park alternatives</b>	<b>10</b>
4.1	Option 1: Hoop Pine Picnic Area (Hoop Pine)	11
4.2	Option 2: Mount Coot-tha Road Park and Ride (Park and Ride)	13
4.3	Option 3: Scenic Drive Combined Car Park (Scenic Drive)	13
4.4	Option 4: Dog Off-leash area, Anzac Park (Dog Off-leash)	13
4.5	Option 5: Anzac Park North	18
<b>5.</b>	<b>Evaluation Criteria</b>	<b>20</b>
5.1	Community	20
5.2	Suitability	21
5.3	Environmental	22
5.4	Economic	23
5.5	Criteria weighting	23
<b>6.</b>	<b>Stage 1 and 2 Consultation Activities and Outcomes</b>	<b>24</b>
6.1	Stage 1: Workforce Parking Consultation Group	24
6.1.1	Format of workshop	25
6.1.2	Actions requested during the workshop	25
6.1.3	Outcomes	26
6.2	Stage 2: Community Consultation Sessions	26
6.2.1	Notification	27
6.2.2	Locations	27
6.2.3	Timing	27
6.2.4	Format	28
6.2.5	Feedback period	35
<b>7.</b>	<b>Option Evaluation</b>	<b>36</b>
7.1	Evaluation results and discussion	40
7.1.1	Community	40
7.1.2	Technical suitability criteria	42
7.1.3	Environment criteria	43
7.1.4	Economic Criteria	44

7.1.5	Overall Scores	46
<b>7.2</b>	<b>Recommendations</b>	<b>46</b>
<b>7.3</b>	<b>Stage 3 – Key Stakeholder Consultation</b>	<b>48</b>
<b>8.</b>	<b>Conclusions and parking plan</b>	<b>50</b>
<b>Appendix A</b>	<b>Preliminary Car Park Options and First Pass Assessment</b>	<b>52</b>
<b>A.1</b>	<b>Freer’s Northern Site</b>	<b>54</b>
<b>A.2</b>	<b>Freer’s Southern Site</b>	<b>55</b>
<b>A.3</b>	<b>Silky Oak Picnic Area</b>	<b>56</b>
<b>A.4</b>	<b>Hoop Pine Existing Car Park Area</b>	<b>57</b>
<b>A.5</b>	<b>Hoop Pine Picnic Area</b>	<b>58</b>
<b>A.6</b>	<b>Slaughter Falls Picnic Area</b>	<b>59</b>
<b>A.7</b>	<b>Mount Coot-tha Road Park and Ride</b>	<b>60</b>
<b>A.8</b>	<b>Botanic Gardens existing parking</b>	<b>61</b>
<b>A.9</b>	<b>Toowong Cemetery internal roads</b>	<b>62</b>
<b>A.10</b>	<b>Toowong Bus Depot</b>	<b>63</b>
<b>A.11</b>	<b>Western worksite</b>	<b>64</b>
<b>A.12</b>	<b>Scenic Drive upper park</b>	<b>65</b>
<b>A.13</b>	<b>Scenic Drive lower park</b>	<b>66</b>
<b>A.14</b>	<b>Mt Coot-tha Quarry</b>	<b>67</b>
<b>A.15</b>	<b>Botanic Gardens new parking site</b>	<b>68</b>
<b>A.16</b>	<b>Purtell Park car park, Carwoola Street</b>	<b>69</b>
<b>A.17</b>	<b>Dog off leash area, Anzac Park</b>	<b>70</b>
<b>A.18</b>	<b>Anzac Park North</b>	<b>71</b>
<b>A.19</b>	<b>Other sites</b>	<b>72</b>
<b>Appendix B</b>	<b>Community information materials</b>	<b>73</b>
<b>Appendix C</b>	<b>Community Feedback from Stage 2 Consultation Sessions</b>	<b>92</b>
<b>Appendix D</b>	<b>Car park option risk assessment</b>	<b>127</b>
<b>D.1</b>	<b>Hoop Pine Picnic Area</b>	<b>127</b>
D.1.1	Community criteria	127
D.1.2	Suitability criteria	128
D.1.3	Environmental criteria	128
D.1.4	Economic criteria	130
<b>D.2</b>	<b>Option 2 Mt Coot-tha Rd Park and Ride</b>	<b>130</b>
D.2.1	Community Criteria	130
D.2.2	Suitability Criteria	131
D.2.3	Environmental Criteria	131
D.2.4	Economic Criteria	132
<b>D.3</b>	<b>Options 3 Scenic Drive Combined Car Park</b>	<b>133</b>
D.3.1	Community criteria	133
D.3.2	Suitability Criteria	134
D.3.3	Environmental Criteria	134
D.3.4	Economic Criteria	135
<b>D.4</b>	<b>Dog off leash area, Anzac Park</b>	<b>136</b>
D.4.1	Community criteria	136



D.4.2	Suitability criteria	137
D.4.3	Environmental criteria	137
D.4.4	Economic criteria	138
<b>D.5</b>	<b>Anzac Park North</b>	<b>139</b>
D.5.1	Community criteria	139
D.5.2	Suitability criteria	140
D.5.3	Environmental criteria	140
D.5.4	Economic criteria	141