

Time	Location	Attendees	Comments made	Observations
4-6pm	Park and Ride commuter carpark, Mt Coot-tha Road	Approx 10 including: <ul style="list-style-type: none"> <li>Representative from WFPG/FOAP</li> <li>Approx six commuters</li> <li>Cyclists</li> <li>Local residents</li> </ul>	<ul style="list-style-type: none"> <li>Commuters from Brookfield and Mt Crosby would be negatively impacted if park and ride was selected</li> <li>Local residents suggestion to build a multi story car park on the site</li> <li>Local residents concerned about rat running through local Toowong streets</li> <li>Negative comments regarding consultation process</li> </ul>	<ul style="list-style-type: none"> <li>Moderately busy session</li> <li>Some emotion about inclusion of Anzac Park options</li> <li>Car park approximately half full during the two hour session</li> </ul>
<b>Thursday 10 March</b>				
6.30-9.30am	Anzac Park North	Approx 20 including: <ul style="list-style-type: none"> <li>Representative from WFPG/FOAP</li> <li>Toowong residents previously spoken with at earlier sessions</li> <li>Local residents</li> <li>Park users</li> <li>Walking group</li> <li>Cyclists</li> </ul>	<ul style="list-style-type: none"> <li>Impact on ring road to walkers and runners due to increased traffic into car park</li> <li>Loss of visual amenity</li> <li>Query about the lighting arrangement and impacts to local residents</li> <li>Union disagreement with walking distances.</li> </ul>	<ul style="list-style-type: none"> <li>Quieter than previous Anzac Park North session</li> <li>Several people having attended previous sessions returned with further questions about other options.</li> </ul>
6.30-8.30pm	Botanic Gardens Auditorium	Approx 20 including: <ul style="list-style-type: none"> <li>Four representatives from WFPG</li> <li>Toowong residents previously spoken with at earlier sessions</li> <li>Cr Peter Matic</li> </ul>		<ul style="list-style-type: none"> <li>Legacy Way project team in attendance to answer specific questions including environmental, construction, cultural heritage, noise, traffic and project management</li> </ul>

Time	Location	Attendees	Comments made	Observations
<b>Friday 11 March</b>				
6.30-9.30am	Park and Ride commuter carpark, Mt Coot-tha Road	<ul style="list-style-type: none"> <li>Approx 15 including: <ul style="list-style-type: none"> <li>Representative from WFPG/FOAP</li> <li>Toowong residents previously spoken with at earlier sessions</li> <li>Approx 3 commuters</li> <li>Cr Peter Matic</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Commuters from Jamboree Heights negative towards loss of carpark</li> <li>Cyclists concern about increased traffic on the bikeway</li> <li>Discussions about using carparking in the bus depot.</li> </ul>	<ul style="list-style-type: none"> <li>Quieter than previous park and ride session</li> <li>Limited focus on Anzac Park.</li> </ul>
<b>Saturday 12 March</b>				
12-3pm	Queensland Academy of Science, Maths and Technology	<ul style="list-style-type: none"> <li>Approx 10 including: <ul style="list-style-type: none"> <li>Representative from WFPG/FOAP</li> <li>Local residents</li> <li>Toowong residents previously spoken with at earlier sessions</li> <li>Cr Peter Matic</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Questions about how the community feedback will be used – advised it is not a vote but Council will consider all feedback before putting a single solution to the Coordinator-General</li> <li>Specific environmental questions referred to environment manager</li> <li>Anzac Park inclusion is unacceptable and should be removed from the list of options</li> <li>Discussed progress of Stuarholme talks with Council regarding use of the Freers site.</li> </ul>	<ul style="list-style-type: none"> <li>Quiet session</li> <li>Legacy Way project team in attendance to answer specific questions including environmental, construction, cultural heritage, noise, traffic and project management</li> <li>Emotion regarding inclusion of Anzac Park options.</li> </ul>
<b>Tuesday 15 March</b>				
6.30-9.30am	Park and Ride commuter carpark, Mt Coot-tha Road	<ul style="list-style-type: none"> <li>Approx 10 including: <ul style="list-style-type: none"> <li>Toowong residents previously spoken with at earlier sessions</li> <li>Local residents</li> <li>Commuters</li> <li>Cyclists</li> </ul> </li> <li>Two attendees</li> </ul>	<ul style="list-style-type: none"> <li>Community information sessions should focus on the past process, including injunction and Coordinator-General's decision regarding Anzac Park.</li> <li>Positive comment from commuter regarding frequency of information sessions</li> <li>Commuters would require a designated area within the carpark to cater for them.</li> <li>Little to no knowledge of workforce parking situation</li> <li>Little to no knowledge about options, including Anzac Park</li> </ul>	<ul style="list-style-type: none"> <li>Quietest Park and Ride session</li> <li>General questions about options and process from here on</li> </ul>
4-6pm	Bowman Park, Bardon			<ul style="list-style-type: none"> <li>Busy park but very little interest in workforce parking consultation</li> </ul>

