




A.8 Botanic Gardens existing parking

Address	152 Mt Coot-tha Rod, Mount Coot-tha, Lot 6, RP18899	
Location		
Approximate capacity	Approximately 220 car parks used by Botanic Gardens visitors, not additional space for day time parking	✗
Approximate distance to worksite	Approximately 500m along pedestrian paths	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Parking spaces are needed for botanic garden visitors and may or may not be available for construction workers. ■ Approximately 100m from nearest residents, may need detailed noise modelling and design of appropriate mitigation to reduce potential noise impacts on residents ■ Use of the car parking area for night time parking only is unlikely to affect the operation of the Botanic Gardens however potential impacts on the restaurant and planetarium would need to be managed ■ Use of the site would have negligible cultural heritage or visual amenity impacts as it is an existing car park ■ Unlikely to have construction or operation safety issues as no change to the existing parking area is required, however a road safety audit would be undertaken and any issues addressed ■ Site provides convenient pedestrian access to the worksite, workers would be required to use the same pedestrian pathway along Mt Coot-tha Road to access the worksite to avoid workers walking through the Gardens and potentially disrupting function activities ■ Potential flora and fauna impacts, surface water effects, traffic impacts, contaminated land and air quality impacts are negligible as no new hardstand area is required. ■ Would have relatively low costs as Freehold land owned by council (no land acquisition costs) and is an existing car park (low construction and rehabilitation costs) and is within walking distance to the work site (low operation costs) ■ Further consultation with Gardens staff required to determine availability, particularly for possible night time use with allowance for night time Garden's requirements ■ Not shortlisted – However further consultation to be undertaken 	


A.9 Toowong Cemetery internal roads

Address	55 Mt Coot-tha Road, Lot 5, SL12788	
Location		
Approximate capacity	Approximately 50 car parks	x
Approximate distance to worksite	Approximately 500m along Cemetery road shoulders and pedestrian paths	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ On state heritage register – will required Cultural Heritage Management Plan which could impact on timeframes ■ Parking is limited ■ Does not provide convenient access ■ Likely to be considered insensitive by the community ■ Not shortlisted 	


A.10 Toowong Bus Depot

Address	29 Miskin St, Toowong, Lot 1043 SL7078	
Location		
Approximate capacity	50 car parks	✗
Approximate distance to worksite	Approximately 1050m along pedestrian paths	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Site is not available as used for bus depot parking ■ Site is too far for workers to walk to the worksite and would require a shuttle bus, which would have cost implications ■ Not shortlisted 	


A.11 Western worksite

Address	Mt Coot-tha Botanic Gardens	
Location		
Approximate capacity	No additional space is available	✓
Approximate distance to worksite	-	✓
Availability	-	x
Comments:	<ul style="list-style-type: none"> ■ Access issues due to egress restrictions onto the Centenary highway ■ Space limitations on worksite prevent provision of a significant number of car parking spaces ■ Not shortlisted 	


A.12 Scenic Drive upper park

Address	200 Mt Coot-tha Road, Lot 1 RP868488	
Location		
Approximate capacity	170 car parks	✓
Approximate distance to worksite	Approximately 1.8km along public roads	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Lot 1 RP868488 is part of State Heritage listing for Mt Coot-tha Forest – will require a Cultural Heritage Management Plan which could impact on timeframes ■ Site is used for fire management and as a transfer for flood rubbish ■ Shuttle bus would be required to transport workers to the worksite, which will have cost implications ■ May have to reduce car park numbers to avoid vegetation impacts and need for VMA permits ■ Would need to manage potential issues with sporadic events during the year such as the Mt Coot-tha classic ■ Road access upgrade may be required ■ Potential conflict with cyclists would need to be managed as cyclists frequently use Sir Samuel Griffith Drive ■ Traffic management options such as separating traffic between Sir Samuel Griffith Drive and Scenic Drive could be explored ■ Shortlisted 	


A.13 Scenic Drive lower park

Address	200 Mt Coot-tha Road, Lot 1 RP868488	
Location		
Approximate capacity	85 car parks	✓
Approximate distance to worksite	Approximately 1.4km along public roads	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Lot 1 RP868488 is part of State Heritage listing for Mt Coot-tha Forest – will require a Cultural Heritage Management Plan which could impact on timeframes ■ Cars would need to travel further up scenic drive and do a u-turn to access car park ■ Shuttle bus would be required to transport workers to the worksite, which will have cost implications ■ Would need to manage potential issues with sporadic events during the year such as the Mt Coot-tha classic ■ Road access upgrade may be required ■ Potential conflict with cyclists would need to be managed as cyclists frequently use Sir Samuel Griffith Drive ■ Traffic management options such as separating traffic between Sir Samuel Griffith Drive and Scenic Drive could be explored ■ Shortlisted 	


