

The Legacy Way Project

Application for Project Change

Construction Workforce Parking Park and Ride - Toowong

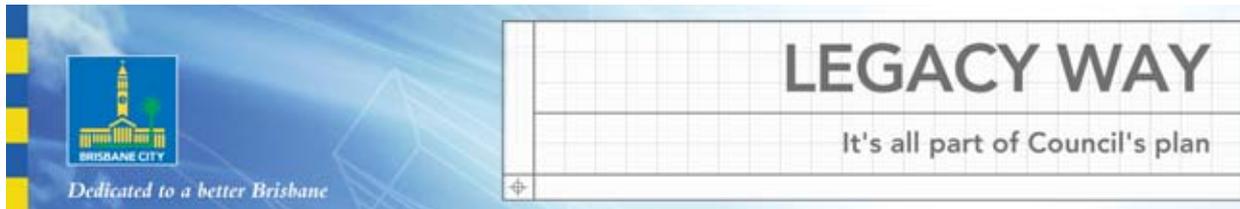
May 2011



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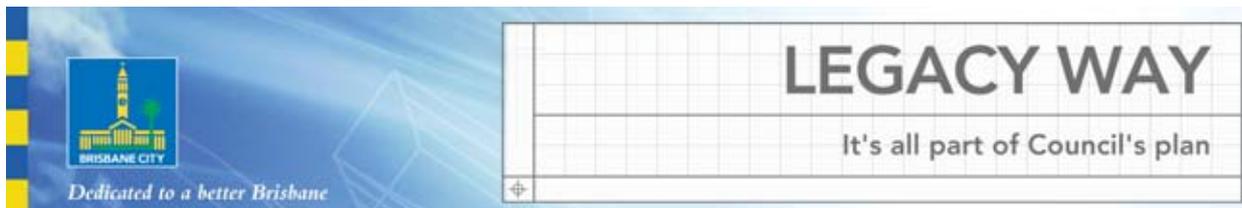
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1 Background

In April 2010, the Coordinator-General issued an evaluation report¹ (**Coordinator-General's Report**) recommending that the Northern Link Road Tunnel Project (NLRT), now identified as Legacy Way, as described in detail in the EIS² and the Supplementary Report³, may proceed, subject to the conditions contained in Appendix 1 of the Coordinator General's Report. The project that was evaluated in the Coordinator-General's Report is referred to as the Reference Design.

The Coordinator-General's Report also noted that the detailed design process may result in amendments to the Reference Design which would be likely to require a Coordinator-General's Change Report under the process in Division 3A Part 4 of the *State Development and Public Works Organisation Act 1971* (SDPWO Act).

An application for Project Change was made in October 2010 following the selection of a preferred tenderer for the project as accepted by Brisbane City Council (Council). The Coordinator-General's report on project changes to the Legacy Way Project⁴ (formerly known as the Northern Link Road Tunnel) was released in December 2010 ("**Coordinator-General's Report on project changes**").

In the Coordinator-General's Report on project changes, the request to locate temporary construction workforce car parking in a section of Anzac Park was refused and further consideration of alternative locations was required to understand if locating workforce car parking elsewhere would reduce disturbance to the community while providing a workable solution for the project.

In accordance with the Coordinator-General's Report on project changes, such investigations of alternative locations for workforce car parking were undertaken by Council during January, February and March of 2011, including:

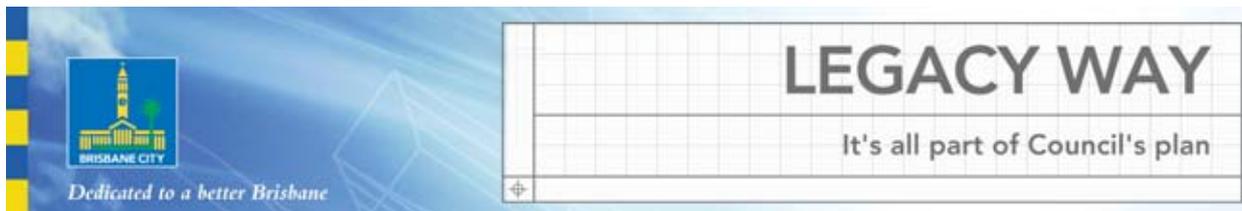
- Investigation of existing parking areas in the vicinity of the western works, such as the Park and Ride car park adjacent to the Toowong bus depot and also within the western worksite;
- optimising the use of the existing parking within the Botanic Gardens in the overflow car park area; and
- further investigation of potential parking areas along Sir Samuel Griffith Drive, including the Scenic Drive area above the Mt Coot-tha Quarry.

¹ in accordance with Part 4, Division 3, section 35(3) of the *State Development and Public Works Organisation Act 1971* (SDPWO Act)

² Northern Link Environmental Impact Statement dated September 2008

³ Northern Link Environmental Impact Statement Supplementary Report dated June 2009

⁴ in accordance with Part 4, Division 3A, section 35I of the *State Development and Public Works Organisation Act 1971* (SDPWO Act)



Recommendation 1 of the Coordinator-General's Report on project changes⁵ in relation to temporary construction car parking stated:

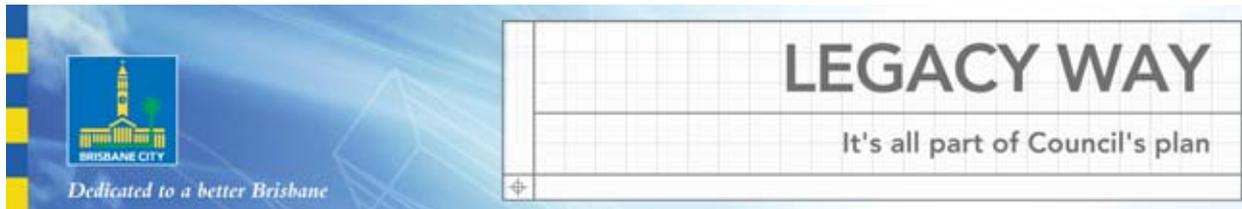
- a) It is recommended that the proponent investigate, in the making of a parking plan, a range of options to satisfy the project's construction workforce parking requirements for the western works.
- b) Should the plan propose options that require a change to the project, for example, construction on a new site not currently used for parking, consideration by the Coordinator-General of the project's workforce parking plan for the western works is required through the making of an application under section 35C of the *State Development and Public Works Organisation Act 1971*.
- c) The plan should demonstrate that a range of options have been explored in detail prior to the making of any application. The parking location options should be considered individually and collectively, and assessed using criteria including community impacts, cost, suitability, opportunities and risk. Mitigation measures for risk and impacts should also be considered.
- d) Regardless of if an application is made as per above, it is recommended that the proponent undertake consultation with the community on its parking plan.

Consistent with Recommendation 1(a) and 1(c), the Council has undertaken further investigation of alternative locations for the temporary workforce car parking. The full investigation (*Legacy Way, Western Workforce Car Parking – Investigation of Options*) is attached as **Appendix A** to this application for Project Change.

Consistent with Recommendation 1(b), the Council is making this Application for Project Change to address the proposed use of the existing Park and Ride car park on Mt Coot-tha Road. The use of the Park and Ride site for day time parking is an initial requirement for the construction workforce car parking plan and subsequent applications may follow for the use of the Scenic Drive site and potentially some limited night time parking within the Botanic Gardens.

In line with Recommendation 1(d), Council confirms that consultation with the community on its parking plan has been undertaken as detailed in **Appendix A** and further identified in this application with particular regard to the use of the Park and Ride car park.

⁵ Which became new recommendation 35 in Part 4, Schedule 3 of Appendix 2 being the complete list of conditions as made by the Coordinator-General's change report (December 2010).



2 Application for Project Change

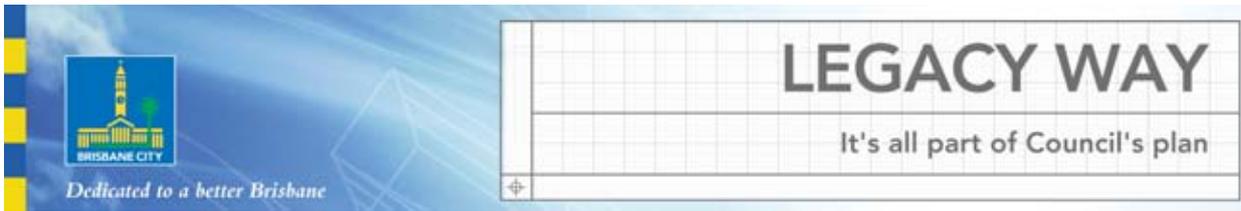
This application for project change is to temporarily use part of the existing Park and Ride car parking area off Mt Coot-tha Road, Toowong, during the standard day time construction period of the Legacy Way Project for the dedicated use of construction workforce car parking. This application:

- describes the proposed change and its effects on the project;
- states reasons for the proposed change;
- includes enough information about the proposal and its effects on the project to allow the Coordinator-General to make the evaluation, including
 - the current use of the car park;
 - the workforce construction car park selection process consistent with Recommendation 1 of the Coordinator-General's Report on project changes (December 2010) and the reason why the Park and Ride was selected as part of the preferred workforce parking strategy for the project;
 - a description of the proposed construction workforce car park, including a plan of the proposed car park and the likely risk of displacement on to local streets of current users of the car park and strategies to be utilised to address this risk and other associated environmental effects; and
 - Council's community consultation process including;
 - particular discussion on community views on the Park and Ride site compared to other options;
 - copies of submissions from the consultation phase that discuss the Park and Ride option;
 - correspondence with submitters following Council's decision on the workforce parking plan; and;
 - how concerns raised in submissions about the Park and Ride will be addressed.

2.1 The Proposed Change

The Reference Design identified dedicated temporary construction workforce parking areas at the western end of the project in the overflow car park across Mt Coot-tha Road from the entrance to the Mt Coot-tha Botanic Gardens or in areas along Sir Samuel Griffith Drive between Mt Coot-tha Road and Simpsons Road, or any combination of more than one of these sites where required to avoid workforce parking on local streets.

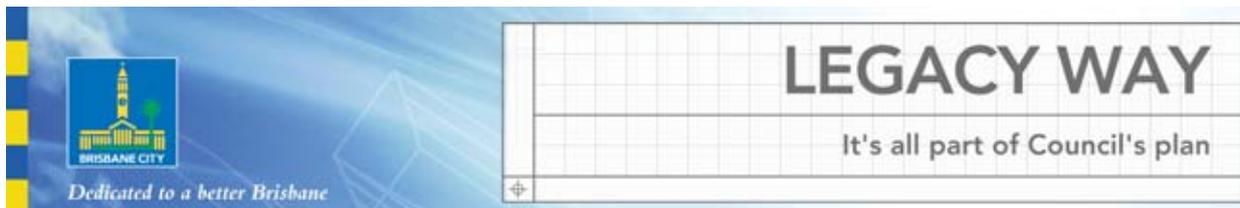
The first application for project change (October 2010) sought a temporary construction workforce parking area for up to 300 vehicles in Anzac Park in order to facilitate economic and convenient access to the worksite via the use of the existing pedestrian bridge over the Centenary Motorway. That aspect of the first application was refused by the Coordinator-General pending further consideration of alternative locations. It was concluded that should Council find that additional parking is required and that such additional parking would constitute a change to the project, then a change application assessed by the Coordinator-General would need to be made.



As identified in the Investigation of Options (**Appendix A**), Council has found that additional parking, particularly for the initial day time construction requirements, is necessary as shown in **Table 2-1** which is a further development of the Western Workforce Parking Plan identified in **Appendix A**.

■ Table 2-1 Western Worksite Parking Plan

		2011		2012		2013		2014		2015
		Jan-June	July-Dec	Jan-June	July-Dec	Jan-June	July-Dec	Jan-June	July-Dec	Jan-June
Day time worker maximum (variation depending on mech and elec shift split)		114	171	153	167	202	189-248	148-233	118-188	20
Night time worker maximum		0	0	64	81	89	54-100	7-92	0-70	
Car Parking Solution	Day time parking	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 81 vehicles)
		Mt Coot-tha Park and Ride car park (max 73 vehicles)	Mt Coot-tha Park and Ride car park (max 73 vehicles)	Mt Coot-tha Park and Ride car park (max 73 vehicles)	Mt Coot-tha Park and Ride car park (max 73 vehicles)	Mt Coot-tha Park and Ride car park (max 73 vehicles)	Mt Coot-tha Park and Ride car park (max 73 vehicles)	Mt Coot-tha Park and Ride car park (max 73 vehicles)	Mt Coot-tha Park and Ride car park (max 73 vehicles)	
			Balance on worksite (17)		Balance on worksite (23) or Scenic Drive (23 vehicles)	Scenic Drive car park (balance 48 vehicles)*	Scenic Drive car park (balance 94 vehicles)	Scenic Drive car park (balance 79 vehicles)*	Scenic Drive car park (balance 34 vehicles)*	
	Night time parking			Combination of Scenic Drive and Botanic Gardens car park	Combination of Scenic Drive and Botanic Gardens car park	Combination of Scenic Drive and Botanic Gardens car park	Combination of Scenic Drive and Botanic Gardens car park	Combination of Scenic Drive and Botanic Gardens car park	Combination of Scenic Drive and Botanic Gardens car park	



Access to a maximum of 73 vehicle places during standard construction hours (ie 6.30am to 6.30pm Monday to Saturday and at no time on Sundays and public holidays) within the existing Park and Ride car park facility is required to supplement the Botanic Gardens overflow car park for day time parking. The potential use of part of this car park for the project was not identified for the Reference Design and therefore an application for project change to approve the use of this existing car park, as described in this application is being made.

The need to use the existing car parking facilities will be supplemented initially by limited workforce construction car parking within the western worksite. As day time construction requirements increase, together with further limitations to be able to use the western worksite, and the need for night time parking in 2012 is required, it is proposed to develop the Scenic Drive facility off Sir Samuel Griffith Drive, as a potential location identified in the Reference Design.

This application builds on the recommendation of the Coordinator-General's Report on project changes of December 2010 to investigate a range of options to satisfy the project's construction workforce parking requirements for the western works in order to reduce disturbance to the community while providing a workable solution for the project.

It is considered that the controlled use of part of the existing Park and Ride car park, together with the already approved use of the Botanic Gardens overflow car park will satisfy the need for immediate dedicated off street car day time parking to meet the Coordinator – General's conditions as well as the construction program requirements for immediate day time workforce construction car parking.

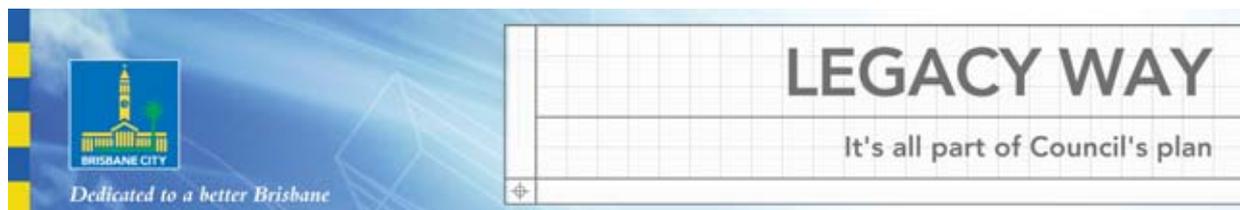
2.2 Current Use of the Park and Ride site

The Park and Ride car park is currently State land trusted to Brisbane City Council for local government purposes and is a Council operated facility. No construction trustee lease will be required because the proposed use is consistent with the current tenure of the land. The "car/bus interchange" as it was originally described, was proposed in 1982 and built on the understanding that it would not be available to vehicles of employees of the Toowong Bus Depot⁶. There are currently 104 car parking spaces available within the Park and Ride site.

Brisbane Transport undertook a survey of staff at the Toowong Bus Depot to understand how many staff currently utilise this facility. Results found approximately 35 staff utilise these spaces for car parking. According to the most recent surveys undertaken by Brisbane Transport there are approximately 40 vehicles parked that are genuine park and ride users.

The Park and Ride site supports a range of bus services utilising surrounding bus stops including the 470, 431, 446, 457, 458, 459, 470, 598, 599, P458, and P459, services. Approximately 75 passengers per day were found to be utilising the services from these stops surrounding the Park and Ride facility. There is no specific information identifying how many of these passengers use the Park and Ride, or are contained within each vehicle parking in the facility.