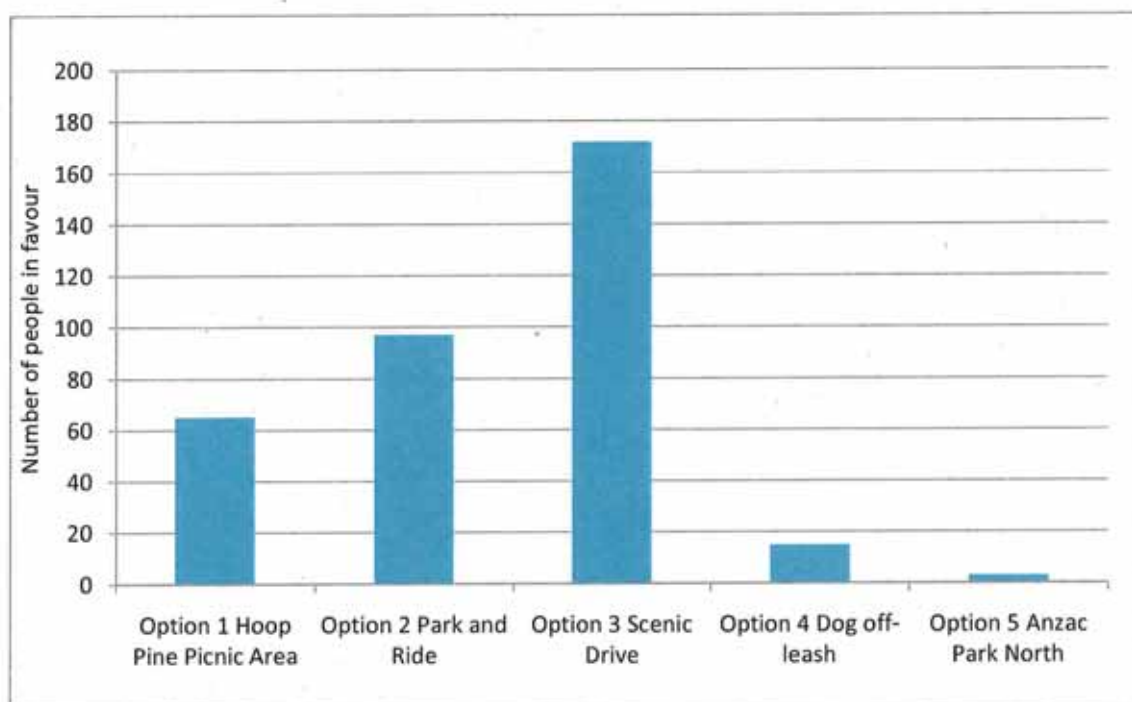
Time	Location	Attendees	Comments made	Observations
<b>Wednesday 16 March</b>				
6.30-9.30am	Anzac Park North	Approx 10 including: <ul style="list-style-type: none"> <li>■ Park users (exercisers)</li> <li>■ Running group</li> <li>■ Cr Peter Matic</li> <li>■ Toowong residents previously spoken with at earlier sessions</li> </ul>	<ul style="list-style-type: none"> <li>■ General questions about other options and process</li> <li>■ Negativity towards toll roads</li> <li>■ Negativity towards creating a dedicated workforce carpark.</li> </ul>	<ul style="list-style-type: none"> <li>■ Quietest of the Anzac Park sessions</li> <li>■ Questions leaning towards process and next steps</li> </ul>
4-6pm	Dog off-leash area, Anzac Park	Approx 15 including: <ul style="list-style-type: none"> <li>■ Park users</li> <li>■ Toowong residents previously spoken with at earlier sessions</li> </ul>	<ul style="list-style-type: none"> <li>■ Concern about access from Wool Street and additional traffic impacts to the local street</li> <li>■ General questions about all options</li> </ul>	<ul style="list-style-type: none"> <li>■ Quietest of the dog off-leash sessions</li> <li>■ Many repeat residents seeking further clarification on options</li> </ul>
6.30-8.30pm	Queensland Academy of Science, Maths and Technology	Approx 11 including: <ul style="list-style-type: none"> <li>■ Representative from WFPG/FOAP</li> <li>■ CoG representative</li> <li>■ Local residents</li> <li>■ Toowong residents previously spoken with at earlier sessions</li> </ul>	<ul style="list-style-type: none"> <li>■ Cultural heritage issues with Anzac Park directed to cultural heritage advisor</li> <li>■ Environmental questions directed to environment advisor</li> </ul>	<ul style="list-style-type: none"> <li>■ Quiet session</li> <li>■ Legacy Way project team in attendance to answer specific questions including environmental, construction, cultural heritage, noise, traffic and project management</li> <li>■ Emotion regarding consultation process</li> </ul>
Thursday 17 March	Hoop Pine Picnic Area	Four attendees including: <ul style="list-style-type: none"> <li>■ Three local residents previously spoken with at earlier sessions</li> </ul> CoG representative	<ul style="list-style-type: none"> <li>■ Environmental issues at Hoop Pine Picnic Area</li> <li>■ Use of Freers site</li> </ul>	<ul style="list-style-type: none"> <li>■ Very quiet session</li> <li>■ No new interest</li> </ul>

Time	Location	Attendees	Comments made	Observations
<b>Friday 18 March</b> 6.30-9.30am	Dog off-leash area, Anzac Park	<p>Approx 20 including:</p> <ul style="list-style-type: none"> <li>Representative from WFPG/FOAP</li> <li>Local residents</li> <li>Toowong residents previously spoken with at earlier sessions</li> </ul> <p>Park users</p>	<ul style="list-style-type: none"> <li>General questions about dog off-leash area</li> <li>Relocation of dog off-leash area to elsewhere in Anzac Park generally acceptable</li> <li>Concerns regarding proposed access to carpark via Wool Street and Broseley Road</li> </ul>	<ul style="list-style-type: none"> <li>Busy session</li> <li>Transcity water main investigations in the area caused high emotions from WFPG/FOAP representative. Explained the works were unrelated to the workforce parking consultation</li> </ul> <p>Positive comments regarding consultation process and officers conduct</p>



### 6.2.5 Feedback period

The feedback period was Tuesday 8 to Monday 21 March. A total of 308 submissions were received in both email and feedback form varieties. Some respondents ranked options or choose more than one option as preferred. The results of the nominated preferred options from the feedback forms are shown in Figure 6-2 below.



■ Figure 6-2 Community feedback on car park options

Further detail of the community feedback is included in **Appendix C**. This feedback was then fed into the evaluation process.

## 7. Option Evaluation

A summary of the identified risks and mitigation measures against each of the evaluation criteria and the criteria score for each of the car park options is shown in **Table 7-1**. More detail on the risk assessment that has been undertaken for each of the options is included in **Appendix D**.