A.14 Mt Coot-tha Quarry

Address	200 Mt Coot-tha Rod, Mt Coot-tha, Lot 1 RP868488 170 Mt Coot-tha Rd, Mt Coot-tha, Lot 1 RP18899	
Location		
Approximate capacity	-	x
Approximate distance to worksite	Approximately 875m along pedestrian paths	✓
Availability	Site development may not meet project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Lot 1 RP868488 is part of State Heritage listing for Mt Coot-tha Forest Site – will required Cultural Heritage Management Plan which could impact on timeframes ■ Lot 1 RP18899 is partly covered by local heritage listing (Anzac park) Lot 1 RP868488 is part of State Heritage listing for Mt Coot-tha Forest ■ Use of site would not be safe due to blasting operations in the quarry ■ Not Shortlisted 	

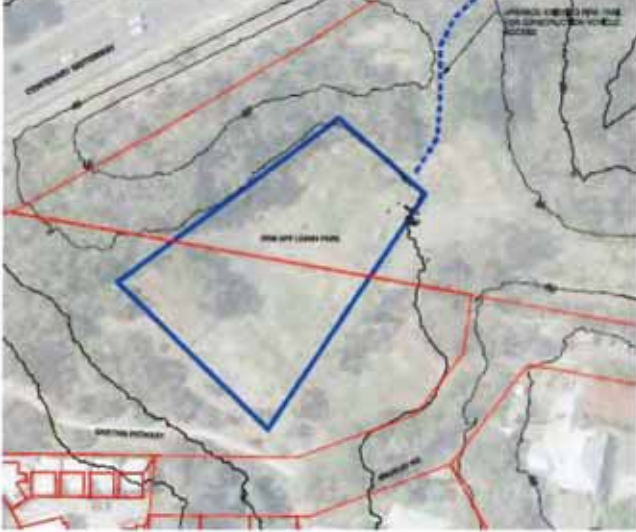
A.15 Botanic Gardens new parking site

Address	170A Mt Coot-tha Rod, Mt Coot-tha, Lot 1 RP193833 200 Mt Coot-tha Rod, Mt Coot-tha, Lot 1 RP868488	
Location		
Approximate capacity	-	x
Approximate distance to worksite	Approximately 500m along pedestrian paths	✓
Availability	Some access works may be required, however site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Part of the Botanic Gardens which is a Regional Park ■ Lot 1 RP868488 is part of State Heritage listing for Mt Coot-tha Forest ■ Site area is currently used by the gardens for de-watering operations and storage and no space is available for car parking ■ Vehicle access through the gardens would also be required ■ Not Shortlisted 	


A.16 Purtell Park car park, Carwoola Street

Address	57 Carwoola Street, Bardon, Lot 295, M3179	
Location		
Approximate capacity	120 car parks	✓
Approximate distance to worksite	Approximately 2.95 km along public roads	✗
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ District sport park ■ Use of car park by construction workforce likely to interfere with use of sport park ■ Longer shuttle bus ride than other locations in area which will have cost implications ■ Poor access to the worksite – Mt Coot-tha Road, Sir Samuel Griffith Drive and Carwoola Street – likely to be issues with cyclists, joggers and pedestrians using the road in the mornings. ■ Not Shortlisted 	

A.17 Dog off leash area, Anzac Park

Address	200 Broseley Rd, Toowong, Lot 3 SP159806 170 Mt Coot-tha Rd, Mt Coot-tha, Lot 1 RP18899	
Location		
Approximate capacity	200 car parks	✓
Approximate distance to worksite	Approximately 650m along existing fire trail and pedestrian paths	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Lot 1 RP18899 (Anzac Park) is on local heritage register ■ Anzac Park is a District, informal recreation park ■ Lot 3 SP159806 is part of the Mt Coot-tha Reserve which is a regional natural area park ■ Would need to relocate dog off leash area ■ Residents on Wool Street may object to increased vehicles along their street ■ Shortlisted 	

