



# MINUTES OF MEETING

Meeting Number 10

|           |                                      |       |             |       |        |
|-----------|--------------------------------------|-------|-------------|-------|--------|
| CLG       | Kedron Community Liaison Group       |       |             |       |        |
| Location: | Visitor Information Centre, Lutwyche | Date: | 8 July 2009 | Time: | 6:30pm |

| Item | Action   |
|------|--|
| 1.0  | <p><b>Welcome, apologies and action items:</b></p> <ul style="list-style-type: none"> <li>What footpath will be installed at the front of JB Hi Fi?<br/> <b>Response: All new paths along Gympie Road from Kedron Busway Station to Stafford Road are varying between 2.5m and 3m for the majority aside from a couple of isolated pinch points at 2m width between Suez and Stafford Road and the Kedron Brook Bridge at 4m width.</b></li> <li>Information about future services work through the Stafford area<br/> <b>Response: Water line relocation from Stafford Road, up Clarence Road to be completed. Energex, Telstra and gas are currently working along Stafford Road.</b></li> <li>Investigate whether telecommunication work has affected trees in Clarence Road.<br/> <b>Response: Trees have not been impacted and reinstatement activities are underway. The community team are monitoring reinstatement work to ensure it is done properly. Reinstatement will be completed within 2 weeks.</b></li> <li>Investigate truck movements on Brookfield Road.<br/> <b>Response: The community team have been working with the concrete contractors to strongly encourage them to use alternative routes. As a project we are within our rights to dictate routes for haulage trucks - we have no authority over other heavy vehicles. They are permitted to use any local street. The traffic management plan for the Stafford Road site directs heavy vehicles from Stafford Road, through the Clarence Road entry and exit via Stafford Road so they are not using Brookfield Road.</b></li> <li>Investigate whether the noise wall along Stafford Road could be placed 1m back from existing property boundaries to provide residents with additional space and protect trees.<br/> <b>Response: No, due to space restrictions for the Airport Link Operations Centre (ALOC). The trees in Brookfield Road properties bordering in the site will remain.</b></li> <li>What is the progression for the ALOC noise wall?<br/> <b>Response: The ALOC noise wall is currently at final stage design approval. The purpose of the noise wall is to mitigate against noise generated from the ALOC facility including emergency vehicles etc. TJH will be consulting with the owners of the Brookfield Road properties along the noise wall regarding treatment of the wall on their property, e.g. landscaping.</b></li> </ul> <p>Discussion arising from action items</p> <ul style="list-style-type: none"> <li>Is the design for the wall still 4.2m high and concrete?<br/> <b>Response: Yes, the modelling completed has indicated the design required to mitigate the noise generated by the ALOC including height, materials and longevity.</b></li> <li>Why were the details of the Brookfield Road noise wall not included in the change report?<br/> <b>Response: The change report did state mitigation is required.</b></li> </ul> |

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|      | <ul style="list-style-type: none"> <li>I wouldn't think that ALOC would generate more noise than your typical shopping centre. Nothing that would warrant a 4.2m noise wall. As a property owner, it includes the air space above my fence. Why does the project have more rights than the average property owner? Does the divided fencing act have no power here? Will residents be consulted?</li> </ul> <p><b>Response: The title of the land sits with the state. The project has been declared of state significance by the Government and therefore the dividing fence act does not apply.</b></p> <p><b>TJH is obligated to consult on the noise barrier. There is an obligation for consultation with neighbours on noise walls. This process has commenced with some residents and will be undertaken more broadly prior to construction of the wall commencing.</b></p> <p><b>CNI expressed concern about the process and timing used to determine the scope of the noise wall and has asked TJH to consider it further, including further discussion with residents.</b></p> <ul style="list-style-type: none"> <li>Why can't the barrier be constructed along Stafford Road, rather than Brookfield Road?</li> </ul> <p><b>Response: Because the noise wall is mitigating noise from the ALOC centre. The noise from ALOC is in close proximity to the residents in Brookfield Road. It needs to be situated between the source of the noise and the residents.</b></p> <ul style="list-style-type: none"> <li>Who ultimately makes the decision of the noise barrier on Brookfield Road?</li> </ul> <p><b>Response: The design is subject to a review by independent parties which ensure the design meets specifications and project requirements. It will be reviewed the Independent Verifier.</b></p> <p><b>ACTION: send out CNI's presentation on roles and responsibilities.</b></p> <ul style="list-style-type: none"> <li>What is the source of the requirement for the noise wall?</li> </ul> <p><b>Response: The Change Report identified a need to mitigate the impacts of ALOC and TJH is required to achieve this and meet the specifications in the Project Deed.</b></p> |
| 2.0  | <p>Presentation was given by Ben van Wegen and Jurgen Pasieczny from Translink and Paul Schmidt from DTMR on the Northern Busway.</p> <p><b>Discussion regarding presentation</b></p> <p>The presentation attracted the following discussion from the group:</p> <ul style="list-style-type: none"> <li>Are there plans to continue the busway to Chermside?</li> </ul> <p><b>Response: Yes the Department of Main Roads and Transport are about to launch into a concept planning phase for the next section of the Northern Busway to Bracken Ridge. This will involve establishing a business case to attract funding. The busway will be built in sections, with priority given to more congested areas. The concept planning phase will assist to identify key problem areas, such as Chermside Shopping Centre. Once a key problem area has been identified a couple of design options will be released for public consultation. The</b></p>  |