Table 7-1 Car park Option Evaluation Summary

Criteria	OPTION 1 Hoop Pine Picnic Area		OPTION 2 Mount Cook-tha Road Park and Ride		OPTION 3 Scenic Drive Combined Car Park		OPTION 4 Dog Off-Leash Area, Anzac Park		OPTION 5 Anzac Park North	
	Assessment	Score	Assessment	Score	Assessment	Score	Assessment	Score	Assessment	Score
Noise impacts	<ul style="list-style-type: none"> <li>Low risk of noise impacts due to separation distance from residents (approximately 250m to nearest house)</li> </ul>	7	<ul style="list-style-type: none"> <li>Low risk of noise impacts as the site is currently used as a car park</li> </ul>	10	<ul style="list-style-type: none"> <li>Low risk of noise impacts due to separation distance from residential dwellings or other sensitive receptors</li> </ul>	9	<ul style="list-style-type: none"> <li>Predicted noise level from the car park may exceed noise criteria by 2dB(A). Noise barriers may not reduce noise effectively as the nearest noise sensitive receivers are located uphill</li> </ul>	3	<ul style="list-style-type: none"> <li>Predicted noise level from the car park may exceed noise criteria by 2dB(A). This could be mitigated through provision of a noise barrier around south western extent of the car park</li> </ul>	4
Land Use impacts	<ul style="list-style-type: none"> <li>Recreational activities in the picnic area would be severely affected through loss of visitor space and reduced access to entry/exit points for Pinnacle Walking Trail.</li> </ul>	2	<ul style="list-style-type: none"> <li>Displacement of existing car park users, causing inconvenience to existing users and potentially nuisance in areas receiving displaced parking.</li> </ul>	3	<ul style="list-style-type: none"> <li>Potential conflict with possible use of the site for disaster management (fire control and food waste storage) to be confirmed. Emergency Management Queensland has confirmed that EMQ Helicopter Rescue does not use or require the site and confirmation of disaster use is still awaiting response from the State Disaster Coordination Centre). The use of the site as a car park may detract from tourist activity and recreational activity, in particular at the lower site</li> </ul>	3	<ul style="list-style-type: none"> <li>Use of the site would result in loss of the existing dog off-leash area, however, this would be relocated elsewhere in Anzac Park</li> </ul>	3	<ul style="list-style-type: none"> <li>Insignificant impact on existing park use which currently includes walking, running, playground activity, picnics, family and children play activities due to presence of car park and loss of area</li> </ul>	2
Business impacts	<ul style="list-style-type: none"> <li>Low risk of business impacts</li> </ul>	6	<ul style="list-style-type: none"> <li>Potential impact on bus patronage</li> </ul>	3	<ul style="list-style-type: none"> <li>Potential impacts on tourist and visitor numbers to Mt Cook-tha summit.</li> </ul>	3	<ul style="list-style-type: none"> <li>Potential impact on the Crossways College</li> </ul>	3	<ul style="list-style-type: none"> <li>Local businesses unlikely to be affected</li> </ul>	6
Cultural heritage	<ul style="list-style-type: none"> <li>Mt Cook-tha Forest is listed on the State Heritage register.</li> <li>Potential for cultural artefacts associated with the second world war US Naval and RAAF camps</li> <li>Would require a variation to the Aboriginal cultural heritage management plan area</li> </ul>	1	<ul style="list-style-type: none"> <li>Site is not listed on the local or state heritage register</li> </ul>	10	<ul style="list-style-type: none"> <li>Mt Cook-tha Forest is listed on the State Heritage register; however potential heritage impacts would be moderate to low</li> <li>Would require a variation to the Aboriginal cultural heritage management plan area</li> </ul>	3	<ul style="list-style-type: none"> <li>Part Local Heritage and adjacent to Local Heritage</li> <li>May require a variation to the Aboriginal cultural heritage management plan area (CHMP boundary goes through the middle of the area)</li> </ul>	6	<ul style="list-style-type: none"> <li>Anzac Park is listed on the BCC Heritage Register for natural features and memorial values. The use of part of the park for car parking would have a high impact over the four year period</li> <li>No requirement to vary the Aboriginal CHMP area for the project</li> </ul>	3
Visual amenity impacts	<ul style="list-style-type: none"> <li>Change in landscape may have visual amenity impact along Sir Samuel Griffith Drive</li> <li>Potential for limited views from Stuartholme College</li> </ul>	5	<ul style="list-style-type: none"> <li>No significant landscape changes</li> </ul>	7	<ul style="list-style-type: none"> <li>Visual amenity impacts on tourists using Scenic Drive to access the Mouth Cook-tha lookout</li> <li>Although the site will be clearly visible by motorists travelling along Scenic Drive, the major views are on the opposite side of the road and would not be affected</li> </ul>	5	<ul style="list-style-type: none"> <li>Visually largely hidden from surrounding area, however risk of some visual amenity impacts on residential dwellings along Broseley Road.</li> <li>Risk of headlight spill if Wool Street exit used at night</li> </ul>	3	<ul style="list-style-type: none"> <li>Local visual amenity impacts – main visual impact from shared path and overbridge</li> <li>Aesthetic values of whole park included in Local Heritage Register citation</li> </ul>	3