⁶ BCC Minutes No 271 "Proposed CAR/BUS INTERCHANGE – Mt Coot-tha Road / Dean Street 1982/83

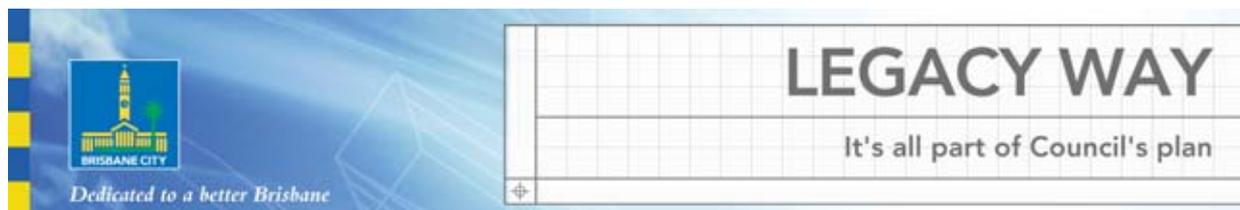


2.3 The Selection of the Park and Ride site as an Option

As identified in **Appendix A**, the preliminary list of 24 potential workforce car parking sites included the Park and Ride site off Mt Coot-tha Road between Dean and Miskin Streets, Toowong. The Park and Ride site came through the initial first pass criteria, as identified in **Table 2-2** below, based on its overall capacity being greater than 80, being within 2kms of the worksite and also being available within 3 months. Based on these initial criteria, the Park and Ride site and 4 other options (the Hoop Pine Picnic Area, the Scenic Drive combined upper and lower areas, the Dog Off-leash Area within Anzac Park and the originally proposed northern Anzac Park area) were taken through the more detailed assessment described in **Appendix A**.

■ Table 2-2 Car park alternative first pass assessment

Site Name	Approximate capacity >80	Within 2km of worksite?	Available within 3 months?	Take onto further assessment?
Freer's northern area	✓	✓	✗	✗
Freer's southern area	✓	✓	✗	✗
Silky Oak picnic area	✗	✓	✓	✗
Hoop pine existing car park area	✗	✓	✓	✗
Hoop Pine picnic area	✓	✓	✓	✓
Slaughter Falls picnic area	✗	✓	✓	✗
Mount Coot-tha Road Park and Ride	✓	✓	✓	✓
Botanic Gardens existing parking	✗	✓	✓	✗*
Toowong Cemetery internal roads	✗	✓	✓	✗
Toowong Bus Depot	✗	✓	✓	✗
Western worksite	✗	✓	✓	✗
Scenic Drive upper park	✓	✓	✓	✓
Scenic Drive lower park	✓	✓	✓	✓
Mt Coot-tha Quarry	✗	✓	✓	✗
Botanic Gardens new parking site	✗	✓	✓	✗
Purtell Park car park, Carwoola Street	✓	✗	✓	✗
Dog Off-leash area, Anzac Park	✓	✓	✓	✓
Anzac Park North	✓	✓	✓	✓
Sir Samuel Griffith Drive, road	?	✓	✗	✗
Fortitude valley commercial car park	✓	✗	✓	✗
East end parking area (EKKA overflow)	✓	✗	?	✗
Moggil Road / Centenary Motorway	?	✗	✗	✗
Milton Tennis court site	?	✗	✗	✗
Seventeen Mile Rocks Road / Centenary Motorway	?	✗	✗	✗



The Park and Ride site used in the initial assessment and for public consultation purposes involved using the whole of the existing car park site with a then estimated 110 parking spaces (this included the potential to supplement the existing 104 spaces). The proposed access arrangements included access in and out onto the westbound Mt Coot-tha Road and access in from Dean Street. The initial proposed use of this option included using all of the existing parking spaces and altering the Dean Street access to a two way flow.

Car parking option assessment and evaluation criteria were developed within the categories of Community, Suitability, Environmental and Economic. Each option was scored from 1 to 10 against each criterion, with 1 being a very unfavourable score and 10 being a very favourable score. The scores for each category were then aggregated for the purposes of evaluation.

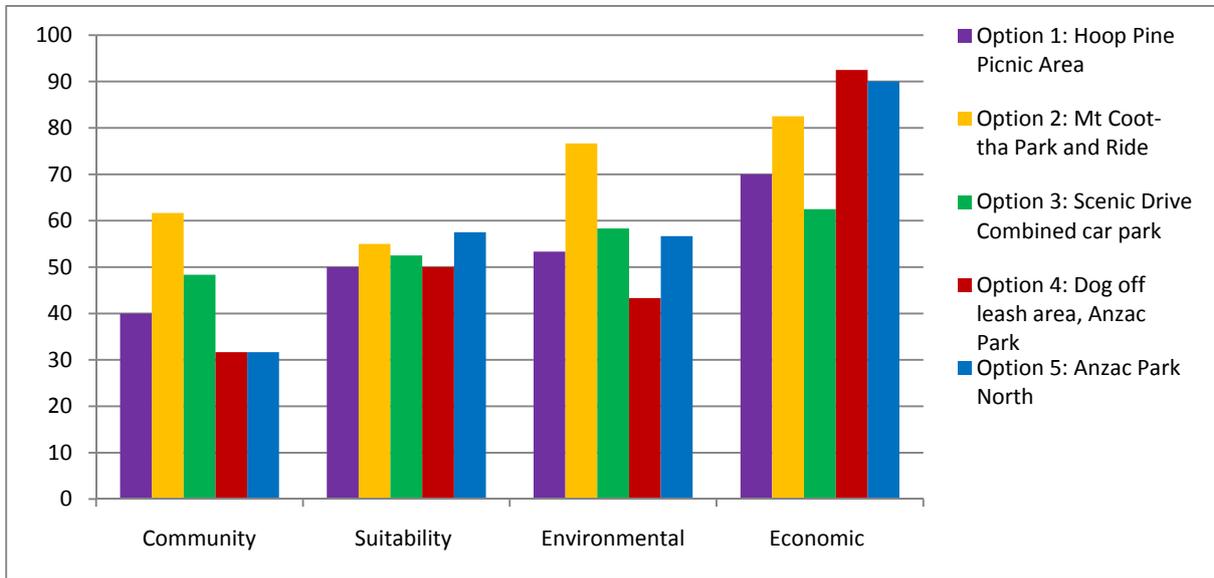
For the purpose of the multi-criteria analysis, each of the criteria categories was weighted so that the total of the scores would equal 100. The weighting was informed through the Workforce Parking Consultation Group⁷ which placed the community and technical criteria as the most important, environmental criteria as important but not as important and the economic criteria as the least important. On this basis a 35% weighting was provided to each of the community and technical criteria, a 25% weighting was provided to the environmental criteria and a 5% weighting was provided to the economic criteria.

The relative performance of each car park option under each of the four criteria categories is shown in **Figure 2-1** 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. In both the community and the environmental criteria, the Park and Ride site was a clearly preferred option against the other alternatives.

Further to the multi-criteria analysis as presented in **Appendix A** and as summarised below, Council undertook a Risk Analysis based on using the BCC risk matrix levels and in accordance with the international Risk Management standard AN/NZS ISO 31000 as presented in **Appendix B**. **Appendix B** identifies a number of hazards and risk levels associated with the use of the Park and Ride, including:

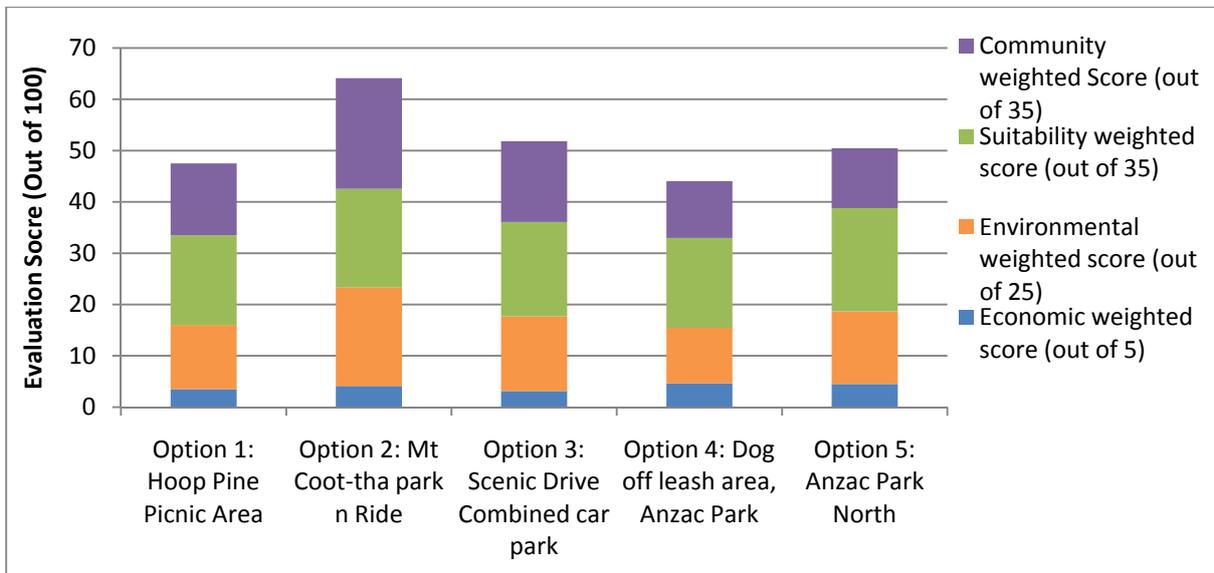
- Loss of 50 parking spaces in the park and ride area (risk medium) – recommended control being to retain 30 car parks for public use and to liaise with Brisbane Transport regarding additional parking for bus drivers;
- Vehicle cyclist/pedestrian injury from increased traffic in Dean Street (risk – no change) – recommend safety audit action and safety audit management plan;
- Workforce and public sustain injuries from speeding cyclist / pedestrian and workforce in the area at the same time – increased use (risk medium) – recommend considering segregation of cyclists and pedestrians, include signage and road marking, shared path safety audit.

⁷ The Workforce Parking Consultation Group was formed to invite resident groups, local business owners, local stakeholders and interest groups to meet with Council to discuss shortlisted options prior to wider consultation with the community. A list of members is provided in **Appendix C**.

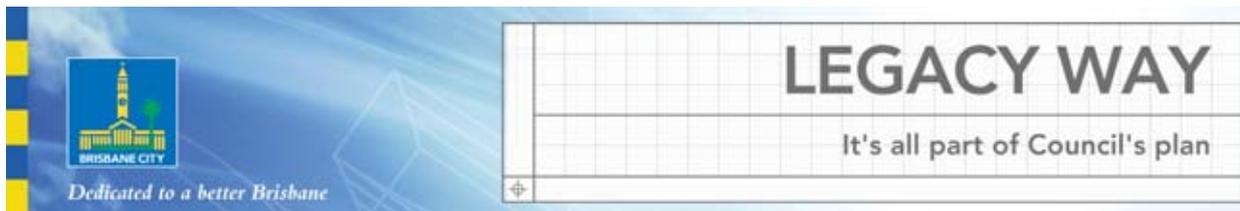


• **Figure 2-1 Car park option category scores**

Overall, as shown in **Figure 2-2.**, the Park and Ride site also performed the best out of the five options against the multiple criteria evaluation. The other four options had similar overall scores, with Scenic Drive scoring slightly better than Anzac Park North, which scored slightly better than Hoop Pine with the Dog Off-leash area scoring the lowest or being least favourable.



• **Figure 2-2 Evaluation Scores with 35% weighting Community and Suitability, 25% weighting to Environmental and 5% to Economic**



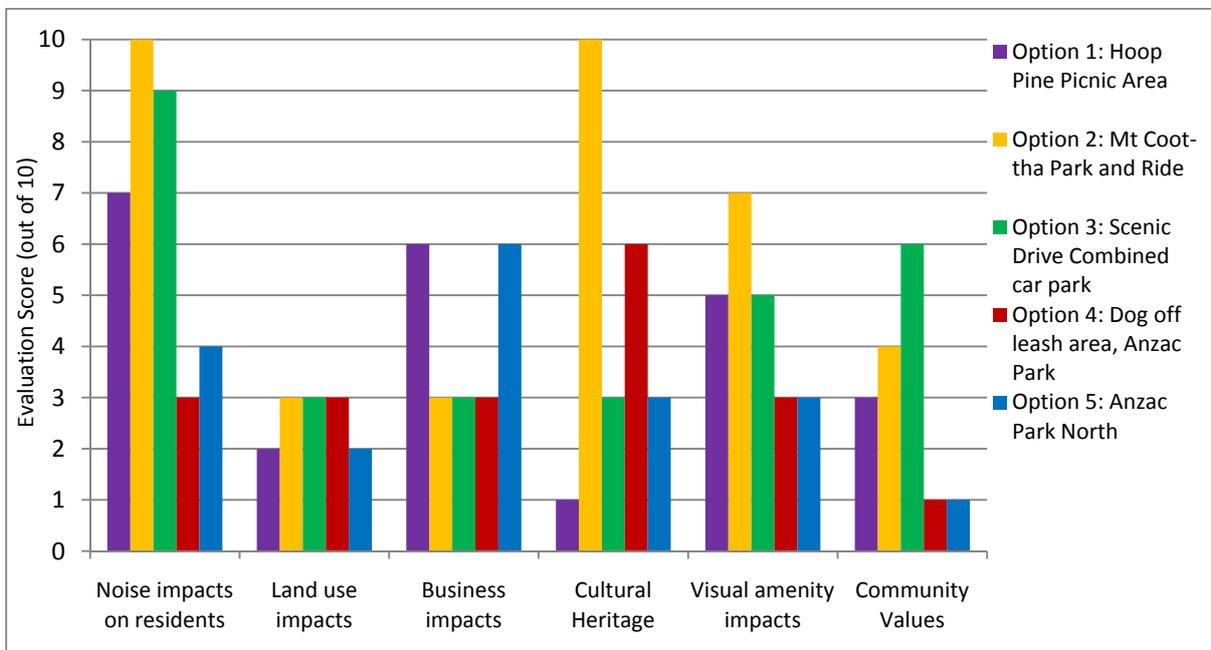
2.3.1 Community Criteria

As shown in **Figure 2-3** below, the Park and Ride site (**Option 2**) performed the strongest of the five options against the community criteria which included, noise impacts on residents, land use impacts, business impacts, cultural heritage, visual amenity impacts and community values (as defined through the Workforce Parking Consultation Group). The Park and Ride scored highest against the potential noise and visual amenity impacts on the community as the site is already used for car parking.

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. The Park and Ride, Scenic Drive and Dog Off-leash sites were all perceived to have potential negative impacts on business activities. In the case of the Park and Ride site this was based on the potential to affect bus patronage.

Of the five site options, the Park and Ride is the only site that is not listed on a heritage register, and therefore scored the highest in these criteria against the other options.

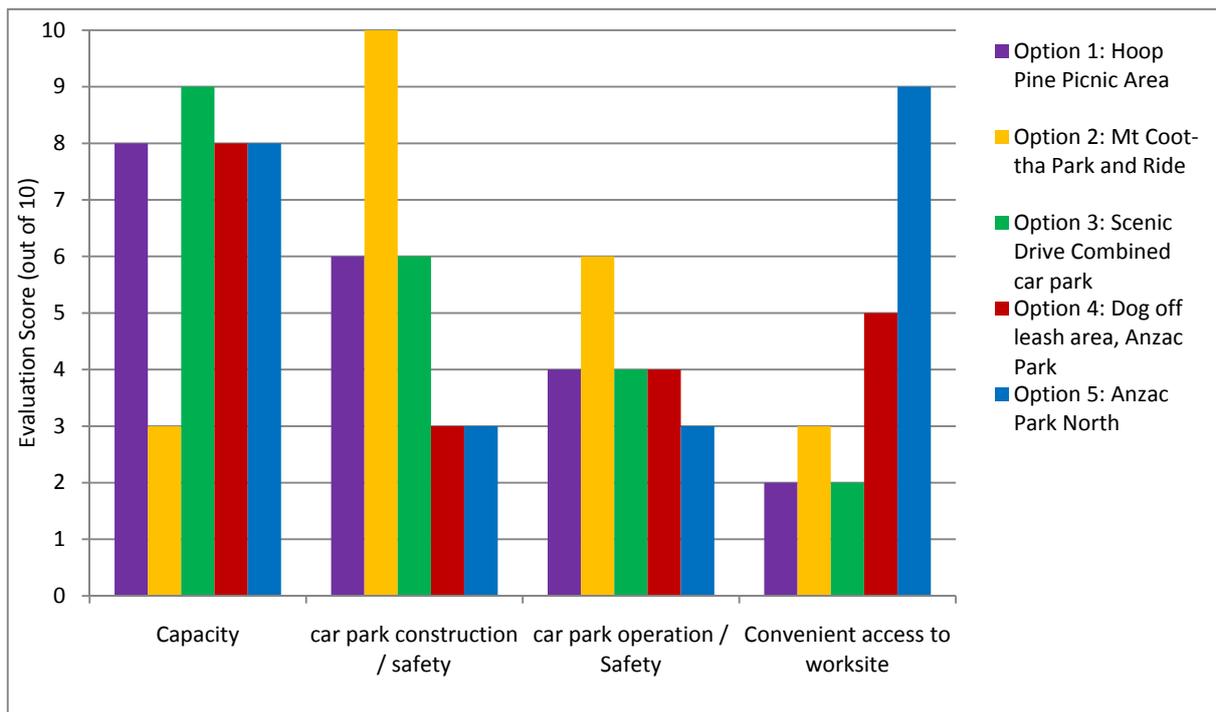
The Scenic Drive option, followed by the Park and Ride option were considered to be the most preferred options by the community members who provided feedback during the car park option community consultation process (see **Figure 3-1**). Potential use of the Dog Off-leash and Anzac Park North sites met with strong community opposition due to the high use and community value attached to the park by local residents and these two sites therefore scored the lowest against the community values criteria.