A.18 Anzac Park North

Address	170 Mt Coot-tha Rd, Mt Coot-tha, Lot 1 RP18899	
Location		
Approximate capacity	200 car parks	✓
Approximate distance to worksite	Approximately 430m along pedestrian paths	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ On Brisbane City Council Heritage Register – requires a cultural heritage management plan to be developed ■ Anzac Park is a District, informal recreation park ■ Provides direct access to worksite ■ Local community issues with use of park as car park – likely ongoing opposition ■ Potential conflict with park users would need to be managed through relocation of some park infrastructure and revised access ■ Tree protection zones need to be accounted for in car park layout ■ Shortlisted 	

A.19 Other sites

A number of other sites were also considered which were deemed to be unsuitable as a car park for the construction workforce and therefore not developed in further detail. These options are briefly outlined in the table below.

Site	Sir Samuel Griffith Drive (new area of road reserve between Scenic Drive and Sir Samuel Griffith Drive)	Fortitude valley Commercial Car Park	East end parking area (EKKA overflow)
Address	200 Mt Coot-tha Road, Lot 1 RP868488	Fortitude Valley	Bowen Hills
Comments	<ul style="list-style-type: none"> ■ Parking along street would not comply with Co-ordinator General conditions ■ Road closure would be impractical and would take time ■ Site is part of State Heritage listing for Mt Coot-tha Forest – will require a Cultural Heritage Management Plan which could impact on timeframes ■ Doesn't provide an access point for shuttle bus 	<ul style="list-style-type: none"> ■ Construction workforce would have to travel significant distance to access the site ■ Does not provide flexibility for workforce ■ Requires additional time for each shift to allow for travel ■ Likely to have significant cost implications for the project due to cost of car parking and transport 	<ul style="list-style-type: none"> ■ Site availability would need to be confirmed ■ Construction workforce would have to travel significant distance to access the site ■ Does not provide flexibility for workforce ■ Requires additional time for each shift to allow for travel ■ Likely to have cost implications for the project due to cost of transport
Site	Moggil Road / Centenary Motorway	Milton Tennis court site	Seventeen Mile Rocks Road / Centenary Motorway
Address	Corner of Moggil Road and Centenary Motorway	Milton Road, Milton	Jindalee
Comments	<ul style="list-style-type: none"> ■ Site availability would need to be confirmed ■ Site does not have ingress or egress and there is likely to be significant issues with providing new access ■ Site is in close proximity to residential dwellings, potential noise and visual amenity impacts would need to be resolved and managed ■ Development of site as a car park would have vegetation impacts ■ Site would require a shuttle bus which would have cost implications 	<ul style="list-style-type: none"> ■ Use of site as car park would delay parkland redevelopment plans ■ Site would require a shuttle bus which would have cost implications ■ Site is more than 2km from the worksite 	<ul style="list-style-type: none"> ■ Site availability would need to be confirmed ■ Site does not have ingress or egress and there is likely to be significant issues with providing new access ■ Site would require a shuttle bus which would have cost implications as the site is more than 8km from the worksite