Community Criteria

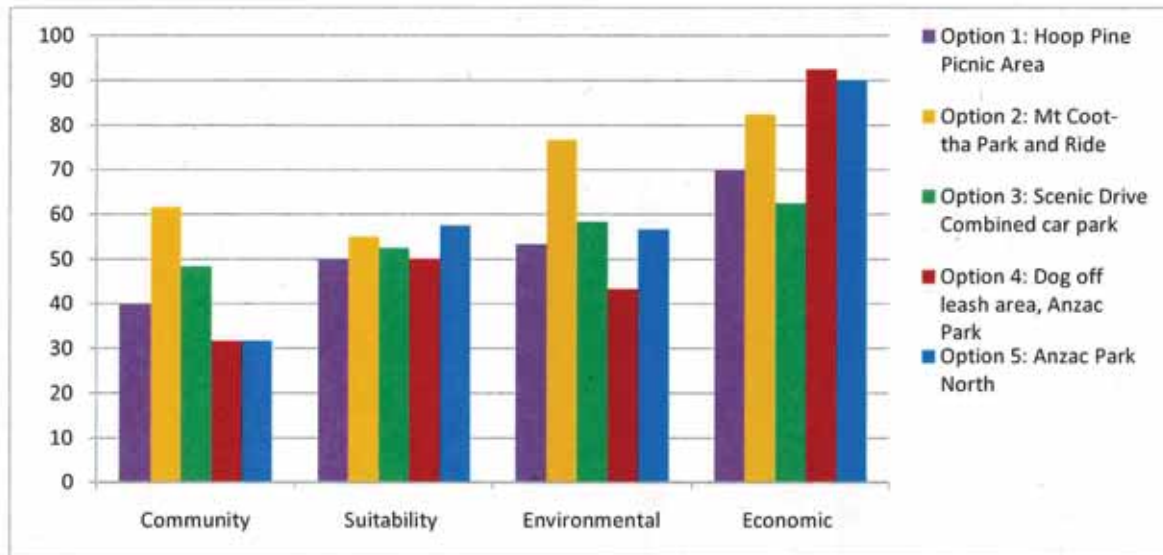
	OPTION 1 Hoop Pine Picnic Area	OPTION 2 Mount Coot-tha Road Park and Ride	OPTION 3 Scenic Drive Combined Car Park	OPTION 4 Dog Off-Leash Area, Anzac Park	OPTION 5 Anzac Park North
<b>Community Values</b>	<ul style="list-style-type: none"> <li>Community use as a picnic area with walking tracks heads. Area heavily used by cyclists. Moderate community value</li> </ul>	<ul style="list-style-type: none"> <li>Moderately used community car park. Low community value, however provisions needed for commuters</li> </ul>	<ul style="list-style-type: none"> <li>Rarely used community area. Area heavily used by cyclists. Furthest away from residences. Low community value</li> </ul>	<ul style="list-style-type: none"> <li>Heavily used area by dog-owners. High community value</li> </ul>	<ul style="list-style-type: none"> <li>Heavily used recreation area by local community. High community value.</li> </ul>
<b>Capacity</b>	<ul style="list-style-type: none"> <li>Approximately 200 car parks</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 110 car parks</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 260 car parks</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 200 parks</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 200 parks</li> </ul>
<b>Construction / Safety</b>	<ul style="list-style-type: none"> <li>Standard erosion runoff and sediment control required for steep grades.</li> <li>Construction signage and sight lines to avoid vehicle conflicts.</li> </ul>	<ul style="list-style-type: none"> <li>Existing constructed car parking area.</li> </ul>	<ul style="list-style-type: none"> <li>Standard erosion runoff and sediment control required for steep grades.</li> <li>Construction signage and sight clearances to avoid vehicle conflicts.</li> </ul>	<ul style="list-style-type: none"> <li>Access / egress road construction required including either upgrade to Broseley Rd (min 6m width), signage and sight lines to avoid local vehicle conflicts</li> </ul>	<ul style="list-style-type: none"> <li>Standard erosion and sediment control required for steep grades.</li> <li>Potential for conflicts with park use during construction requires management</li> </ul>
<b>Operation / Safety</b>	<ul style="list-style-type: none"> <li>Steep grades not suitable for safe motorcycle parking.</li> <li>Other safety issues include ineffective and inappropriate guard rails along Ithaca Creek, lack of street lighting and road delineation.</li> <li>Potential for pedestrian, joggers and cycle conflicts on Sir Samuel Griffith Drive.</li> </ul>	<ul style="list-style-type: none"> <li>Fencing may interfere with existing bike/footpath access / potential for vehicle/bicycle conflicts.</li> <li>Potential delays to exit onto the Western Freeway (Mt Coot-tha Road) – leading to frustration seeking alternative on-street parking</li> </ul>	<ul style="list-style-type: none"> <li>Grades not suitable for safe motorcycle parking</li> <li>Sight distance for proposed exit onto Mt Coot-tha Road (top park) unsafe as is the entry to the lower car park.</li> <li>Potential for conflict with high levels of cyclists in early morning / late afternoon periods conflicting with shift changes</li> </ul>	<ul style="list-style-type: none"> <li>Broseley Road upgrade required</li> <li>Potential for conflict with Crossway college parking off Broseley Road.</li> </ul>	<ul style="list-style-type: none"> <li>Steep grades (1:5 max)</li> <li>Grades not suitable for safe motorcycle parking.</li> <li>Tree hazards (sight lines and branches), access contrary to public one way circuit.</li> <li>Sight distance clearances at Dean Street may require removal of existing car parks.</li> </ul>
<b>Convenient access to worksite</b>	<ul style="list-style-type: none"> <li>Site is not in walking distance - approximately 1.6km along Sir Samuel Griffith Drive and Mount Coot-tha Road to worksite</li> <li>Site requires shuttle bus transport, does not provide a high level of convenience</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 900m walk from far end of car park (730m walk from Dean Street end) along pedestrian pathways when measured to light vehicle access road. This may be considered too far by some workers and require a shuttle bus</li> <li>This would be reduced to approximately 600m with direct pedestrian access off the overpass into the worksite.</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 1.6km along Scenic Drive, Sir Samuel Griffith Drive and Mount Coot-tha Road to worksite</li> <li>Site requires shuttle bus transport, does not provide a high level of convenience</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 650m along new and existing pedestrian pathways when measured to light vehicle access road.</li> <li>This would be reduced to approximately 530m with direct pedestrian access off the overpass into the worksite.</li> </ul>	<ul style="list-style-type: none"> <li>Walking distance of 430m To Worksite when measured to light vehicle access road.</li> <li>This would be reduced to approximately 300m with direct pedestrian access off the overpass into the worksite.</li> </ul>
<b>Flora impacts</b>	<ul style="list-style-type: none"> <li>No identified vegetation communities as site is cleared.</li> <li>Risk of flora impacts due to infusion into the tree protection zone of several large trees could be managed through avoiding creating new hard stand in these areas</li> </ul>	<ul style="list-style-type: none"> <li>No identified vegetation communities</li> <li>Significant landscape vegetation protected under Natural Assets Local Law</li> </ul>	<ul style="list-style-type: none"> <li>No identified vegetation communities as site is cleared.</li> <li>Site neighbors remnant regional ecosystem.</li> </ul>	<ul style="list-style-type: none"> <li>Requires removal of at least 6 trees (landscape vegetation) to reach capacity of 200</li> <li>Regional ecosystem vegetation in the vicinity</li> </ul>	<ul style="list-style-type: none"> <li>Significant landscape vegetation which must be designed around.</li> <li>Four tree relocations required</li> </ul>
<b>Fauna impacts</b>	<ul style="list-style-type: none"> <li>Moderate usage by common urban fauna</li> </ul>	<ul style="list-style-type: none"> <li>Used by common urban species</li> </ul>	<ul style="list-style-type: none"> <li>Moderate usage by common urban fauna</li> </ul>	<ul style="list-style-type: none"> <li>Low level habitat reduction affecting iconic native</li> </ul>	<ul style="list-style-type: none"> <li>Site provides limited habitat used by common urban and</li> </ul>