• **Figure 2-3 Community criteria scores**

2.3.2 Technical Suitability Criteria

The Park and Ride site scored the lowest against the capacity criteria as shown in **Figure 2-4** below. 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 day time parking. As a result, the proposed Scenic Dive option will also be required at a later date.

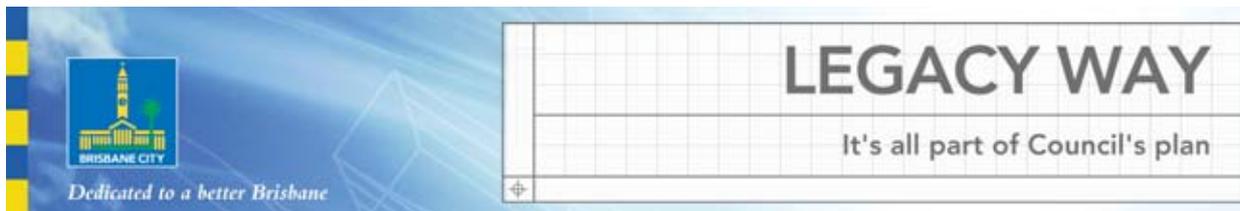


- Figure 2-4 Technical Suitability Criteria Scores**

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 Park and Ride site however is likely to be considered too far to walk by the majority of construction workers and space will be provided for a shuttle bus within the bus parking bays.

2.3.3 Environment criteria

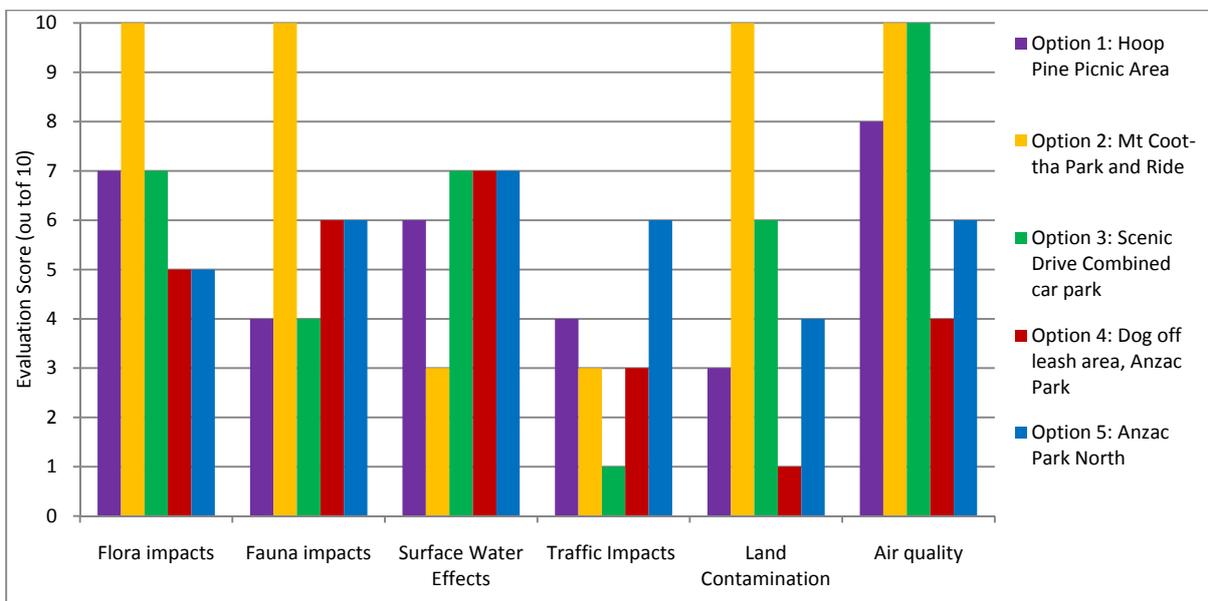
The environment criteria scores for each option are shown in **Figure 2-5** below. The Park and Ride option performed the strongest of the five options against the environment criteria. This is largely due to the site being already used for car parking. The Park and Ride site scored the highest against the flora impacts and fauna impacts criteria, as no new hardstand areas would be required that would affect the significant landscape trees within the site. There is the need to remove one smaller shrub close to Mt Coot-tha Road that is currently affecting sight clearances between the car park entry and the Miskin Street roundabout.



The Park and Ride site is within an overland flow path and may be subject to flash flooding which is a current risk associated with the use of the site for car parking. 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 Ithaca Creek which runs adjacent to the south eastern boundary of the site.

The Park and Ride site scored relatively low in relation to traffic impacts due to potential effects on local streets from displaced vehicles which currently utilise the car park and will 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.

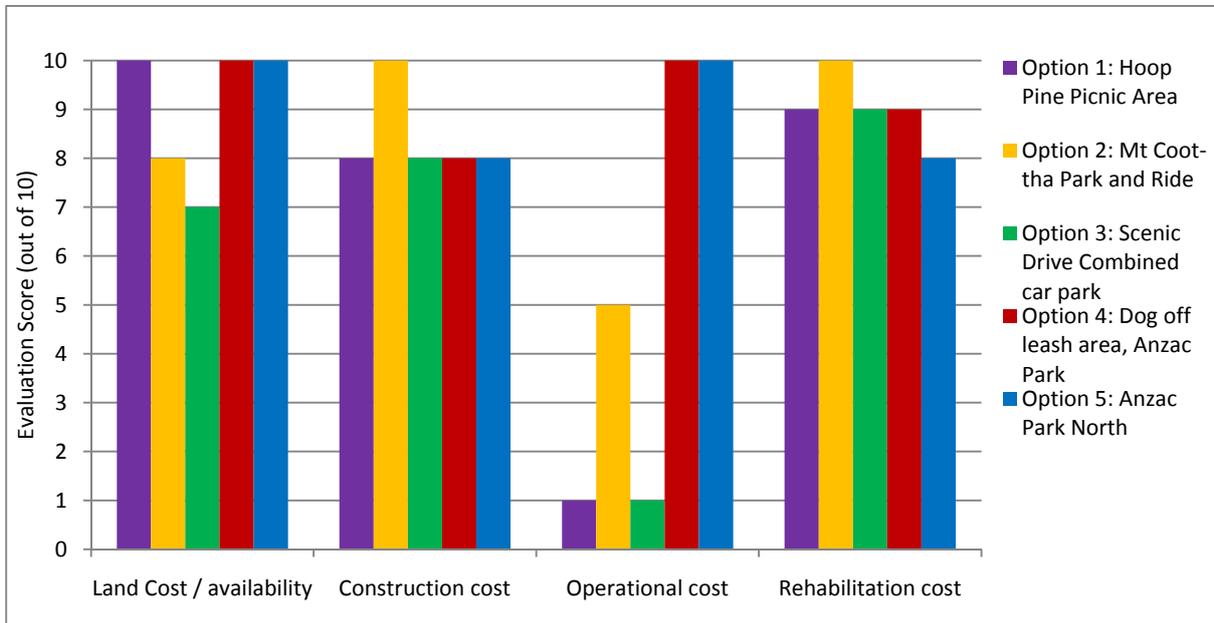
The Park and Ride also scored well with both contaminated land and air quality risks due largely to its current use as a car park and its relative separation to the nearest residential areas.



• **Figure 2-5 Environmental Criteria Scores**

2.3.4 Economic Criteria

The economic criteria scores for each option are shown in **Figure 2-6** below. The Park and Ride site scored the third highest overall against the economic criteria due to its use as an existing car park with little construction costs and associated rehabilitation costs but with marginally higher operational costs associated with the use of a shuttle bus.



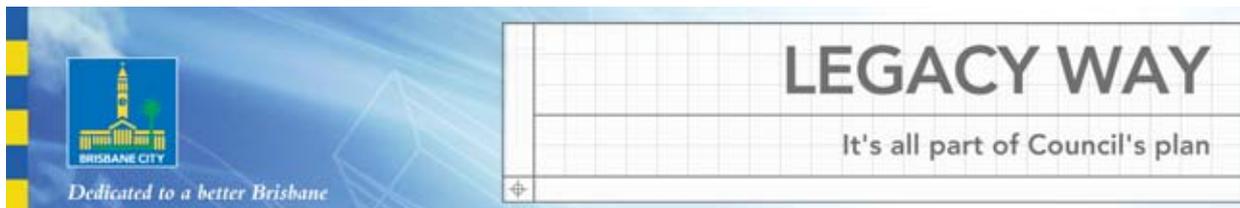
• **Figure 2-6 Economic Criteria Scores**

2.4 Proposed Use, Effects and Mitigations

The investigation of alternatives found that the Park and Ride site would reduce disturbance to the community compared to the other potential car park site options while still satisfying many of the technical requirements of the project within the initial period of construction during 2011. However, due to the limitations on the number of car parks that this site provides, it can only be part of the workforce car parking plan and will need to be used in combination with other options.

The proposed plan (as shown on **Figure 2-7**) is to retain 32 of the existing 104 spaces at the western end of the car park for continuing public use with 72 retained at the eastern end for the workforce. A further parking space will be created in this eastern end through the removal of a small landscaped area and associated plant required to improve driver sight lines exiting the car park onto Mt Coot-tha Rd. This would then provide approximately 73 car parks in total for the construction workforce. Signs will be erected on both sides of the entrance to the segregated car park indicating *Legacy Way Workforce Parking Only*, with no parking except by authorised vehicles.

It is proposed to install a short extent of 1.2m high chain wire fence either side of the entrance to the parking area to aid in delineating the eastern designated construction workforce parking area. The installation of "banana bars" or a similar barrier is proposed on the existing bicycle/pedestrian path at the eastern end to prevent vehicles from using the bicycle path to exit the car park onto Miskin Street. Vehicle tyre marks are visible on the path which indicates that the path is being used at times by motor vehicles.



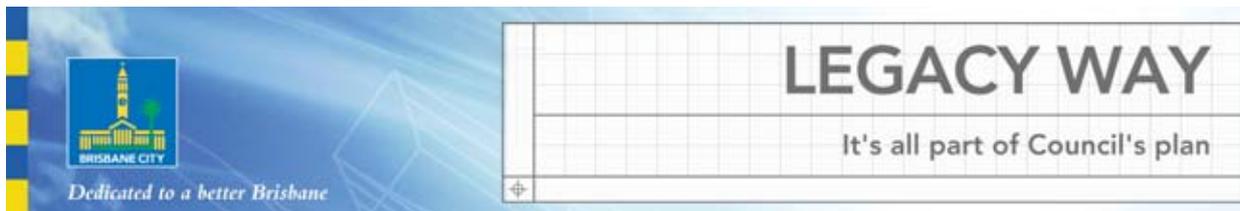
Bicycle Queensland (BQ), has expressed, in discussion with Council, its dissatisfaction with the current crossing arrangement for pedestrian and cyclists on Miskin Street. It was agreed that while the crossing was not ideal, that it was outside the scope of issues related to the workforce parking. It was agreed to leave the crossing as it is for the present while recognising that both the Dean and Miskin Street crossings will be enhanced as part of the later urban mitigation requirements for the Legacy Way project as identified in the EIS. It was agreed with BQ however to improve the existing lighting in the area, including through the trimming of trees and shrubs affecting light distribution (and safety) and the effective maintenance of existing lights and associated luminaires (light bulbs).

Cyclists can currently cycle in both directions between Dean Street and Miskin St either through the car park or along the dedicated bus route adjacent to the car park. BQ have advised that the majority of cyclists used the bus lane (inbound) and the contraflow bike lane on the bus depot boundary (outbound). For safety of cyclists it is proposed to discourage cyclists from using the through car park route and only use the bus route. Pedestrians would be able to exit through the construction workforce car park onto Miskin Street. BQ has confirmed that the loss of the alignment through the car park would not be a significant issue providing the signs and markings were changed to reflect the changed condition. Existing signs directing cyclists towards the car park route will be temporarily removed. Should cyclists use the car park route they will be directed by signs to the bus route option via an existing pathway from the car park. Modification of the kerb at the entrance to the bus route at the end of the path will be required to provide for cyclists. The shared paths on the Miskin Street frontage would be wide enough for two way traffic with a line marked to distinguish inbound and outbound flow. Provision would also be made for a cyclist to be able to exit onto the bus way lane near the current bus stop.

The total capacity provided by the Botanic Gardens Overflow car park and the reduced Park and Ride site is approximately 154 parking spaces with the balance (up to around 17 vehicles) requiring parking at the western worksite itself. The use of the overflow car park and 73 spaces within the existing Park and Ride facility will provide sufficient capacity for the daytime construction workforce until the night time shift starts in early 2012. At that time, with the proposed Scenic Drive area constructed, the expected increase in daytime parking demands from the second half of 2012 and in particular 2013 will be fully accommodated.

As described in section 2.3 above, the general environmental effects of the proposed use of the Park and Ride site are considered to be minimal due to its current use as a car parking facility. Any environmental impacts associated with issues such as noise, air quality, hydrology or visual effects would be due to the likely increased use of the currently approved facility. With the facility located directly on a major road and backed by a bus depot, any effects are considered consistent with the facility's approved use, and consistent with the land use area classification of the facility, being "*Community Use Area CU8 – Utility Installation for the provision of transport, infrastructure and communication services*".

The most notable effects would be related to the social and possible traffic (including active pedestrian and cycle) implications associated with the intensified use of the area. As identified above, issues associated with changes to the existing cycle movements through the area have been discussed and agreed in detail with Bicycle Queensland, including rehabilitation to the current arrangements following completion of the project construction parking requirements. The traffic generated by the workforce parking component of 73 spaces amounts to 4% (am peak hour) and 2% (pm peak our) of the west



bound Mt Coot-tha road traffic flow. The traffic impact on Mt Coot-tha Road from the proposed use of this facility will be minimal, with flows being within the roads existing capacity and consistent with the areas existing function.

The issue associated with displacing existing users of the car park would be addressed through the preservation of 32 parking places in the western section of the existing car park in order to minimise the potential impacts to the surrounding area and public transport patronage. The western portion of the car park (west of the entrance from Mt Coot-tha Road and adjoining Dean Street) will be maintained as a commuter car park, with the eastern portion of the car park sectioned off for workforce parking as shown on **Figure 2-7**.

To mitigate the impact of the proposed dedication of a section of the Park and Ride for temporary construction workforce parking, arrangements are being made through Brisbane Transport to investigate the ability for additional parking for Brisbane Transport within the Bus Depot facility rather than the Park and Ride, consistent with the original agreement that the park and ride facility would not be made available to employees of the Toowong Bus Depot.

In regard to the estimated 40 vehicles currently using the facility for its intended purpose, there will be a potential to displace an estimated 8 vehicles onto the surrounding streets. To mitigate the effect of this potential impact during the construction workforce use of the Park and Ride, Council will investigate creating additional on-street parking dedicated for park and ride users beyond the 32 spaces retained within the existing site.

The potential for impacts on local traffic, including increased traffic on local streets and impacts on surrounding active transport routes have been addressed through site design restricting access only to and from Mt Coot-tha Road and left in off Dean Street, from Mt Coot-tha Road for the 32 park and ride spaces (as shown by the directional arrows on **Figure 2-7**). This would limit potential local traffic routes for construction workers to Miskin Street as required to access Mt Coot-tha Road, with no right turn access from Dean Street, heading north, into the parking area. Signage and associated fencing where necessary will help direct active pedestrian and cycle movements either through or around the site and will also restrict current illegal access from the parking area to exit using the existing bikeway adjacent to Miskin Street.

The Park and Ride Site would also be serviced with a Shuttle bus to help mitigate potential impacts associated with construction workers blocking or impeding existing pedestrian and cycle paths, including the pedestrian and cycle bridge over the Centenary Motorway.