Appendix B Summary of Feedback and Response




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Issue	Community and stakeholder feedback or comments	Council's response/position
<p>Pedestrian/cyclist impact</p>	<p>Cyclists prefer using the lower stretch of Sir Samuel Griffith Drive (over Scenic Drive) due to its wide lanes, low traffic volumes and wide sweeping left-turn lane onto Sir Samuel Griffith Drive.</p> <p>Safety concerns about riders using the extremely 'awkward' intersection of Scenic Drive and Mt Coot-tha Road, which features a stop sign and is located at the end of a one kilometre downhill stretch of road.</p> <p>Concerns about riders not being able to stop at the Scenic Drive/Mt Coot-tha Road intersection due to wet road conditions, inexperience and/or equipment failure.</p> <p>Auditing and safety improvements is suggested at the below intersections to improve safety for all road users.</p> <p>Sir Samuel Griffith Drive and Scenic Drive</p> <p>Scenic Drive and Mt Coot-tha Road</p> <p>Sir Samuel Griffith Drive and Mt Coot-tha Road (at the stop sign).</p> <p>Support for workforce parking to be provided on the left side of Sir Samuel Griffith Drive (between Scenic Drive and Mt Coot-tha Road), with the right lane of this road to remain as a downhill one-way general traffic lane for use by cyclists.</p> <p>Any footpath to be included should have a minimum width of 1.5 metres, to be shared by walkers, joggers and up-hill bike riders.</p> <p>Support for a line-marked bike lane (between 2.2m to 2.4m wide) to be provided along the left-hand side of Scenic Drive.</p>	<p>Surveys indicated approximately 50% of cyclists currently use this intersection on their ride.</p> <p>A majority of cyclists will still use Scenic Drive over the lower stretch of Sir Samuel Griffith Drive, however, Council is investigating ways to improve safety at this intersection for cyclists.</p> <p>Improvements for cyclists at this intersection will be investigated and incorporated into the proposed car park, where possible, during the detailed design phase.</p> <p>Under the proposal, the Scenic Drive and Sir Samuel Griffith Drive intersection will be redesigned to improve safety for all road users. Specifically, the left slip lane along the downhill stretch of Scenic Drive (at Sir Samuel Griffith Drive) will be closed off to all traffic, meaning that all traffic (motorists and cyclists) coming down from the summit to Mt Coot-tha Road will only be able to use Scenic Drive.</p> <p>All changed traffic conditions necessary for the car parking arrangement will be subject to road safety audits as part of the design process and on the operation of the traffic changes to ensure safety for motorists, cyclists, Transcity's workforce and pedestrians.</p> <p>This design has been considered by Council. All of the road reserve of Sir Samuel Griffith Drive (from its intersection with Scenic Drive down to Mt Coot-tha Road) is needed to accommodate the required 150 car parking spaces, bus stops and central traffic lane.</p> <p>Splitting the parking spaces between the lower stretch of Scenic Drive and Sir Samuel Griffith Drive would require workers to make a u-turn (at the Scenic Drive/Sir Samuel Griffith Drive intersection) in front of downhill cyclists.</p> <p>Footpaths along Lower Sir Samuel Griffith Drive have been designed to accommodate walkers and joggers. Cyclists are likely to prefer to use existing wide bitumen road surfaces and have not been catered for on the footpaths.</p> <p>Council is looking at ways to improve safety along Scenic Drive for cyclists.</p>



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Issue	Community and stakeholder feedback or comments	Council's response/position
	<p>Feedback that two years was a long time for cyclists to not be able to use the lower stretch of Sir Samuel Griffith Drive</p>	<p>Minimising construction impacts on the local community by keeping the Legacy Way workforce from parking on residential streets was a focus for Council when selecting a location for the proposed car park. Access to and from the Brisbane Lookout at Mt Coot-tha, via Scenic Drive, will not change and will be maintained at all times.</p>
	<p>Support for clear signage (advisory and speed limits) and line-marking to be installed at all intersections to ensure safety is maximised for all road users, should the proposal be approved.</p>	<p>The proposal will include regulatory signage and line-marking both at the apex of Scenic Drive and Sir Samuel Griffith Drive, as well as at the intersection of Sir Samuel Griffith Drive and Mt Coot-tha Road. This will assist in directing safe and legal traffic movements at these intersections, for all road users. The proposed car park will have a speed limit of 20km/hour along its length to ensure workforce vehicles and buses use an appropriate speed for the changed traffic conditions.</p>
	<p>Support for safety audits to be completed on the proposal, should it be approved.</p>	<p>The changed traffic conditions will be subject to road safety audits both as part of the design process and on the operation of the changed traffic conditions to ensure safety for motorists, cyclists, Transcity's workforce and pedestrians.</p>
<p>Workforce parking location</p>	<p>Suggestion that an alternative workforce parking location should be chosen due to the proposal's impact on cyclists. Support for the use of an additional area on the lower stretch of Scenic Drive in combination with using the left lane of the lower section of Sir Samuel Griffith Drive, so that one lane of Sir Samuel Griffith Drive could remain open for use by cyclists.</p>	<p>In late 2010 and early 2011 Council looked into a range of possible workforce parking locations for the project. Community feedback received during this period indicated that the community favoured solutions that took car parking away from residential areas and utilised existing road surfaces and car parking areas, where possible. Council investigated locating the car park on the lower section of Scenic Drive, however, this location was found to be unsuitable as it did not provide for the required number of car parks. This design was looked at by the project team, however, all of the road reserve of Sir Samuel Griffith Drive (from its intersection with Scenic Drive down to Mt Coot-tha Road) was needed to accommodate the required 150 car parking spaces, bus stops and central traffic lane. Further, splitting workforce parking into additional locations would create difficulties in managing the workforce and workers' movements to and from site.</p>