	OPTION 1 Hoop Pine Picnic Area	OPTION 2 Mount Coot-tha Road Park and Ride	OPTION 3 Scenic Drive Combined Car Park	OPTION 4 Dog Off-Leash Area, Anzac Park	OPTION 5 Anzac Park North
Environmental Criteria (Cont)	<ul style="list-style-type: none"> <li>Occasional usage by uncommon or iconic fauna</li> <li>Potential fauna impacts from lighting to be managed through lighting design</li> <li>Overland flow path along eastern boundary. Site is in close proximity to waterway.</li> <li>Upgraded access point. Some distance from major roads.</li> <li>Potential risks include conflict with traffic at access point, including cyclists. Slow turning shuttle buses.</li> <li>Potential for construction workers to use local streets north of Toowong Cemetery.</li> </ul>	<ul style="list-style-type: none"> <li>Significant overland flow path. May be subject to flooding.</li> <li>Displacement of existing car park users.</li> <li>Increased vehicle access across, and pedestrian use of, regional cycle route.</li> <li>Limited weaving distance between car park access and Mount Coot-tha Road roundabout for exit to north and east.</li> </ul>	<ul style="list-style-type: none"> <li>Occasional usage by uncommon or iconic fauna</li> <li>Potential fauna impacts from lighting to be managed through lighting design</li> <li>No significant overland flow path</li> <li>Potential conflict with background traffic at access points, including potentially high speed cyclists on Sir Samuel Griffith Drive and Sonnet Drive, and complex movements around upper car park access and shuttle bus stop.</li> </ul>	<ul style="list-style-type: none"> <li>No significant overland flow path</li> <li>Access requires use of local streets by construction worker vehicles.</li> <li>Turn restrictions at Dean Street and limited weave distance to Mount Coot-tha Road roundabout affecting exit to north and east.</li> <li>Potential use of local streets between Miskin Street and Dean Street by construction worker vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>iconic native species</li> <li>No significant overland flow path</li> <li>Turn restrictions at Dean Street and limited weave distance to Mount Coot-tha Road roundabout affecting exit to north and east.</li> <li>Potential use of local streets between Miskin Street and Dean Street by construction worker vehicles.</li> </ul>
	<ul style="list-style-type: none"> <li>Risk of intersection of hydrocarbon contaminated groundwater</li> <li>Requires soil testing for human health risks and to determine suitable disposal options for any contaminated spoil</li> </ul>	<ul style="list-style-type: none"> <li>Low risk of land contamination issues</li> </ul>	<ul style="list-style-type: none"> <li>Site is on Environmental Management Register for Mineral Processing but not know for this particular site</li> </ul>	<ul style="list-style-type: none"> <li>Site area was historically used as a land fill</li> <li>Requires soil testing to determine suitable disposal options for any contaminated spoil</li> </ul>	<ul style="list-style-type: none"> <li>Some parts of Anzac park were historically used as a land fill</li> <li>Requires soil testing to determine suitable disposal options for any contaminated spoil</li> </ul>
	<ul style="list-style-type: none"> <li>Approximately 250m to nearest dwelling</li> </ul>	<ul style="list-style-type: none"> <li>No change expected as site is currently used as a car park</li> </ul>	<ul style="list-style-type: none"> <li>Sizes are 330m and 700m from nearest residential house</li> </ul>	<ul style="list-style-type: none"> <li>Site is approximately 30m to nearest dwelling</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 90m to nearest residents</li> </ul>
	<ul style="list-style-type: none"> <li>Low cost as site is freehold land owned by Council</li> </ul>	<ul style="list-style-type: none"> <li>Cost is relatively low</li> <li>State owned lot. Council is trustee.</li> </ul>	<ul style="list-style-type: none"> <li>State owned lot. Council is trustee. Relatively higher cost and delay in availability due to need for lease and survey.</li> </ul>	<ul style="list-style-type: none"> <li>Low cost as site is freehold land owned by Council</li> </ul>	<ul style="list-style-type: none"> <li>Low cost as site is freehold land owned by Council</li> </ul>
Economic Criteria	<ul style="list-style-type: none"> <li>Approximately \$1 million</li> </ul>	<ul style="list-style-type: none"> <li>Relatively low – approximately \$230,000</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$1.2 million</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$1.5 million</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$1.6 million</li> </ul>
	<ul style="list-style-type: none"> <li>Approximately \$8.2 million in paid travel costs and \$1 million vehicle costs over the duration of the car park</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$2.1 million based on 80 workers catching bus and the remainder choosing to walk</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$8.3 million in paid travel costs and \$1 million in vehicle costs over the duration of the car park operation</li> </ul>	<ul style="list-style-type: none"> <li>Relatively low as no shuttle bus is required</li> </ul>	<ul style="list-style-type: none"> <li>Relatively low as no shuttle bus is required</li> </ul>
	<ul style="list-style-type: none"> <li>Approximately \$100,000</li> </ul>	<ul style="list-style-type: none"> <li>Relatively low, approximately \$25,000</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$91,000</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$110,000</li> </ul>	<ul style="list-style-type: none"> <li>Approximately \$200,000</li> </ul>

## 7.1 Evaluation results and discussion

The relative performance of each car park option under each of the four criteria categories is shown in **Figure 7-1** below. To allow for ease of comparison, each option score for each category is presented as a total number out of 100, with a higher score being more favourable.