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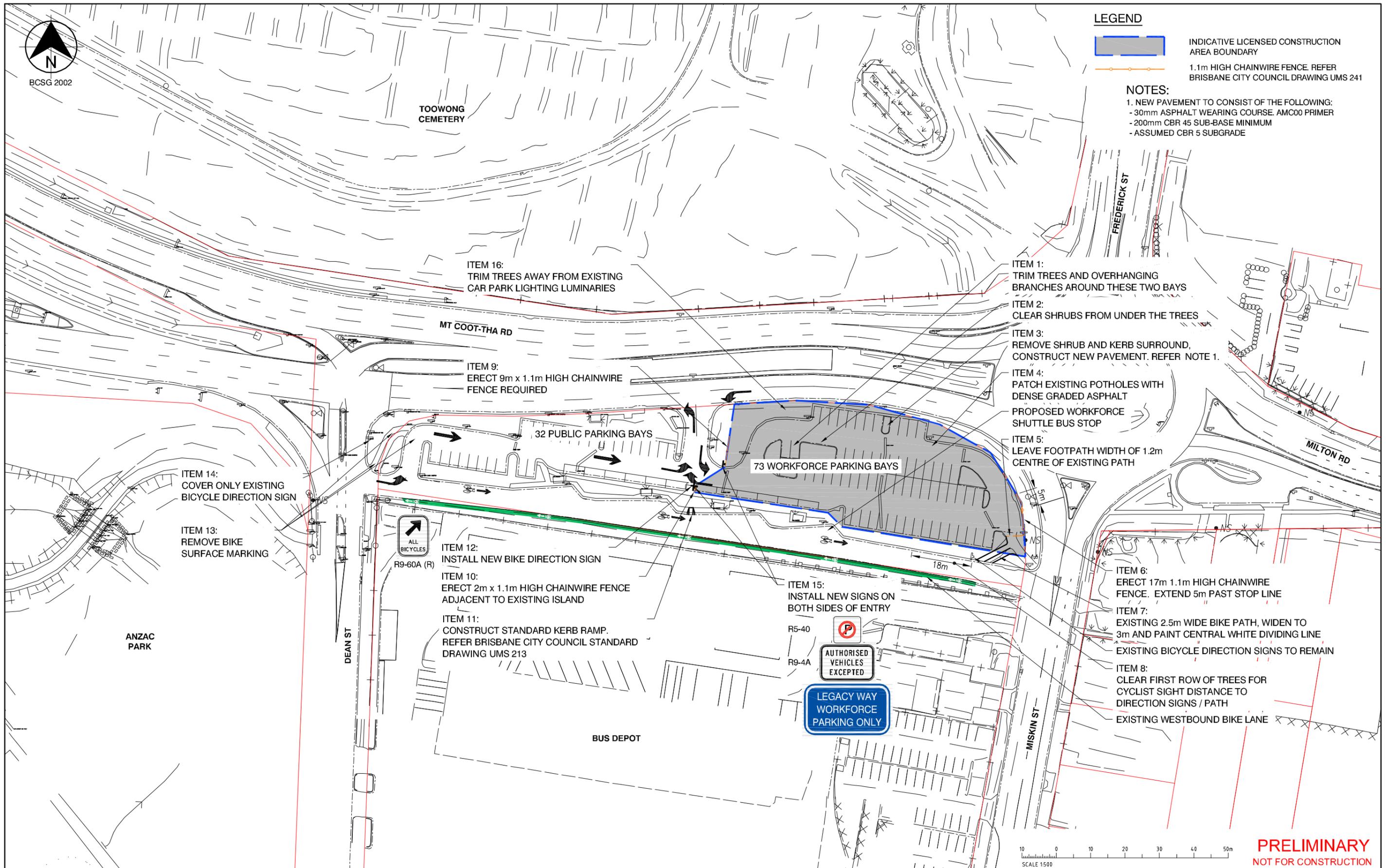


LEGEND

- INDICATIVE LICENSED CONSTRUCTION AREA BOUNDARY
- 1.1m HIGH CHAINWIRE FENCE. REFER BRISBANE CITY COUNCIL DRAWING UMS 241

NOTES:

- NEW PAVEMENT TO CONSIST OF THE FOLLOWING:
 - 30mm ASPHALT WEARING COURSE. AMC00 PRIMER
 - 200mm CBR 45 SUB-BASE MINIMUM
 - ASSUMED CBR 5 SUBGRADE



- ITEM 1: TRIM TREES AND OVERHANGING BRANCHES AROUND THESE TWO BAYS
- ITEM 2: CLEAR SHRUBS FROM UNDER THE TREES
- ITEM 3: REMOVE SHRUB AND KERB SURROUND, CONSTRUCT NEW PAVEMENT. REFER NOTE 1.
- ITEM 4: PATCH EXISTING POTHoles WITH DENSE GRADED ASPHALT
- ITEM 5: LEAVE FOOTPATH WIDTH OF 1.2m CENTRE OF EXISTING PATH
- ITEM 6: ERECT 17m 1.1m HIGH CHAINWIRE FENCE. EXTEND 5m PAST STOP LINE
- ITEM 7: EXISTING 2.5m WIDE BIKE PATH, WIDEN TO 3m AND PAINT CENTRAL WHITE DIVIDING LINE
- ITEM 8: CLEAR FIRST ROW OF TREES FOR CYCLIST SIGHT DISTANCE TO DIRECTION SIGNS / PATH
- ITEM 9: ERECT 9m x 1.1m HIGH CHAINWIRE FENCE REQUIRED
- ITEM 10: ERECT 2m x 1.1m HIGH CHAINWIRE FENCE ADJACENT TO EXISTING ISLAND
- ITEM 11: CONSTRUCT STANDARD KERB RAMP. REFER BRISBANE CITY COUNCIL STANDARD DRAWING UMS 213
- ITEM 12: INSTALL NEW BIKE DIRECTION SIGN
- ITEM 13: REMOVE BIKE SURFACE MARKING
- ITEM 14: COVER ONLY EXISTING BICYCLE DIRECTION SIGN
- ITEM 15: INSTALL NEW SIGNS ON BOTH SIDES OF ENTRY
- ITEM 16: TRIM TREES AWAY FROM EXISTING CAR PARK LIGHTING LUMINARIES

PRELIMINARY
NOT FOR CONSTRUCTION

Rev.	Date	Revision Details	Drn	Des	Ver	App
B	17/05/11	For Information	SS			
A	10/05/11	For Information	SS			



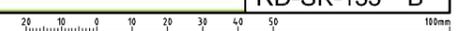
northern link

SKM Connell Wagner
JOINT VENTURE



Legacy Way
Figure 2.7 - Proposed Construction
Workforce Parking Area within Existing
Park and Ride Car Park

Project No.	24531
Scale	1:1000 (A3) 1:500 (A1)
Sketch No.	Rev.
RD-SK-133	B

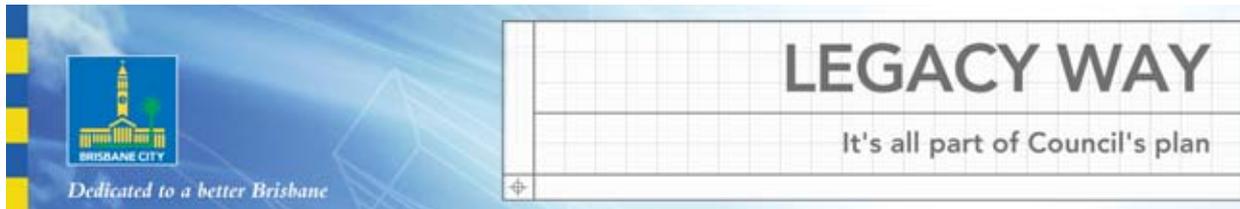




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3 Community Consultation Process

The community consultation process for the Legacy Way construction workforce parking, which included the Park and Ride site, was carried out in three stages (as detailed in Chapter 6 of **Appendix A**):

- Stage 1 – Workforce Parking Consultation Group (February 2011)
- Stage 2 – Community Consultation Sessions (March 2011)
- Stage 3 – Key Stakeholder Consultation (Ongoing)

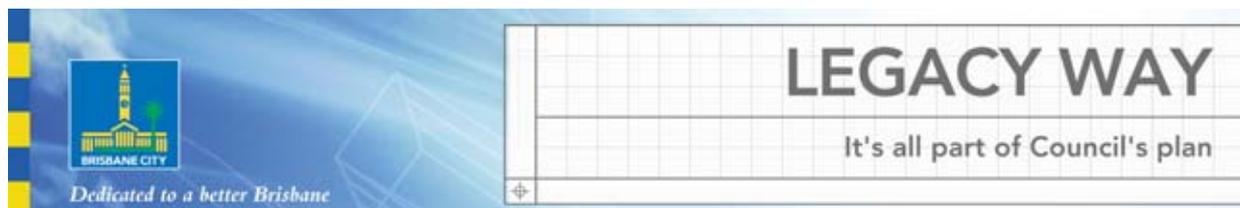
The workforce parking consultation group was formed to invite resident groups, local business owners, local stakeholders and interest groups to meet with Council to discuss shortlisted options (including the Park and Ride site) prior to wider consultation with the community. The workshop was held on Thursday 24 February 2011 at the Botanic Gardens Auditorium, 9am – 12.30pm. The group was unable to agree on a short list of options to be taken out for further consultation primarily because of the inclusion of two options in Anzac Park which were shortlisted.

The Community Consultation Sessions took the five shortlisted options for workforce parking to the wider community to provide information about each option and to provide opportunities to speak with Council representatives and invite feedback over a two week period. A total of 15 sessions were held in various locations in Toowong and local communities, which included two evening sessions and a weekend session. There were three specific sessions held within the Park and Ride site as identified and recorded in **Table 3-1** below.

The material provided at the sessions included:

- Double-sided, colour facts sheets on each of the five options detailing design, usage and assessment criteria
- Reply paid feedback forms asking for a preferred option for workforce parking and inviting feedback on each of the criteria
- Large maps outlining the design, access and other information about each option.

The five fact sheets and feedback form were made available on the Northern Link EIS website (www.northernlinkeis.com.au).



■ **Table 3-1 - Park and Ride Community Consultation Sessions**

Time	Attendees	Comments made	Observations
Wednesday 9 March			
4-6pm	<ul style="list-style-type: none"> ■ Approx 10 including: ■ Representative from WPCG¹/FOAP² ■ Approx six commuters ■ Cyclists ■ Local residents 	<ul style="list-style-type: none"> ■ Commuters from Brookfield and Mt Crosby would be negatively impacted if park and ride was selected ■ Suggestions to build a multi story car park on the site ■ Local residents concerned about rat running through local Toowong streets ■ Negative comments regarding consultation process 	<ul style="list-style-type: none"> ■ Moderately busy session ■ Some emotion about inclusion of Anzac Park options ■ Car park approximately half full during the two hour session
Friday 11 March			
6.30-9.30am	<ul style="list-style-type: none"> ■ Approx 15 including: ■ Representative from WPCG/FOAP ■ Toowong residents previously spoken with at earlier sessions ■ Approx 3 commuters ■ Cr Peter Matic 	<ul style="list-style-type: none"> ■ Commuters from Jamboree Heights negative towards loss of car park ■ Cyclists concern about increased traffic on the bikeway ■ Discussions about using car parking in the bus depot. 	<ul style="list-style-type: none"> ■ Quieter than previous park and ride session ■ Limited focus on Anzac Park.
Tuesday 15 March			
6.30-9.30am	<ul style="list-style-type: none"> ■ Approx 10 including: ■ Toowong residents previously spoken with at earlier sessions ■ Local residents ■ Commuters ■ Cyclists 	<ul style="list-style-type: none"> ■ Community information sessions should focus on the past process, including injunction and Coordinator-General's decision regarding Anzac Park. ■ Positive comment from commuter regarding frequency of information sessions ■ Commuters would require a designated area within the car park to cater for them. 	<ul style="list-style-type: none"> ■ Quietest Park and Ride session ■ General questions about options and process from here on

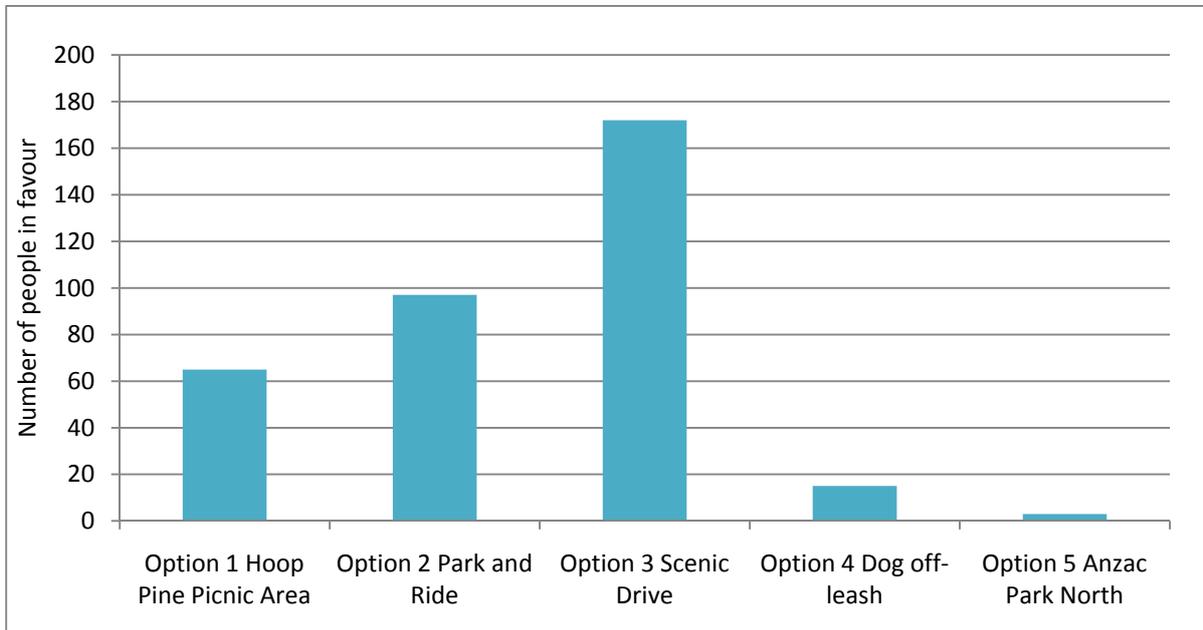
Table Notes

1 – WPCG – Workforce Parking Consultation Group

2 – FOAP – Friends of Anzac Park

3.1 Community views on the Park and Ride Option

A total of 308 written submissions were received in regard to the 5 shortlisted workforce parking options in both email and feedback form varieties. Many respondents ranked their preferred options and provided written feedback, including their opposition to all or any options and also suggestions for additional options or other feedback, both positive and negative on the consultation process. The results of the nominated preferred options as identified from the feedback forms are shown in **Figure 3-1** below.



■ **Figure 3-1 Community feedback on car park options**

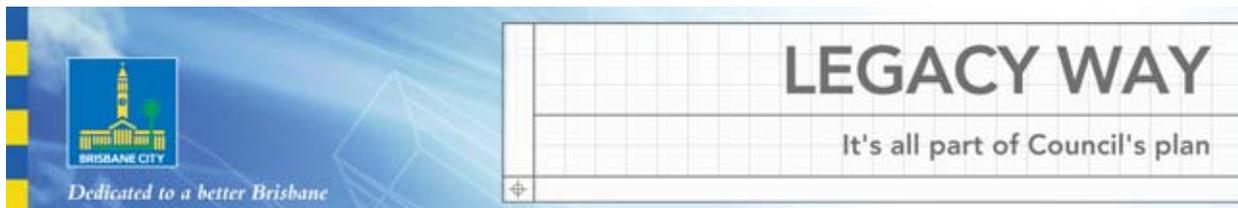
Scenic Drive was by far the preferred option with 172 nominations followed by 97 for the Park and Ride site, 65 for the Hoop Pine picnic area, 15 for the Dog Off-leash and just 3 for the Anzac Park northern area. Many of the preferred options were not specifically ranked and were equally nominated, particularly Scenic Drive and the Park and Ride, so there is no direct accounting correlation between the total numbers identified as preferred options and the total number of submissions (308)

A table of the 97 submission comments largely preferring the Park and Ride site (including in combination with Scenic Drive) is attached at **Appendix D**. Note that in Appendix D these are the comment cells that are highlighted in green.

The written reasons for preferring the Park and Ride site included:

- it is an existing car park and should be enhanced / extended / obvious choice;
- existing car park which is underutilised at present / no new construction;
- least negative impact on the community / minimal disruption to local businesses and residents;
- low impact on the environment (noise/land use) as already a car park;
- cheapest option / no start up costs;
- any option would be preferable to the use of Anzac Park;
- proximity to the worksite and pedestrian friendly;
- little if any impact on flora and fauna / no heritage conflict.

Appendix D also includes a further 30 submissions (no coloured cells) commenting more generally on the Park and Ride option, including 21 submissions (identified with RED lettering in Appendix D) that specially oppose the park and ride option. The additional cells with GREEN lettering indicate some support for the Park and Ride, although no preference was indicated in the boxes on the forms.



The identified reasons for opposing the Park and Ride include:

- do not want to see this car park go – it is well supported, there is no other parking available, would impact on the healthy lifestyle it facilitates, would inconvenience other workers which would not be fair, it provides me with free parking and would be devastating to my lifestyle to lose this;
- It is not big enough / incomplete to use on its own, not viable, not acceptable, and would not provide sufficient spaces for workers and current users and would still require additional car parking which would increase the cost and disturbance;
- The safety of cyclists would be compromised - increasing the car park use will only add to car /cycle conflicts and create stress points – also conflicts with cyclists entering or exiting the bus and bike lane.
- It is too far to walk and workers would be expected to walk which will lead to conflict with pedestrians and cyclists, including on the overpass;

3.2 Correspondence with submitters

The following Email was sent on 11 of April 2011 to all submitters that provided their email address:-

From: Northern Link Consultation Team
Sent: Mon 11/04/2011 2:46 PM
To: Northern Link Consultation Team
Subject: Workforce parking solution announced

Hi there,

As you may be aware Brisbane City Council Lord Mayor Graham Quirk has announced the workforce parking solution for Legacy Way.