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|      | <p><b>feedback from consultation will then be reviewed and applied, and further consultation will be undertaken.</b></p> <ul style="list-style-type: none"> <li>How long will the planning phase take?<br/><b>Response: The concept planning phase will take approximately 12 to 18 months.</b></li> <li>I understand there will be a kiss and ride facility at the busway stations, but will there be any short term parking?<br/><b>Response: Yes, there will be four to five short term parks available (ten minutes), and approximately ten more unsigned parks.</b></li> <li>Is there capacity to increase the kiss and ride if required?<br/><b>Response: Possibly. There is some vacant land near the station, however we'd have to work through those options with Brisbane City Council.</b></li> <li>What considerations have been made for parking at the busway station as this will be an issue for local residents?<br/><b>Response: Brisbane City Council will undertake consultation with local residents to determine what parking situations they would prefer e.g. residents only.</b></li> <li>What's considered a reasonable walking distance to the busway station?<br/><b>Response: There is no hard and fast rule, but something around 800 meters or a 10 minute walk is considered reasonable.</b></li> <li>What about people who live further away than 800 meters?<br/><b>Response: Those people may wish to catch a bus from their local area to the station. There will also be bicycle facilities and the kiss and ride for drop offs.</b></li> <li>I think there is a genuine need for parking facilities at the busway station. For example, as a working mother I need to pick up the groceries for my family on the way home. I wouldn't want to catch another bus home, to then drive back out to get the groceries for dinner. I think the benefits are not for the people who live near the construction site, but for the people who live further out.<br/><b>Response: Government has a policy not to provide a high number of long term parking bays at busway stations that are relatively close to the city to avoid people driving from outlying areas to and congesting the roads - driving from suburbs located further out and parking in areas such as Albion train station and catching the train into the city. It is difficult to say that parking should only be for those who live nearby and filter those who don't. However Translink acknowledges this is valid feedback which it will take on board for future planning.</b></li> <li>If you are not going to provide parking at the bus station Translink should provide a feeder bus to the station for areas which do not have sufficient bus routes.<br/><b>Response: Again, Translink can take this on board and give it further consideration at the</b></li> </ul> |

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|      | <p><b>detailed service planning phase which will start about one year before the end of the construction.</b></p> <ul style="list-style-type: none"> <li>Suez Street / Gympie Road intersection is a tight corner. How are the buses going to turn safely into and out of the busway to Suez Street?<br/><b>Response: There is a large fleet so the smaller buses can be designated to use certain routes. There will be a small resumption on the corner of Suez street to increase capacity.</b></li> <li>Swan Street is quite narrow. How is it going to cope with increased bus movements?<br/><b>Response: We're not expecting any problems with capacity at Swan Street.</b></li> <li>Will Suez Street be closed to normal vehicles?<br/><b>Response: At the Gympie Road intersection yes, although cars will be able to access Suez Street via Swan Street and turn around.</b></li> <li>How will pedestrians access the Kedron busway station when the Kedron Brook floods?<br/><b>Response: There are footpaths available on higher ground, along Gympie Road and Lutwyche Road.</b></li> <li>How will pedestrians get across Gympie Road?<br/><b>Response: The signalised pedestrian crossing will remain at the Gympie Road / Stafford Road intersection.</b></li> </ul> |
| 3.0  | <p>Presentation was given by Anthea Craig, Thiess John Holland on the changes to Lutwyche Road.</p> <p><b>Changed Traffic Conditions from 12 July 2009</b></p> <ul style="list-style-type: none"> <li>Diversion of northbound Lutwyche Rd from Isedale St to Kedron Park Rd</li> <li>Diversion of southbound Lutwyche Rd between Kedron Park Rd and Colton Ave</li> <li>Right turn banned from Lutwyche Rd to Bradshaw St</li> <li>Kedron Park / Gympie Rd intersection relocated north east</li> <li>Western footpath closed</li> <li>Bus stop 22 – Norman St relocated</li> </ul> <p><b>Lutwyche Road Traffic Switch 2</b><br/>Norman /Lutwyche Intersection</p> <ul style="list-style-type: none"> <li>Right turn banned from Lutwyche Road to Norman Avenue</li> </ul> <p>Perry Street Access</p> <ul style="list-style-type: none"> <li>Left turn to Lutwyche Road</li> <li>Left turn to Norman Avenue</li> <li>Left turn from Norman Avenue</li> </ul> <p><b>Implementation of traffic switch</b></p> <ul style="list-style-type: none"> <li>Series of short term lane closures and detours</li> <li>Police control of the intersection</li> </ul>  |