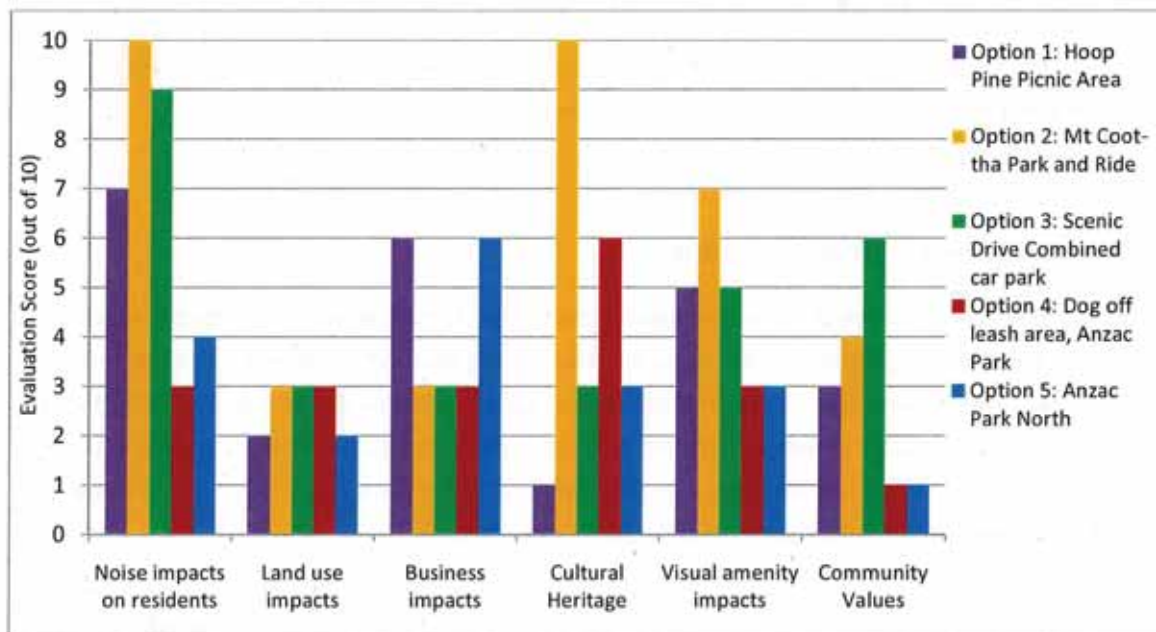


■ **Figure 7-1 Car park option category scores**

### 7.1.1 Community

The community criteria scores for each option are shown in **Figure 7-2** below. Council's scores against community criteria were based on community feedback through the Northern Link eis email and 1800 line, the Workforce Parking Consultation Group, stakeholder meetings and Community Consultation Sessions.

The Park and Ride option performed the strongest of the five options against the community criteria. This is despite the potential issue of displacing existing users of the car park, which could have negative impacts on bus patronage from the bus stop. This is largely due to the potential noise and visual amenity impacts on the community being minimal as the site is already used for car parking. Noise impacts were predicted to be the worst for the Dog Off-leash option as the relatively close distance to residents increases the difficulty of effective noise mitigation.



■ **Figure 7-2 Community criteria scores**

All options scored poorly against the land use criteria due to the potential disruption to the existing land uses on the site and surrounding area. For example use of the Scenic Drive option as a car park may prevent the possible use of the upper site for disaster management (although this is yet to be confirmed) and would also interfere with the current informal recreation use of the lower site. The Hoop Pine and Anzac Park North options were considered the most unfavourable with regard to land use however they were also considered the most unlikely to have negative impacts on business activities unlike the Park and Ride, Scenic Drive and Dog Off-leash sites. This was due to use of the Park and Ride having the potential to affect bus patronage, the potential business impacts at the Mount Coot-tha summit associated with Scenic Drive and effect on students attending the Crossways College with the Dog Off-leash area.

Of the five site options, the Park and Ride is the only site that is not listed on a heritage register. The Hoop Pine and Scenic Drive sites are both within the Mount Coot-tha Forest site which is listed on the State Heritage Register. The heritage values of Anzac Park, while only listed on the Brisbane City Council Local Heritage Register, are considered to be highly at risk from any construction and operation of the car park within the park area. The Dog Off-leash was given a slightly better rating against the cultural heritage criteria given the listing only partially covers the Dog Off-leash site. These two options scored the lowest against the visual amenity criteria due to the potential to affect the aesthetic values of Anzac Park.

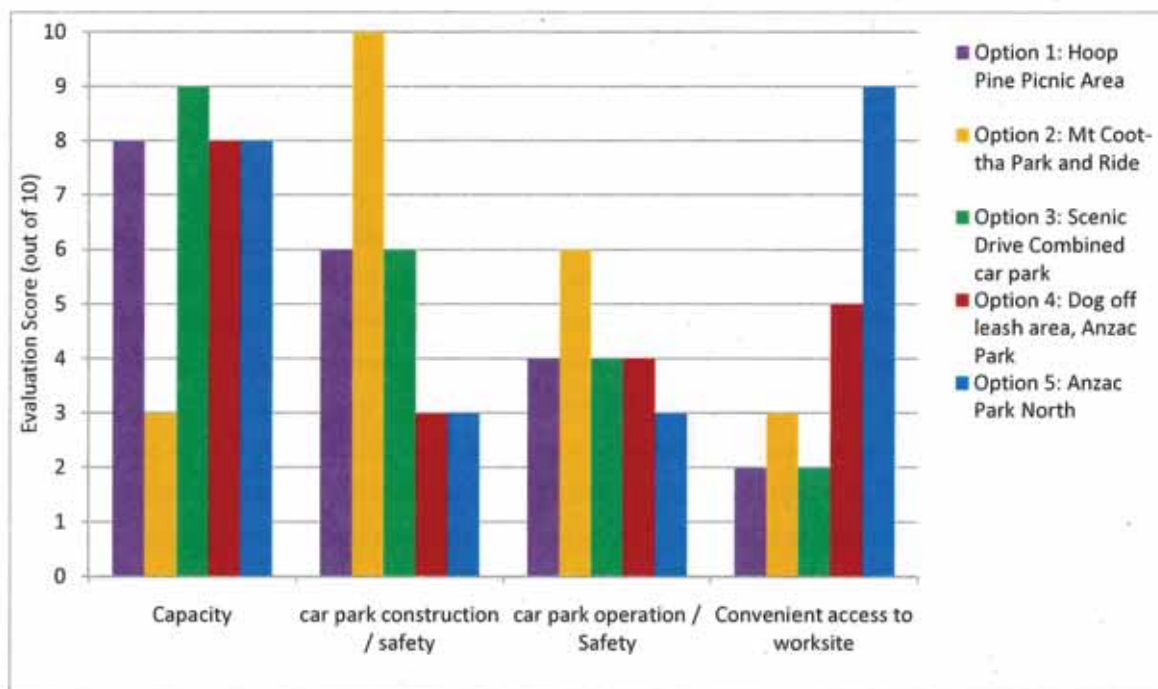
Potential use of the Dog Off-leash and Anzac Park North sites met with strong community opposition due to the high use and community value attached to the park by local residents. These two sites