The Lord Mayor announced workforce vehicles for the project would be spread across two car parks – the Mt Coot-tha Road Park 'n' Ride and the Mt Coot-tha overflow car park – during the day shift (6:30am to 6:30pm).

A third car park in the Botanic Gardens will house worker vehicles during the night shift (7pm to 7am from March 2012) to reduce the impact on local residents.

An extra 100 car parking spots will also be built on Scenic Drive, Mount Coot-tha to accommodate an increase in vehicles when construction reaches its peak in late 2012.

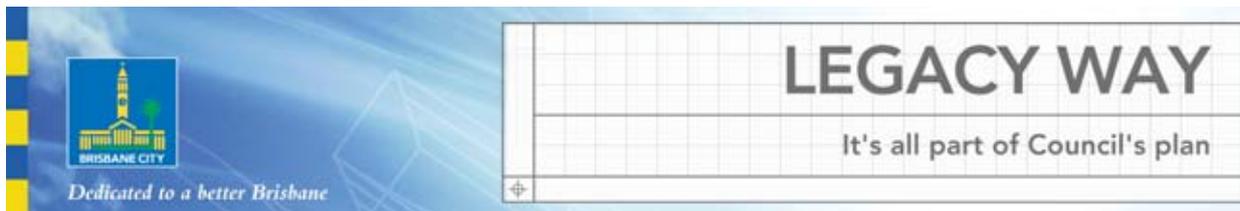
Thank you for your participation in the consultation process that allowed us to get to this result.

Regards,

Legacy Way Consultation Team

Ph: 1800 692 333

For further information, visit our website www.northernlinkeis.com.au



4 Conclusions

The proposal to provide a temporary car park for the construction workforce within a section of the existing Park and Ride car park, facing Mt Coot-tha Road, 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.

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

It is considered that the issues raised in consultation on the use of the Park and Ride site and the potential impacts of the use of this site can be addressed as discussed in Section 2.4 and as indicated on **Figure 2-7** of this application. These measures include:

- In relation to the perceived total loss of the Park and Ride site - the retention of 32 designated public Park and Ride car parking spaces within the existing car park together with investigating additional on-street parking dedicated for park and ride users;
- In relation to the loss of existing Brisbane Transport / Bus Depot parking - investigating the ability for additional parking for Brisbane Transport within the Bus Depot facility;
- In relation to cycle and pedestrian safety – the implementation of directional signage, lane marking, fencing, vegetation trimming and improvements to lighting to address identified vehicle/cycle and pedestrian conflict areas and to improve safety through design and implementation of the workforce car park;
- In relation to workforce access to the western worksite construction area - the provision for shuttle bus transportation of the car park workforce to and from the Western Worksite of the Legacy Way project construction area;
- In relation to the limited area of the Park and Ride site - the future development of supporting off-street parking areas such as at Scenic Drive as construction activity increases in 2012. While consultation generally supported the use of the Park and Ride site, suggestions to increase the potential capacity of the existing Park and Ride site through additional infrastructure are not considered feasible for the project due to construction costs and program impacts, including likely additional impacts to the surrounding community.

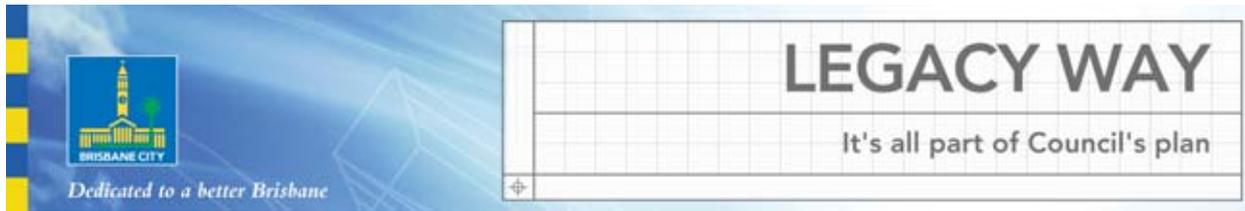
It is considered that no additional conditions are required for the changed project and that the existing conditions can be complied with and remain appropriate for this change to the project as described in this application.



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Appendix A – Investigation of Options

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Western Worksite Workforce Car Parking

Investigation of Options

APRIL 2011



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1. Introduction

Legacy Way (LW), formally known as the Northern Link Road Tunnel Project, was the subject of an Application for Project Change (APC) in October 2010 following the selection of a preferred contractor (Transcity Joint Venture) for the design, construction, operation and maintenance of the project for Brisbane City Council (Council).

One of the proposed changes to the project included the proposal to establish a dedicated off-street workforce car park (required by the imposed conditions) for the western worksite within a section of Anzac Park for up to 300 vehicles.

The proposed Anzac Park workforce parking area, as described in the APC, and further refined in response to public submissions, was refused in the Coordinator-General's report on Project Changes of December 2010. The Coordinator-General concluded that while there was merit to the proposal that further assessment was needed in order to understand if locating the off-street parking elsewhere would reduce disturbance to the community while still providing a workable solution for the project.

1.1 Purpose

The purpose of this report is to document and assess, against a range of criteria, a number of sites potentially suitable for construction workforce car parking associated with the western worksite during the construction of Legacy Way. The site(s) would be rehabilitated or returned to an approved use following construction, estimated to be approximately 4 years from commencement.

The aim is to ultimately deliver off-street parking in a location (or locations) that minimises disturbance to the community while providing sufficient car parking spaces for the contractor's construction workforce. Primarily, the construction workforce car parking area needs to support the requirement of the Coordinator-General's condition 18(k) (Schedule 3) that the construction workforce must not park in local streets. A dedicated and adequate construction workforce off-street parking area must be provided and shuttle transport must be provided between car parks distant from a construction area.

1.2 Background

Legacy Way has been evaluated by the Coordinator-General in accordance with the *State Development and Public Works Organisation Act 1971*. An EIS (September 2008) and a supplementary report (June 2009) were prepared for the Reference Design (RD) with the evaluation report and associated approval conditions provided by the Coordinator-General in April 2010.

As part of the Project, the RD proposed establishing dedicated off-street workforce parking areas for the western construction area in the overflow car park across Mt Coot-tha Road

from the entrance to the Mt Coot-tha Botanic Gardens and/or in areas along Sir Samuel Griffith Drive between Mt Coot-tha Road and Simpsons Road.

The Coordinator-General's April 2010 report evaluated the EIS, and noted the following about the proposed locations for dedicated workforce parking:

■ **4.2.8.3 – Construction workforce car parking**

Construction workforce car parking on local streets has the potential to inconvenience local residents and cause traffic impacts.

The EIS states that site vehicles and construction vehicles would park within the construction worksites. Staff vehicles would park in designated parking areas with dedicated workforce parking facilities to be provided at the eastern end of Victoria Park between Gilchrist Avenue and the ICB, and at the western end either in the overflow car park across Mount Coot-tha Road from the entrance to the Mount Coot-tha Botanic Gardens or in areas along Sir Samuel Griffith Drive between Mount Coot-tha Road and Simpsons Road.

Based on recent experience with other infrastructure projects in Brisbane, I consider that there is potential for both:-

- the actual construction workforce to be greater than predicted for the reference design in the EIS leading to overflow of off-street parking identified in the EIS
- and consequently, if not specifically prohibited, unsupervised parking of project related staff in local streets around worksites.

Therefore, I require that construction workforce parking must be in accordance with imposed Condition 18 (k) and (l) – General construction, Schedule 3, Appendix 1. Condition 18(k) requires that the construction workforce must not park in local streets. A dedicated and adequate construction workforce off-street parking area must be provided. All construction workforce vehicles must be directed to project construction workforce car parks. To avoid construction workforce car parking in local streets, shuttle transport between construction workforce car parks distant from a worksite or work area is to be provided for the duration of the period the worksite or work area is in use. At the completion of the project Condition 18(l) requires that construction workforce car parks must be rehabilitated as quickly as is reasonable and practicable.

A dedicated off-street workforce car parking area within Anzac Park was included as part of the Legacy Way Application for Project Change (APC) submitted by Council in October 2010. The APC also included at the western end of the project a revised western surface connection to enable both TBMs to be launched outside the Centenary Motorway alignment and the Tollroad Control Centre (TCC) being located in the Botanic Gardens overflow car park area.

During consultation on this report it became clear that, while meeting many key criteria, the car park was not seen as suitable by the local community in its current format and significant community opposition was presented in public submissions on the APC to the Coordinator-General.

In response to these submissions, including the decision by Council to no longer proceed with the TCC being located within the Gardens overflow car parking area, the design of the proposed Anzac Park workforce car parking area was modified.

The design modifications included a reduced parking area to accommodate up to 200 vehicles (rather than 300) and also revised access to significantly reduce the impact of traffic accessing the parking area, including the associated safety concerns.

The Coordinator-General gave merit to the Anzac Park proposal and the design refinements to address the identified concerns of the local community. It was noted, however, that further consideration of alternative locations was required in order to understand if locating parking elsewhere would reduce disturbance to the community while still providing a workable solution for the project.

The APC request to locate temporary car parking in a section of Anzac Park was therefore refused.

1.2.1 Coordinator-General's Recommendation

In refusing the proposed project changes to locate a construction workforce car park in Anzac Park, the Coordinator-General made a Recommendation in the imposed conditions (Schedule 3 of Appendix 2) in the Coordinator-General's Report on project changes to the Legacy Way Project. Recommendation 35 Temporary Construction Car Parking states:

- a) It is recommended that the proponent investigate, in the making of a parking plan, a range of options to satisfy the project's construction workforce parking requirements for the western works.
- b) Should the plan propose options that require a change to the project, for example, construction on a new site not currently used for parking, consideration by the Coordinator-General of the project's workforce parking plan for the western works is required through the making of an application under section 35C of the State Development and Public Works Organisation Act 1971.
- c) **The plan should demonstrate that a range of options have been explored in detail prior to the making of any application.** The parking location options should be considered individually and collectively, and assessed using criteria including community impacts, cost, suitability, opportunities and risk. Mitigation measures for risk and impacts should also be considered.

- d) Regardless of whether an application is made as per above, it is recommended that the proponent undertake consultation with the community on its parking plan.

The Coordinator-General's report of the project changes advised BCC as proponent for the Legacy Way Project to:

- Investigate existing parking areas in the vicinity of the western works, such as the park and ride car park adjacent to the Toowong bus depot and available space in the worksite.
- Investigate optimising use of the existing botanic gardens overflow car park on Mount Coot-tha Road as a part of its parking strategy. It was noted in the Report that the use of this area is allowable given that use of this area was addressed with the EIS and is not part of the consideration of project changes.
- Investigate areas along Sir Samuel Griffith Drive which are also not part of the consideration of project changes.

1.2.2 Botanic Gardens Overflow Car Park

In accordance with the Coordinator-General's recommendations, Council decided to use the existing botanic gardens overflow car park on Mount Coot-tha Road as a part of the workforce parking plan for the LW project. Aside from a small modification Council has decided not to seek major optimisation of the Botanic gardens overflow car park. Council has made this decision in response to feedback from the Mount Coot-tha Residents Group regarding the impact that use of the existing car parking area will have on adjacent homes.

With a small modification the Botanic Gardens overflow car park provides 81 car parks for construction workers with an additional allowance of spaces for worksite visitor parking.

Council has also made a decision not to use the Botanic gardens overflow carpark at night to minimise the impact on adjacent residents, and to ensure the availability of the area to local attractions at the busiest times, including Sundays.

As such there will be a full 300 car parks (including the existing parking areas within the Gardens) available for the Gardens use on Sundays throughout the project.

1.3 Methodology

The car park options assessment has been undertaken in conjunction with the workforce car park consultation process. Key steps undertaken as part of this process included:

- identification of workforce car parking options, including existing parking areas and suggestions made in community submissions to the APC during November and December 2010;

- identification of key requirements of the workforce car park, including construction workforce numbers;
- first pass assessment of car park options based on the key project requirements;
- further development of car park options which meet the first pass criteria;
- phase 1 consultation - Workforce Parking Consultation Group;
- phase 2 consultation - Community Consultation Sessions;
- assessment of car park options against multiple criteria including community, suitability, environmental and economic;
- consideration of options individually and collectively, including mitigation measures for risks and impacts; and
- phase 3 consultation – stakeholder consultation.

1.4 Report Structure

The workforce car park requirements and first pass criteria are discussed in **Section 2**. The preliminary car park options and first pass assessment are summarised in **Section 3**, with more detail included in **Appendix A**.

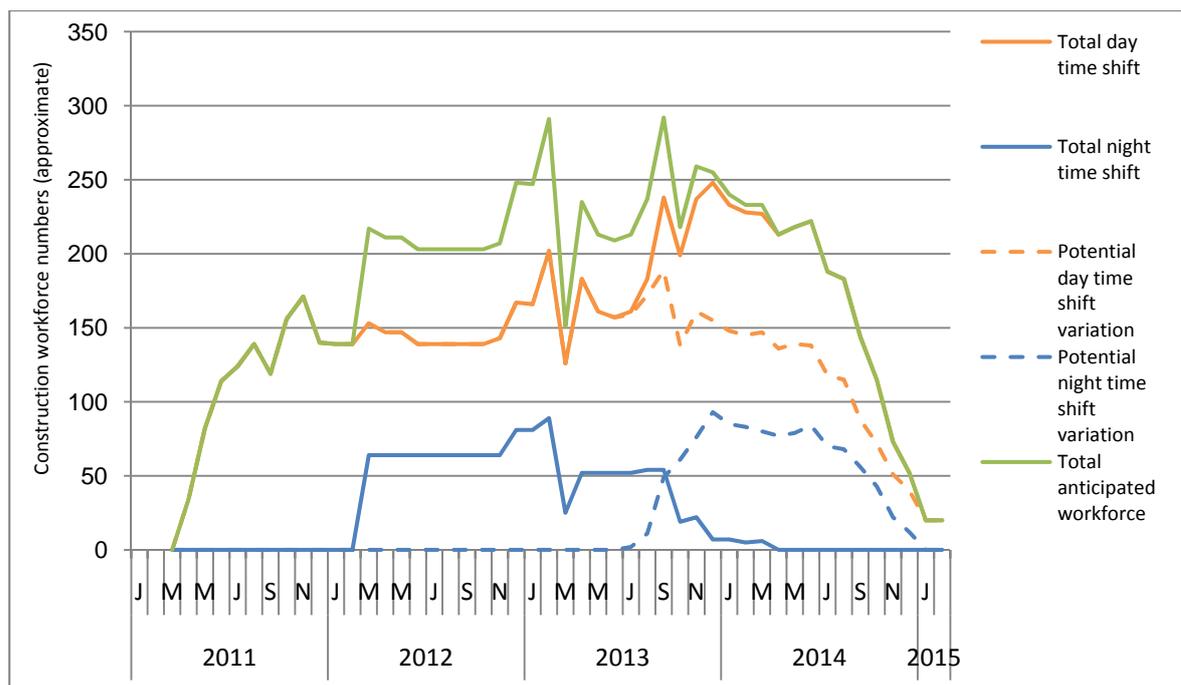
The car park options are outlined in **Section 4** and the criteria are outlined in **Section 5**. The stage 1 and 2 consultation activities and outcomes are reported in **Section 6**, with the community information materials included in **Appendix B** and details of the community feedback comments included in **Appendix C**. The car park option evaluation is summarised **Section 7** with further detail included in **Appendix D**. **Section 8** provides conclusions on the parking plan based on the investigation contained in this report together with the community consultation undertaken during the investigation.

2. Workforce Car Park Requirements

The key requirement of the workforce car park is to provide convenient and useable access to the western worksite of Legacy Way to avoid the construction workforce parking on local streets.

Workforce car parking will need to be available for use prior to construction commencing at the western worksite. The number of car parks required will fluctuate with the construction workforce numbers. The peak workforce at the western worksite is expected to be approximately 290 in early 2013. From 2012 to the end of 2013 the workforce would be split between a day shift and a night shift. As surface works will only be undertaken between 6.30am to 6.30pm Monday to Saturday, the day shift will generally be larger in size than the night shift. Underground works such as tunnelling will be split between the day time and night time shift. The night time shift is proposed to be between 7pm to 7am, 7 days a week.

An overview of anticipated workforce numbers at the western worksite is shown in **Figure 2-1**.



■ **Figure 2-1 Legacy Way western worksite construction workforce numbers**

2.1 First Pass Criteria

First pass criteria which articulate key requirements have been developed to assess the preliminary workforce car parking options. These criteria are:

- A site is able to be secured and constructed within 3 months.
- A site contributes at least 80 car parking spaces.

- A site is no further than 2km from the western worksite.