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|      | <ul style="list-style-type: none"> <li>Brisbane Metropolitan Transport Management Centre – monitoring and assistance</li> <li>Traffic management signage</li> <li>Early Sunday morning through to early Monday morning</li> </ul> <p><b>Communication of traffic changes</b></p> <p>Lutwyche Road</p> <ul style="list-style-type: none"> <li>Community notice</li> <li>Courier Mail advertising</li> <li>Radio advertising</li> <li>SMS traffic alert</li> <li>Variable Message Signs</li> <li>131940.com</li> <li>Project web site</li> </ul> <p><b>Discussion regarding presentation</b></p> <p>The presentation attracted the following discussion from the group:</p> <ul style="list-style-type: none"> <li>How will I access the church on Lutwyche Road?</li> </ul> <p><b>Response: Access to the Lutwyche Road church and the pub will be maintained via Lutwyche Road.</b></p> <ul style="list-style-type: none"> <li>Why can't vehicles turn from Bradshaw Street, north down Lutwyche Road?</li> </ul> <p><b>Response: Vehicles cannot turn north as the turn is extremely sharp.</b></p> <ul style="list-style-type: none"> <li>So southbound traffic will remain on the existing Lutwyche Road and it's the northbound traffic which is being diverted?</li> </ul> <p><b>Response: Correct</b></p> <ul style="list-style-type: none"> <li>Are these diversions permanent?</li> </ul> <p><b>Response: Only the closure of Bradshaw Street on the eastern side. The Lutwyche Road diversion will be in place for approximately 18 months.</b></p> |
| 4.0  | <p>A construction update was provided by David Ide, Thiess John Holland.</p> <p><b>Perry Street precinct</b></p> <ul style="list-style-type: none"> <li>Noise wall construction ongoing running from Norman Ave to Colton Ave to be complete by Sunday 12 July</li> <li>Perry Street footpath and street lighting almost complete</li> <li>Piling to commence for north bound off ramp – CC212. Guide wall installation underway.</li> </ul> <p><b>Kedron Brook</b></p> <ul style="list-style-type: none"> <li>Permanent piling work on the northern bank of Kedron Brook, east of Gympie Road bridge</li> </ul> <p><b>Gympie Road</b></p>   |

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|      | <ul style="list-style-type: none"> <li>Excavation and concreting works ongoing for Gympie Service Road removal</li> <li>Demolition on Gympie Road site, between Somerset and Cremorne St almost complete. Following demolition, sedimentation pond to be constructed.</li> </ul> <p><b>Stafford Rd (Gympie Rd to Clarence Rd)</b></p> <ul style="list-style-type: none"> <li>Ground testing to determine construction methodology</li> <li>Ongoing reinforcing deliveries</li> <li>Site office construction continues</li> </ul> <p><b>Gympie Rd, Kedron Brook to Arnott St</b></p> <ul style="list-style-type: none"> <li>Excavation to tunnel roof level underway</li> <li>Piling ongoing (complete Sept)</li> <li>Lasseter St closed to allow piling and excavation to progress</li> <li>Park Terrace closed to allow sewer works to be completed</li> <li>Partial closure of Suez St mid-July to connect sewer line from Kedron Brook</li> <li></li> </ul> <p><b>Kedron Brook Building site</b></p> <ul style="list-style-type: none"> <li>Continue excavation works to front of building in preparation for the launch of the road header mid-July</li> </ul> <p><b>Discussion regarding presentation</b><br/>The presentation attracted the following discussion from the group:</p> <ul style="list-style-type: none"> <li>What is a road header?</li> </ul> <p><b>Response: A machine which excavates the shape of the tunnel</b></p> |
| 6.0  | <p><b>General Business:</b></p> <ul style="list-style-type: none"> <li>When the northern busway portal surfaces past Farmer Joes, what will ultimately be at the Gympie Road site?</li> </ul> <p><b>Response: There will be tunnel facilities including a substation and a water tank, to power the lights and supply water for the sprinkler system. This is going through a design process at the moment and could possibly be used in the next section of the busway. The site is likely to have parking spaces for service vehicles when accessing the tunnel. We don't know the ultimate usage of this site until they do the next section of the busway planning.</b></p> <ul style="list-style-type: none"> <li>So there could be a future bus station there.</li> </ul> <p><b>Response: That is a possibility.</b></p>  |
| 7.0  | <p>Due to time constraints, it was not possible to present the environmental and community updates. The facilitator offered to send this information to the group the next day. The CLG agreed to this outcome.</p> <p>It was also decided to hold over an item related to valuations of property.</p>  |



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|      | There was discussion about the date for the next meeting – as it would fall on a public holiday, the next meeting was brought forward to 5 August. The facilitator undertook to advise all members the following day. |

**Next Meeting: 5 August 2009**

Location: Visitor Information Centre, Lutwyche      Date: 8 July 2009      Time: 6:30pm