therefore scored the lowest against the community values criteria. The Scenic Drive option was considered to be the most preferred option by approximately half of the community members who provided feedback during the car park option community consultation process.

### 7.1.2 Technical suitability criteria

The five options scored relatively similar against the overall technical suitability criteria, as shown in Figure 7-1 above. The individual criteria scores however are somewhat different as shown in Figure 7-3 below. The Park and Ride site scored the lowest against the capacity criteria. This reflects the issue that a third car park would be required to be used in conjunction with this option and the Botanic Gardens Overflow car park in order to provide sufficient parking. As a result, if this option were to be selected, a further option would still be required.



#### • Figure 7-3 Technical Suitability Criteria Scores

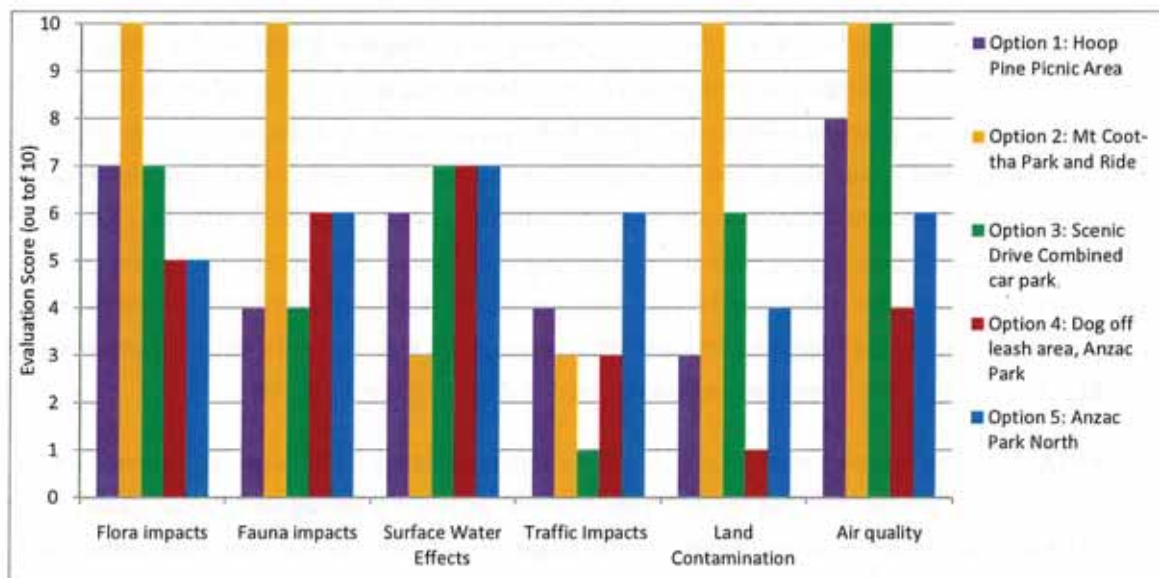
The Park and Ride site scored the highest for both construction and operation safety, reflecting that it is currently an operational car park site. The Hoop Pine and Scenic Drive sites scored better than the Dog Off-leash and Anzac Park North sites against construction safety as management would be required to separate park users from construction activity. Similarly the Anzac Park North site scored the lowest against the operation safety criteria as a higher level of management would be required than the other sites as existing recreation activities such as the playground are located within the vicinity of the car park area.



The Anzac Park North site provides the most convenient access to the worksite, with an approximately 300m walk from the car park exit, assuming direct pedestrian access off the pedestrian and cyclist overpass is provided into the worksite. The Dog Off-leash is also considered to be just within walking distance. The Park and Ride site is likely to be considered too far to walk by the majority of construction workers. The Hoop Pine and Scenic Drive sites do not provide convenient access as they are not within walking distance and would require use of a shuttle bus.

### 7.1.3 Environment criteria

The environment criteria scores for each option are shown in **Figure 7-4** below. The Park and Ride option performed the strongest of the five options against the environment criteria. This is largely due to the site being already used for car parking.



■ **Figure 7-4 Environmental Criteria Scores**

The Park and Ride site scored the highest against the flora impacts and fauna impacts criteria, as no new hardstand areas would be required that could then affect the significant landscape trees within the site. The Hoop Pine and Scenic Drive sites scored favourably against the flora impacts criteria as the new hard stand areas could be built to avoid the tree protection zones of the existing vegetation surrounding the sites. However, these two sites are also considered to have potentially higher impacts on fauna compared with other sites, given that changed levels of human activity would occur adjacent to the vegetation that provides high habitat value for fauna within the Mt Coot-tha Forest, and therefore scored lowest with regard to the fauna criteria. The Dog Off-leash site would require the removal of approximately six mature landscape trees while the Anzac Park North site would require the relocation of approximately four landscape trees. Therefore these two options scored the lowest (being least favourable) with regard to the flora and fauna impacts criteria.

The Park and Ride site is within an overland flow path and may be subject to flooding which could require additional stormwater management infrastructure. The Hoop Pine option also scored lower than Scenic Drive, Dog Off-leash and Anzac Park North sites against the surface water effects due to its proximity to East Ithica Creek which runs adjacent to the south eastern boundary of the site.