2.1.1 The site is able to be secured and constructed within 3 months

Car parking will need to be operational and available for use by early 2011. Initially the construction workforce will be able to park in the Gardens overflow car park which was included in the Reference Design for the project. However, from June 2011 onwards workforce numbers would exceed the available number of car parks in the Gardens overflow car park. Therefore additional car parking would be required from June 2011. As such, car park options which may have a lengthy lead time to secure land tenure or require lengthy construction works are unlikely to be feasible for the project.

2.1.2 The site contributes at least 80 car parking spaces

Although a combination of smaller car parks could be suitable, the need to travel to multiple parking areas to find an available space is a potential deterrent for construction workers to use the car park. Additionally, in the event that a shuttle bus is required, the need to stop at multiple locations would reduce the efficiency of bus operations. Therefore the use of small car parks is not considered practical. Acceptable car park options should have at least 80 car park spaces.

2.1.3 The site is no further than 2km from the western worksite

To be suitable for the project needs, the car parking area will need to provide convenient access to the western worksite. Although it would be possible to use a shuttle bus to transport workers from a car park that is more than 2km away from the worksite, it is not considered to be practical due to delays between parking and reaching the worksite as workers wait for the shuttle bus. The delays would make the parking less desirable for construction workers and would also have commercial implications for the project. The use of a shuttle bus for travel over a distance of between 800m to 2km is considered practical. Car park sites which provide direct pedestrian access to the worksite (within 400m) would be considered highly desirable.

3. Preliminary Workforce Car Parking Options

A number of workforce car parking options have been identified that include:

- Existing parking areas in the vicinity of the western works such as the park and ride car park adjacent to the Toowong bus depot, areas within the western worksite and areas within the Botanic Gardens.
- Areas excluded from the assessment of project changes as they were covered by the Coordinator-General’s report on the Reference Design (RD), being:
 - the use of the existing overflow car park for the Botanic Gardens on Mt Coot-tha Road; and
 - areas along Sir Samuel Griffith Drive between Mount Coot-tha Road and Simpsons Road.
- Potential new car parking areas, which may be needed to meet project requirements.

The preliminary options include suggestions from community groups made in submissions to the application for project change, options identified by Council and options identified by Transcity.

These preliminary options have been subject to a first pass assessment to determine which options will be taken forward through the multi-criteria assessment. Details of the preliminary options and their first pass assessment are included in **Appendix A**.

The first pass assessment of the car park alternatives is summarised in **Table 3-1** below.

■ **Table 3-1 Car park alternative first pass assessment**

Site Name	Approximate capacity >80	Within 2km of worksite?	Available within 3 months?	Take onto further assessment?
Freer’s northern area	✓	✓	✗	✗
Freer’s southern area	✓	✓	✗	✗
Silky Oak picnic area	✗	✓	✓	✗
Hoop pine existing car park area	✗	✓	✓	✗
Hoop Pine picnic area	✓	✓	✓	✓
Slaughter Falls picnic area	✗	✓	✓	✗
Mount Coot-tha Road Park and Ride	✓	✓	✓	✓
Botanic Gardens existing parking	✗	✓	✓	✗
Toowong Cemetery internal roads	✗	✓	✓	✗
Toowong Bus Depot	✗	✓	✓	✗
Western worksite	✗	✓	✓	✗
Scenic Drive upper park	✓	✓	✓	✓
Scenic Drive lower park	✓	✓	✓	✓

Site Name	Approximate capacity >80	Within 2km of worksite?	Available within 3 months?	Take onto further assessment?
Mt Coot-tha Quarry	×	✓	✓	×
Botanic Gardens new parking site	×	✓	✓	×
Purtell Park car park, Carwoola Street	✓	×	✓	×
Dog Off-leash area, Anzac Park	✓	✓	✓	✓
Anzac Park North	✓	✓	✓	✓
Sir Samuel Griffith Drive, road	?	✓	×	×
Fortitude valley commercial car park	✓	×	✓	×
East end parking area (EKKA overflow)	✓	×	?	×
Moggil Road / Centenary Motorway	?	×	×	×
Milton Tennis court site	?	×	×	×
Seventeen Mile Rocks Road / Centenary Motorway	?	×	×	×

4. Car park alternatives

Based on the first pass evaluation, the potential car park alternatives are defined in **Table 4-1** below.

■ **Table 4-1 Potential car park alternatives**

Alternative	Site 1	Site 2	Site 3	Approximate Total Car parks
Option 1: Hoop Pine Picnic Area	Gardens overflow parking (81 parks)	Hoop Pine Picnic Area (approximately 200 parks)		281
Option 2: Mt Coot-tha Road Park and Ride	Gardens overflow parking (81 parks)	Park and Ride (110 parks)	An additional site will be required from 2012 to provide sufficient numbers	191
Option 3: Scenic Drive Combined Car Park	Gardens overflow parking (81 parks)	Scenic Drive upper park (approximately 170 parks)	Scenic Drive lower park (approximately 90 parks)	341
Option 4: Dog Off-leash area, Anzac Park	Gardens overflow parking (81 parks)	Dog Off-leash area, Anzac Park (approximately 200 parks)		281
Option 5: Anzac Park North	Gardens overflow parking (81 parks)	Anzac Park North (approximately 200 parks)		281

Each of these five alternatives involve using one of the five options identified as potentially suitable in the first pass assessment in combination with the Gardens Overflow car park. The location of these five sites is shown in **Figure 4-1** below.



Key

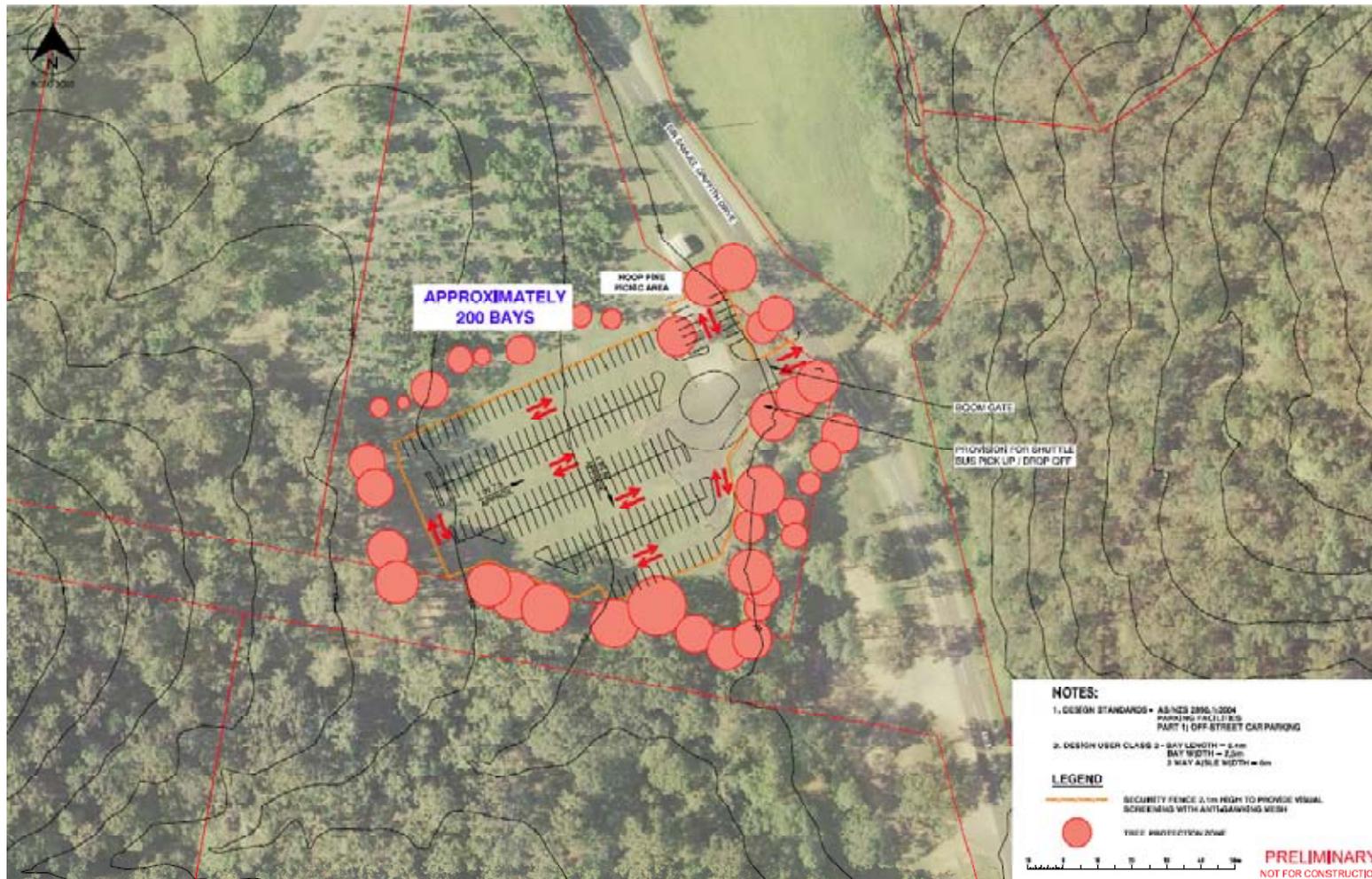
- | | | |
|----------------------------|-----------------------------------|----------------------|
| 1 - Hoop Pine Picnic Area | 3 - Scenic Drive combined Carpark | 5 - Anzac Park North |
| 2 - Existing Park and Ride | 4 - Dog off leash area | |

■ **Figure 4-1 Car park options location overview**

Each of the five options was investigated in further detail. The concept designs of each option are outlined below.

4.1 Option 1: Hoop Pine Picnic Area (Hoop Pine)

This option involves expanding the existing parking area at the Hoop Pine Picnic Area (Hoop Pine) to cover the existing cleared, grass area. The total capacity of the car park would be approximately 200 car parks. This area would be closed to public access. A bus turn-around and pick up point would be located close to the car park entrance off Sir Samuel Griffith Drive. An indicative car park layout is shown in **Figure 4-2**.



■ Figure 4-2 Option 1 Hoop Pine Picnic Area

4.2 Option 2: Mount Coot-tha Road Park and Ride (Park and Ride)

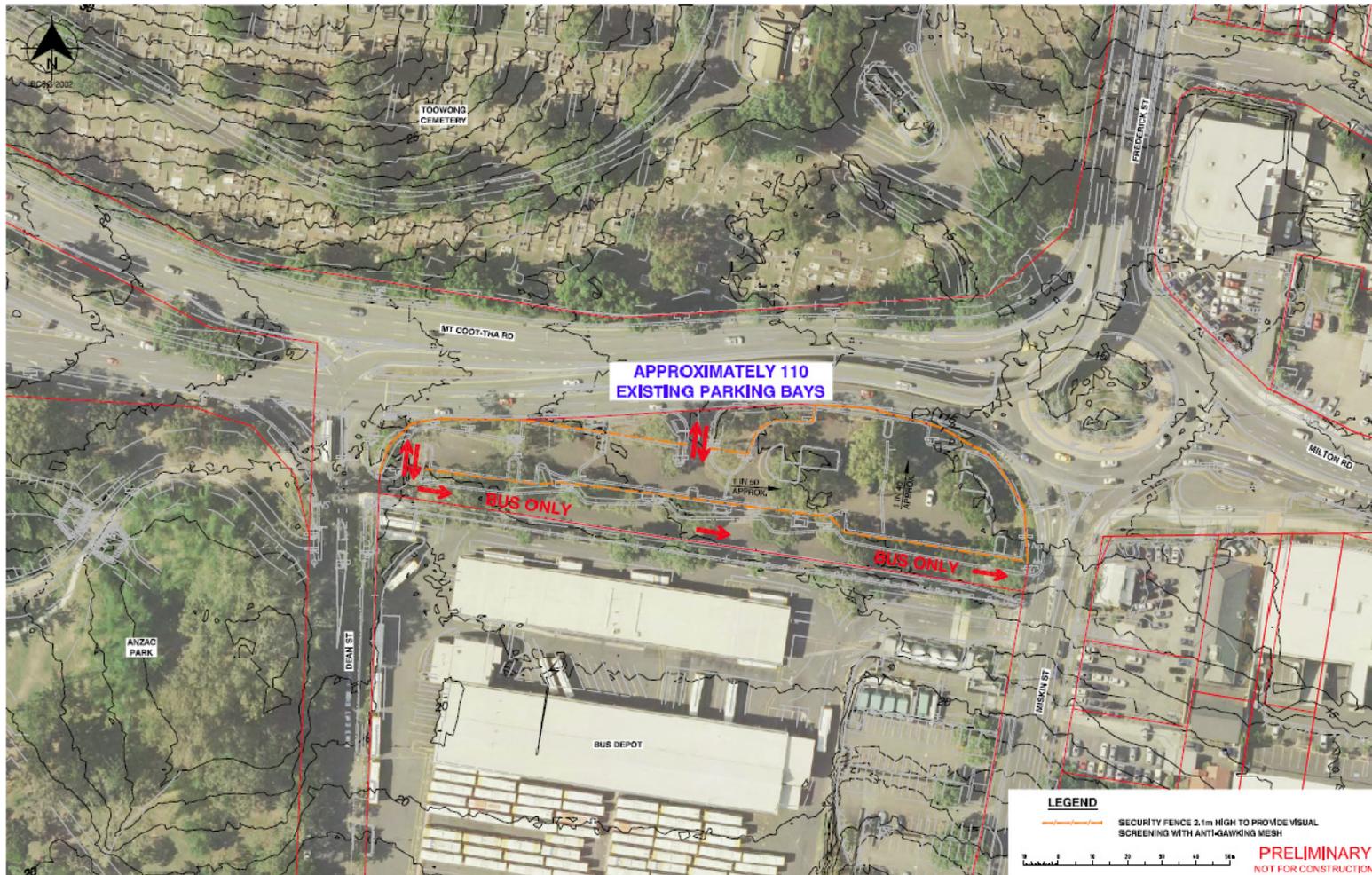
This option involves using the existing park and ride site at Mt Coot-tha, located at Mt Coot-tha Road between Dean Street and Miskin Street. The existing car park has approximately 110 parking spaces. The current access arrangements are egress in and out onto the westbound Mt Coot-tha Road and egress in from Dean Street. This option would use the existing parking spaces and alter the Dean Street access to be two way. An indicative car park layout is shown in **Figure 4-3**.

4.3 Option 3: Scenic Drive Combined Car Park (Scenic Drive)

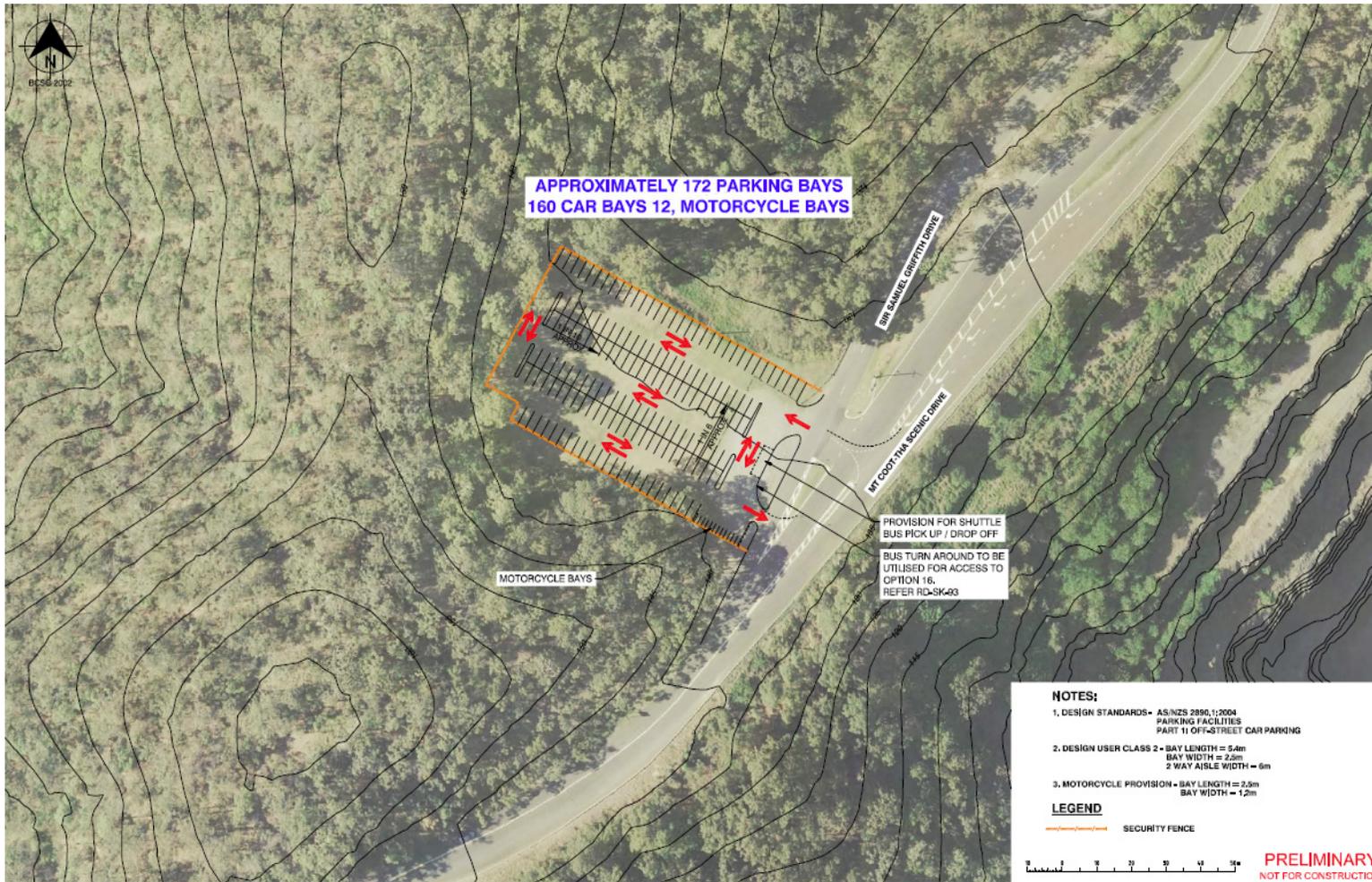
The Scenic Drive option involves two car park sites in relative close proximity to each other on Scenic Drive, an 'upper' and 'lower' site. The 'upper' Scenic Drive option involves establishing a car park within an existing cleared area located adjacent to where Scenic Drive and Sir Samuel Griffith Drive diverge to hold approximately 170 vehicles. The 'lower' Scenic Drive option would utilise an existing gravel area adjoining Scenic Drive which is currently used as informal parking and can hold approximately 88 vehicles. Indicative car park layouts are shown in **Figure 4-4** and **Figure 4-5**.

4.4 Option 4: Dog Off-leash area, Anzac Park (Dog Off-leash)

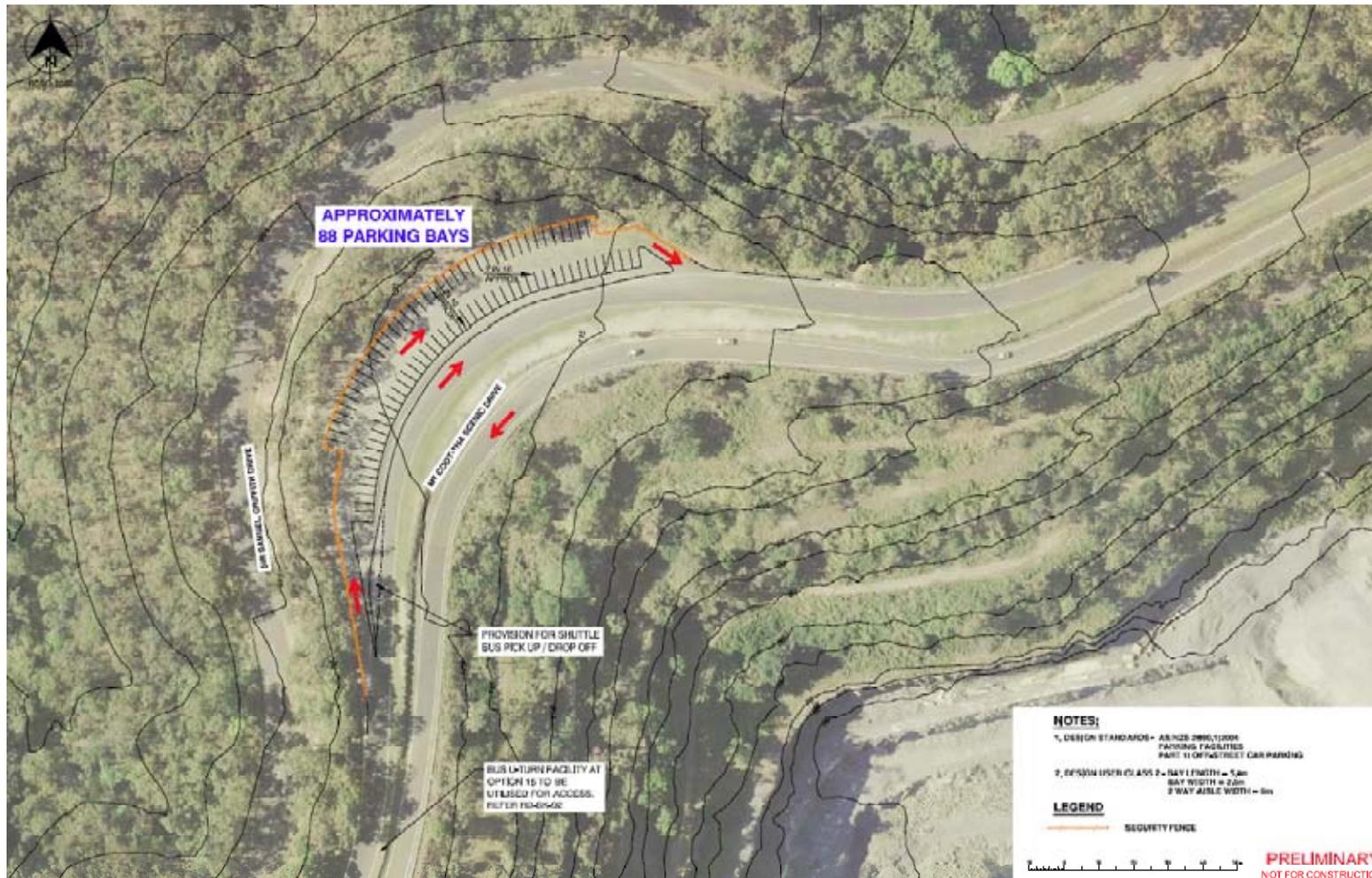
The Dog Off-leash option involves utilising the existing dog park area in the south west of Anzac Park for car parking. The dog off-leash area would be relocated into a different area of Anzac Park. An access point from Wool Street would provide entry to the car park area with an exit onto Broseley Road. Pedestrian access would be provided to the worksite through a new pedestrian pathway along the existing fire trail between the dog off-leash area and the Centenary Motorway. The car park area would provide for approximately 200 car parks with the removal of a number of landscape trees planted within the area. An indicative car park layout is shown in **Figure 4-6**.



■ Figure 4-3 Option 2 Mt Coot-tha Road Park and Ride



■ Figure 4-4 Option 3 Scenic Drive Combined Car Park – Upper Scenic Drive



■ Figure 4-5 Scenic Drive Combined Car Park – Lower Scenic Drive



■ Figure 4-6 Dog Off-leash area, Anzac Park

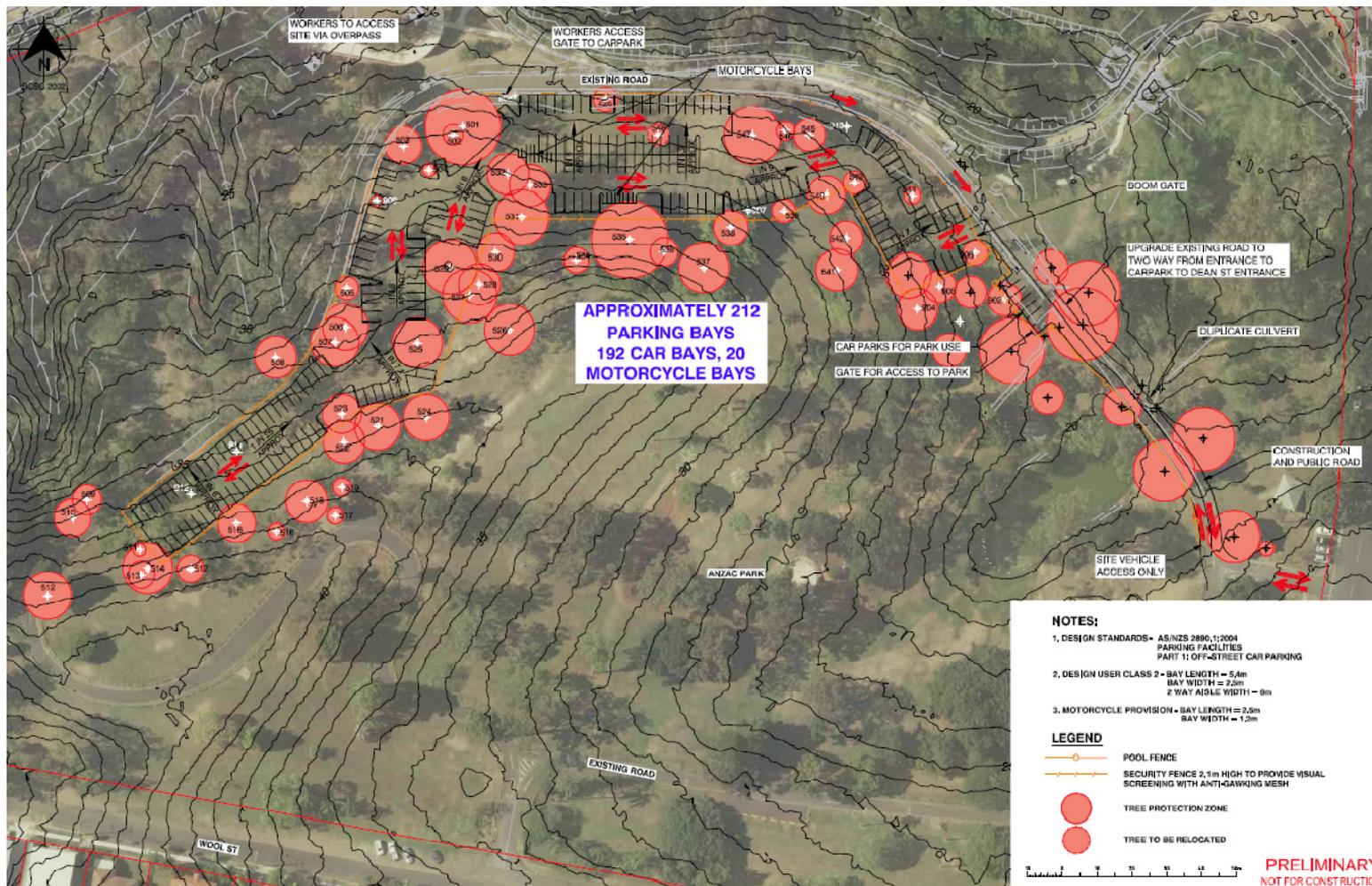
4.5 Option 5: Anzac Park North

The Anzac Park North site is the same general location proposed in the *Application for Project Change October 2010*, and *Further Information to the Application for Project Change November 2010* reports. It involves creating a car park to accommodate approximately 200 cars within the northern part of the park, close to the existing pedestrian and cycle overpass. The car park would be accessed from Dean Street, with the existing one way internal access road widened between the Dean Street entrance and car park entry to allow two way access for construction workforce vehicles only. Pool fencing would be provided along the two way section of road on the internal park site to reduce the risk of children running onto the road.

Council is also proposing that an additional toilet facility would be constructed adjacent to the existing play equipment and picnic area to further improve community safety within the park. A toilet facility in this location would help to avoid adults and children crossing the proposed two way section of the internal access road between Dean Street and the car park in order to get to and from the existing toilets adjacent to Dean Street on the outside of the internal access road.

The facilities in the existing barbecue area will also be re-provided elsewhere in a more useable location within the park to maintain this public amenity.

An indicative car park layout is shown in **Figure 4-7**.



■ Figure 4-7 Anzac Park North

5. Evaluation Criteria

Criteria were developed within the categories of Community, Suitability, Environmental and Economic. At the request of local residents the evaluation criteria were provided to both Friends of Anzac Park and Mount Coot-tha Residents Group prior to the Workforce Parking Consultation Group for their feedback. The criteria presented at the Workforce Parking Consultation Group, and used in this report, reflect changes suggested by those groups.

Evaluation criteria were again discussed at the Workforce Parking Consultation Group. The group agreed that the criteria adequately covered the issues that should be considered but, as a group, agreed economic factors were not as important to them as community, suitability and environment. This feedback is reflected in criteria weighting (**Section 5.5**).

As part of the evaluation, each option was scored from 1 to 10 against each criterion, with 1 being a very unfavourable score and 10 being a very favourable score. The scores for each category were then aggregated for the purposes of evaluation. This section explains the evaluation criteria and how scores and weighting were allocated.

5.1 Community

Six community criteria were identified for the purpose of the multi-criteria assessment: noise impacts, land use impacts, business impacts, cultural heritage, visual amenity impacts and community values. Each of these criteria is defined in **Table 5-1** below. Definitions for the scoring of each criterion are also provided in **Table 5-1** grouped into favourable scores, neutral scores and unfavourable scores.

■ **Table 5-1 Community Criteria Definitions**

Criteria	Definition	Favourable Scores (10-7)	Neutral Scores (6-4)	Unfavourable Scores (3-1)
Noise impacts	Noise impacts on surrounding community based on proximity of sensitive receptors (e.g. houses or schools) and predicted compliance with acoustic quality objectives and noise limits.	Noise impacts are predicted to be below the objective or limit under the Coordinator General's condition at nearest residential dwelling	Noise impacts are predicted to be below the objective or limit under the Coordinator General's condition at nearest residential dwelling with mitigation	Likely non-compliance with Coordinator General's conditions at nearest residential dwelling even with mitigation
Land use impacts	Impact on existing land use including impacts on local events	No interruption to existing or surrounding land uses	Potential for minor disruption to use of land, however surrounding land uses unaffected	Significant disruption to use of land and surrounding land uses
Business impacts	Impact on local businesses or tourism	Positive effect on local business / tourism	No effect on local business / tourism	Negative effect on local business / tourism
Cultural Heritage	Impact to heritage values of the site or area based on the level of existing heritage registration and	Site is not located within an area on a heritage register of either State or	Site is located within an area on a heritage register of either State or	Site is located within an area on a heritage register of either State or

Criteria	Definition	Favourable Scores (10-7)	Neutral Scores (6-4)	Unfavourable Scores (3-1)
	identified conflict with heritage values of the site or area	local significance	local significance with low to moderate impact on those values.	local significance with high to very high impact on those values.
Visual amenity impacts	Impact to visual amenity of the site or area based on visibility from sensitive vantage points or residential areas including light spill and headlight glare.	No change to existing view or largely hidden from views	Passing visibility from public roads	Highly visible from nearby residential areas
Community Values	Community attitude towards the proposal.	High level of community support	Neither high support or opposition	High level of community opposition

5.2 Suitability

Four suitability criteria were developed to assess the options in terms of the technical suitability as a car park site taking project needs and safety into account. Each of these criteria is defined in **Table 5-2** below. Definitions for the scoring of each criterion are also provided in **Table 5-2** grouped into favourable scores, neutral scores and unfavourable scores.

■ Table 5-2 Suitability Criteria Definitions

Criteria	Definition	Favourable Scores (10-7)	Neutral Scores (6-4)	Unfavourable Scores (3-1)
Capacity	Approximate number of parking spaces provided	Provides at least 2/3 of capacity requirements (200 spaces plus)	Provides at least half of the car park capacity requirements (150-199 spaces)	Provides less than half of the car park capacity requirements (less than 150 spaces)
Car park construction safety	Safety during car park construction and ease of car park construction	Existing car park, no unmanageable safety issues	Simple construction and management	Difficult construction with identified public safety issues requiring management
Car park operation safety	Road (including cycle and pedestrian) and site safety during car park operation	Existing road and/or site safety is improved	No change to existing road and/or site safety	May compromise road and/or site safety and management is required
Convenient access to worksite	Relative ease for construction workers to access the worksite	Direct access to worksite (less than 400m)	Walking distance to worksite (400-800m)	Requires use of shuttle bus

5.3 Environmental

The potential environmental impacts of the car park options were evaluated through six criteria covering flora impacts, fauna impacts, surface water effects, traffic impacts, contaminated land and air quality. These criteria are defined in **Table 5-3** below. Definitions for the scoring of each criterion are also provided in **Table 5-3** grouped into favourable scores, neutral scores and unfavourable scores.