The Anzac Park North site was considered to have the lowest potential for traffic impacts out of the five options as access would be from Dean Street close to Mount Coot-tha Road, and most construction traffic would likely join the arterial road network at this point. Although the Park and Ride site would also have similar access, it scored lower due to potential impacts on local streets from displaced vehicles which currently utilise the car park and may require special provision to retain sufficient public spaces within the area. The Scenic Drive site had the lowest score for traffic due to potential safety issues with cyclists using Scenic Drive which would also need to be managed.

The Hoop Pine site is listed on the Environmental Management Register (EMR) for 'Hazardous Contaminant', as hydrocarbon contamination of groundwater has been confirmed at the site. Assessment of site soils would need to be undertaken by a contaminated land practitioner prior to construction, to understand the potential risk posed to human health and to derive suitable disposal options for spoil if relocated from the site. The Dog Off-leash is also a known location of a former landfill. Therefore these two sites both scored unfavourably against the contaminated land criteria. The Anzac Park North site is also listed on the EMR for landfill, however it received a more neutral score as it is considered unlikely that the land fill area would be directly within the car park area. This would still require further investigation and soil testing if the site were selected.

The air quality criteria scores were based on the separation distance to the nearest residents and change in vehicle activity. The Dog Off-leash would have the worst score against the air quality criteria due to the relatively short distance to the nearest residence. The Park and Ride scored well as no change to local air quality is expected as the site is currently used as a car park. The Scenic Drive option also scored well due to the relative separation to the nearest residential house.

#### **7.1.4 Economic Criteria**

The economic criteria scores for each option are shown in **Figure 7-5** below. The Dog Off-leash and Anzac Park North sites scored the highest overall against the economic criteria based on their proximity to the worksite and the ability to avoid the use of shuttle buses.

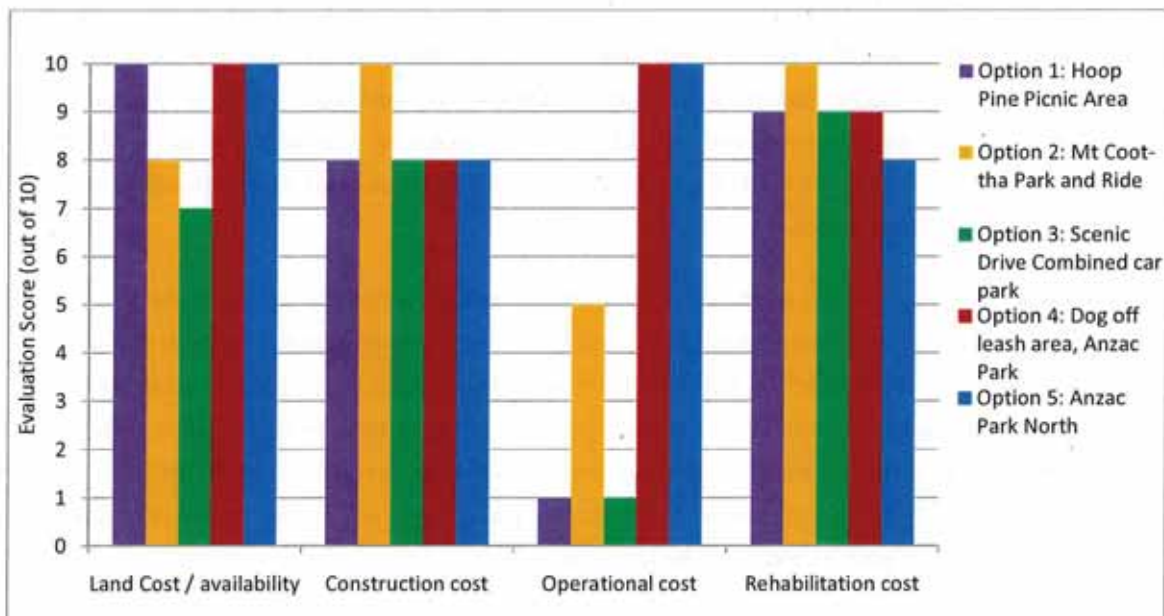
The Hoop Pine, Dog Off-leash area Anzac Park and Anzac Park North sites are owned in Freehold title by Council. Therefore these sites have little or no costs associated with land acquisition and scored well against the land cost criteria. The Park and Ride site is a State owned reserve with Council the trustee. Use of the site for a construction workers car park is likely to sit within the purpose of the reserve and therefore a new lease would not be required. As such this site would also have relatively low construction costs. The Scenic Drive site scored slightly lower than the other sites. This site is a

Deed of Grant in Trust from the State with Council the trustee. A construction trustee lease is likely to be required which would require a survey to be undertaken. However, this still has relatively low time and cost implications.

Comparative construction cost estimates for the car park options were also prepared. These costs estimates did not include consideration of rehabilitation costs of contaminated land or additional costs for work methods that avoid cultural heritage values as these issues are covered by other criteria. The sites are all relatively similar in terms of construction costs with the exception of the Park and Ride which had lower costs as it is an existing car park. The Dog Off-leash and Anzac Park North sites were also slightly more expensive than the Scenic Drive and Hoop Pine sites, however this difference was not considered to be significant and the four sites scored the same.

The sites requiring shuttle bus transport to the worksite would have significantly higher operational costs than those that are within walking distance. This is due to not only the cost of operating the shuttle bus, but also the requirement to pay for the workers additional time in transit between the car park and the worksite. Therefore as the Hoop Pine and Scenic Drive sites require the use of a shuttle bus, they scored very low against the operation cost criteria. Conversely, the Dog Off-leash area and Anzac Park North received high scores as they are within walking distance of the worksite.

The rehabilitation cost are also relatively similar between the site options, however similar to construction costs the Park and Ride site would have lower rehabilitation costs as it would remain a car park. The Anzac Park North site would have slightly higher rehabilitation costs to reinstate the parkland within that area.



■ **Figure 7-5 Economic Criteria Scores**