■ **Table 5-3 Environmental Criteria Definitions**

Criteria	Definition	Favourable Scores (10-7)	Neutral Scores (6-4)	Unfavourable Scores (3-1)
Flora impacts	Impact on vegetation measured through loss of trees and/ or identified vegetation communities	No clearing of vegetation is required	No clearing of protected vegetation	Clearing of protected remnant vegetation
Fauna impacts	Impact on fauna habitat or threatened / protected fauna	No known loss of habitat or threatened fauna species	low level reduction of common urban habitat, low level increase of edge effects within remnant regional ecosystems	Loss of known habitat of protected / threatened fauna or increase of edge effects within remnant regional ecosystems
Surface Water Effects	Within overland flow path and / or risk of soil erosion	Standard soil erosion and control measures would be required, flood effects are unlikely	Minor additional soil erosion and control measures above standard measures would be required	Significant mitigation measures would be required to address risks – within overland flow or flood storage area
Traffic Impacts	Traffic impacts on local roads (traffic safety / performance) and pedestrian and cycle safety	No conflict with existing traffic flow or local access. No significant traffic safety items.	Minor traffic / pedestrian / cycle management or safety measures required	Significant management required to avoid impacts to traffic flow or local access. Safety items unresolved or requiring significant modification.
Land Contamination	Constructed on a land parcel listed on the Environmental Management Register (EMR) or is a known contaminated site	Property title not on the EMR	Property title on the EMR, however proposed car park location unlikely to be affected	Property title on EMR with proposed car park area within a known affected area
Air quality	Impacts to local air quality, proximity of surrounding community (sensitive receptors) to vehicle emissions	No adjacent sensitive receptors	Sensitive receptors unlikely to be affected	Sensitive receptors immediately adjacent during running of engines

5.4 Economic

The four economic criteria were designed to evaluate the relative cost of the car park options, considering land cost and availability, construction cost, operational cost and rehabilitation cost. Each of these criteria is defined in **Table 5-4** below. Definitions for the scoring of each criterion are also provided in **Table 5-4** grouped into favourable scores, neutral scores and unfavourable scores.

■ Table 5-4 Economic Criteria Definitions

Criteria	Definition	Favourable Scores (10-7)	Neutral Scores (6-4)	Unfavourable Scores (3-1)
Land Cost / availability	Relative cost associated with land access including land acquisition or leasing	Low – Council owned land or Reserve with Council as trustee	Medium – State owned land	High – private freehold land
Construction cost	Estimate of relative construction costs	Low (0-\$2mil)	Medium (\$3-5mil)	High (\$6mil+)
Operational cost	relative costs estimate associated with car park operation and management	Low (0-\$2mil)	Medium (\$3-5mil)	High (\$6mil+)
Rehabilitation cost	estimate of relative rehabilitation costs to restore site to previous condition following construction of car park	Low (0-\$2mil)	Medium (\$3-5mil)	High (\$6mil+)

5.5 Criteria weighting

For the purpose of the multi-criteria analysis, each of the criteria categories was weighted so the total of the scores would equal 100. The weighting was informed through the workforce parking consultation group which placed the community and technical criteria as the most important, environmental criteria as important but not as important and the economic criteria as the least important. On this basis a 35% weighting was provided to each of the community and technical criteria, a 25% weighting was provided to the environmental criteria and a 5% weighting was provided to the economic criteria.

6. Stage 1 and 2 Consultation Activities and Outcomes

The community consultation process for the Legacy Way workforce parking was carried out in three stages:

- Stage 1 – Workforce Parking Consultation Group (February 2011)
- Stage 2 – Community Consultation Sessions (March 2011)
- Stage 3 – Key Stakeholder Consultation (Ongoing)

This Section discusses the Stage 1 and 2 consultation activities and outcomes. Stage 3 consultation is discussed in **Section 7.3**.

Initially a letter was distributed to 14,000 residents in the Toowong, Auchenflower, Taringa and Bardon suburbs outlining Council's approach to the workforce parking consultation. A copy of the wording from the letter is included in **Appendix B**.

The letter explained:

- The Coordinator-General's refusal of Anzac Park
- The formation of the Workforce Parking Consultation Group
- The intention to hold Community Consultations Sessions.

The information was also displayed on the Northern Link EIS website (www.northernlinkeis.com.au)

6.1 Stage 1: Workforce Parking Consultation Group

The workforce parking consultation group was formed to invite resident groups, local business owners, local stakeholders and interest groups to meet with Council to discuss shortlisted options prior to wider consultation with the community.

Members were invited to join based on proximity, level of impact or level of interest to the five options proposed for workforce parking. The group members consisted of:

- Two representatives from the Mt Coot-tha Residents Group
- Four representatives from Friends of Anzac Park
- A representative from the Summit Restaurant
- A representative from Friends of Toowong Cemetery
- A representative from Bicycle Queensland
- A representative from the Brisbane Botanic Gardens
- A representative from Stuartholme School
- A representative from In-Training was not able to attend workshop but was included in all email correspondence

Members of the Legacy Way management team and technical advisers on construction safety, operational safety, environment, traffic, land tenure, access, cultural heritage and noise were also in attendance at the workshop.

6.1.1 Format of workshop

The workshop was held on Thursday 24 February at the Botanic Gardens Auditorium, 9am – 12.30pm

The workshop was formal, chaired by an independent facilitator, designed to encourage sharing of information about the process, options and criteria assessment. It created opportunities for the group members to have access to and ask questions of technical specialists of the Legacy Way team.

The workshop was attended by 11 members of the Workforce Parking Group.

A power point presentation was given by the Legacy Way project team explaining:

- Process of change report
- Coordinator-General’s decision to refuse Anzac Park as the location for workforce parking
- Council’s process for considering and short listing new options
- First pass criteria to reduce initial options
- Criteria assessment which will score each option
- Five shortlisted options.

Attendees were given a copy of the presentation and blank sheets to enable their own scoring on the options which Council intended to collect and use to guide future decisions about the shortlisted options. Attendees were also encouraged to ask questions of the technical specialists.

6.1.2 Actions requested during the workshop

The following actions were requested by the consultation group which Council followed up:

Action	Council follow up
Further investigate the use of the parcel land owned by Stuartholme, as a potential site for workforce parking (formerly the site of Freers Chip Factory)	Organised meeting with Stuartholme School with subsequent emails and phone conversations. Stuartholme are currently reviewing the proposal with their Board,
Further investigate the use of Purtell Park, Bardon as a potential site for workforce parking	Council confirmed Purtell Park consists of two parcels of land which are unavailable to Council in the required timeframe due to current leases

Action	Council follow up
Investigate commercial carparking options in Mount Ommaney	Investigated commercial parking options with Wilson Parking and the Mt Ommaney Shopping Centre. No commercial facilities exist in Mount Ommaney and the shopping centre does not have the capacity to cater for the workforce parking requirements.

Assessment sheets allowing a score of positive, negative or neutral against each criteria were handed out at the Workforce Parking Consultation Group. Only two members of the group, one member of Friends of Anzac Park and Friends of Toowong Cemetery, chose to complete these assessment sheets, with others providing their feedback more informally. It was therefore not possible to provide a comprehensive assessment of options based on the feedback of the group. However information and feedback provided by the community during the Workforce Parking Consultation Group workshop and throughout the consultation period was used by the project team undertaking the evaluation.

6.1.3 Outcomes

The group was unable to agree on a short list of options to be taken out for further consultation. There were high emotions over the inclusion of two options in Anzac Park which were shortlisted.

Council received two completed criteria scoresheets from the attendees. Few questions were directed to the technical specialists.

Council were asked by members of the group not to release the options to the wider community until further feedback could be given by the group. Members of the group then released the options publicly via the internet and to the media. Council decided, in fairness to the wider community, to proceed with Stage 2 of the consultation, Community Consultation Sessions, while continuing to seek feedback from the Workforce Parking Consultation Group. This decision was communicated to the Workforce Parking Group who provided feedback on the decision.

6.2 Stage 2: Community Consultation Sessions

The purpose of this stage was to take the five shortlisted options for workforce parking to the wider community, provide information about each option, provide opportunities to speak with Council representatives and invite feedback over a two week period.

A total of 15 sessions were held in various locations in the Toowong and local communities which included two evening sessions and a weekend session.

6.2.1 Notification

The community were notified of the Community Consultation Sessions in a number of ways:

- Notification to the Workforce Parking Consultation Group
- Letter to 14,000 homes in Toowong, Auchenflower, Taringa and Bardon
- Half page advertisement in Westside News on Wednesday 9 March and Wednesday 16 March 2011
- Placed on Northern Link EIS website (northernlinkeis.com.au)
- Placed on front page of BCC corporate website
- Your City Your Say email to all residents in those postcodes
- Community Liaison Group (CLG)
- Signage at five locations
- Media coverage in Westside News
- Posters with session times displayed at Toowong Ward Office, Toowong and Indooroopilly libraries.

A copy of the letter, advertisement, signage and information from the website are included in **Appendix B**.

6.2.2 Locations

The locations of the Community Consultation Sessions were set based primarily on getting direct feedback from the key users of the areas affected by the options. This meant early morning and afternoon sessions in Anzac Park North, the dog-off leash area in Anzac Park, the Park and Ride facility and Hoop Pine Picnic Area.

To facilitate accessibility a night time and weekend session were important. These were held at well-known local facilities with adequate space and parking.

A location in Bardon was also selected for a consultation session after feedback from Friends of Anzac Park, and Mount Coot-tha Residents Group about the wider use of the area from people in surrounding suburbs.

6.2.3 Timing

Council had been given much feedback throughout the original Application for Project Change comment period about the use of these areas. This, along with local knowledge among the team, informed the sessions time of 6.30am to 9.30am on week day morning and 4-6pm on the weekend afternoons. The evening sessions ran 6.30-8.30pm and the Saturday 12-3pm

Friends of Anzac Park representatives requested an extension to the length of the Community Consultation Sessions. Council had proposed one week, however extended this to two weeks.

Collateral at sessions

- Double-sided, colour facts sheets on each of the five options detailing design, usage and assessment criteria
- Replied paid feedback forms which asked for a preferred option for workforce parking and also allowed feedback on each of the criteria
- Large maps outlining the design, access and other information about each option.

The five factsheets and feedback form were made available on the Northern Link EIS website (www.northernlinkeis.com.au). Copies of the factsheets and feedback form are included in **Appendix B**.

6.2.4 Format

Council's information sessions took an informal format. Each session had a small marquee clearly marked Legacy Way Workforce Parking Consultation and was attended by two Council officers at the morning and afternoon sessions. At the two evening and one weekend session technical specialists in safety, cultural heritage, environment, traffic, construction and noise were on hand to answer specific queries. Examples of the displays are shown in **Figure 6-1**.

Attendees were encouraged to take in information about the five options, and to ask questions for clarification. The team took any feedback that was given at the session, and also encouraged attendees to either fill out there, or take away, a reply paid feedback form. A summary of the attendance and key outcomes of each session is provided in **Table 6-1**.



Workforce consultation stand at Dog Off-leash area, Anzac Park



Workforce consultation stand at Qld Academy



Workforce consultation information display at Qld Academy

■ **Figure 6-1 Workforce consultation sessions**

■ **Table 6-1 Community Consultation Session Summary**

Time	Location	Attendees	Comments made	Observations
Tuesday 8 March				
6.30-9.30am	Hoop Pine Picnic Area	<ul style="list-style-type: none"> ■ Approx 10 including: ■ two representatives from Workforce Parking Consultation Group (WFPG/Friends of Anzac Park (FOAP)) ■ member of Men of Trees community group ■ Toowong residents ■ Bardon resident ■ Cyclists ■ Walker 	<ul style="list-style-type: none"> ■ Extra vehicles will make it more difficult for walkers who already walk on the road as there is no footpaths ■ Union discussions regarding walking distances ■ Concern that this location will cause rat running through the already clogged Bardon streets 	<ul style="list-style-type: none"> ■ Quiet session ■ Many cyclists on roads from 5.45am. Most cyclists cleared by 8am
4-6pm	Anzac Park North	<ul style="list-style-type: none"> ■ Approx 40 including: ■ Two representatives from WFPG/FOAP ■ CLG member ■ Toowong local residents ■ Park users 	<ul style="list-style-type: none"> ■ Safety concerns for children in the park due to increase activity on the ring road ■ Anzac Park North will cause loss of ring road to walkers ■ Union discussions regarding walking distances ■ 	<ul style="list-style-type: none"> ■ Very busy session. Speaking with large groups of people for full two hour session ■ High emotion over inclusion of Anzac Park. Emotion managed through information about other options ■ General support for Park and Ride option.
Wednesday 9 March				
6.30-9.30am	Dog off-leash area, Anzac Park	<ul style="list-style-type: none"> ■ Approx 50 including ■ One representative from WFPG ■ Park users ■ Bible College residents ■ Local residents ■ Heritage representative ■ CoG representative 	<ul style="list-style-type: none"> ■ Changes to Broseley Road and access from Wool Street very concerning ■ Concern about where the dog off-leash area would be relocated to within Anzac park ■ Disruption to local residents from noise, lighting and additional traffic ■ Heritage concern regarding location of dog off-leash area in relation to potentially buried urns and ashes. 	<ul style="list-style-type: none"> ■ Very busy session ■ Speaking with large groups of people at a time for full three hour session ■ Resident expressed their separation and differing opinion from the resident group (FOAP)

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

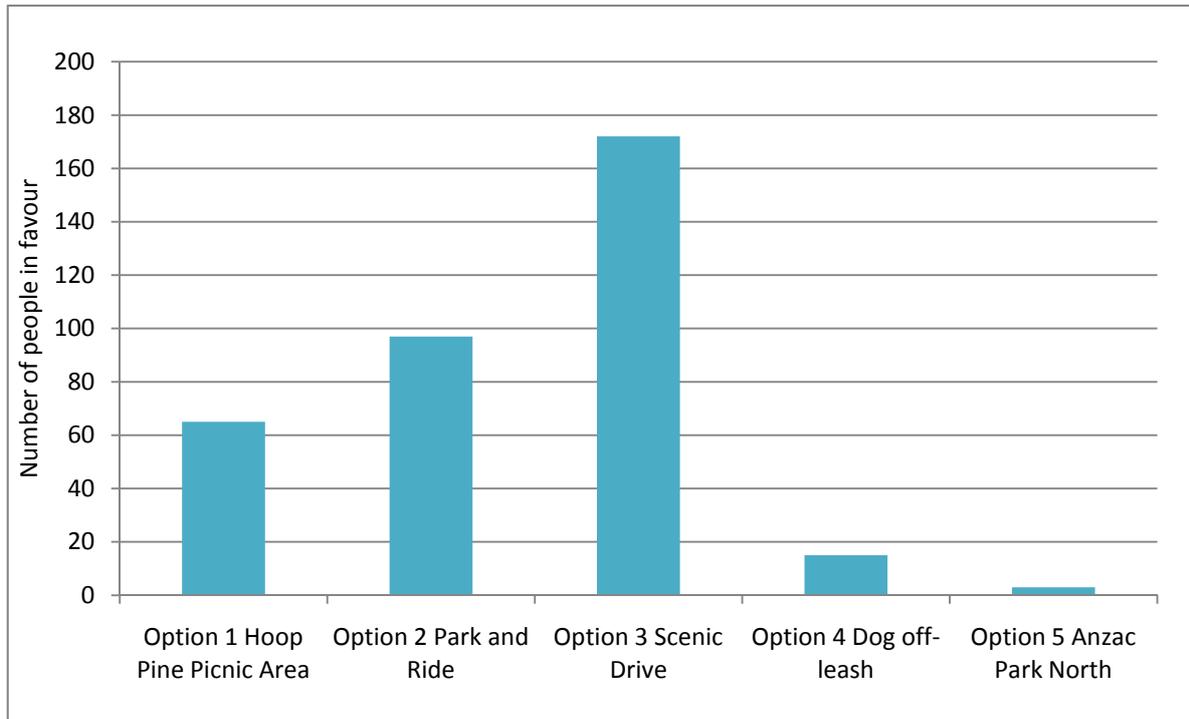
Time	Location	Attendees	Comments made	Observations
Friday 11 March				
6.30-9.30am	Park and Ride commuter carpark, Mt Coot-tha Road	Approx 15 including: <ul style="list-style-type: none"> Representative from WFPG/FOAP Toowong residents previously spoken with at earlier sessions Approx 3 commuters Cr Peter Matic 	<ul style="list-style-type: none"> Commuters from Jamboree Heights negative towards loss of carpark Cyclists concern about increased traffic on the bikeway Discussions about using carparking in the bus depot. 	<ul style="list-style-type: none"> Quieter than previous park and ride session Limited focus on Anzac Park.
Saturday 12 March				
12-3pm	Queensland Academy of Science, Maths and Technology	Approx 10 including: <ul style="list-style-type: none"> Representative from WFPG/FOAP Local residents Toowong residents previously spoken with at earlier sessions Cr Peter Matic 	<ul style="list-style-type: none"> 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 Specific environmental questions referred to environment manager Anzac Park inclusion is unacceptable and should be removed from the list of options Discussed progress of Stuarholme talks with Council regarding use of the Freers site. 	<ul style="list-style-type: none"> Quiet session Legacy Way project team in attendance to answer specific questions including environmental, construction, cultural heritage, noise, traffic and project management Emotion regarding inclusion of Anzac Park options.
Tuesday 15 March				
6.30-9.30am	Park and Ride commuter carpark, Mt Coot-tha Road	Approx 10 including: <ul style="list-style-type: none"> Toowong residents previously spoken with at earlier sessions Local residents Commuters Cyclists 	<ul style="list-style-type: none"> Community information sessions should focus on the past process, including injunction and Coordinator-General's decision regarding Anzac Park. Positive comment from commuter regarding frequency of information sessions Commuters would require a designated area within the carpark to cater for them. 	<ul style="list-style-type: none"> Quietest Park and Ride session General questions about options and process from here on
4-6pm	Bowman Park, Bardon	Two attendees	<ul style="list-style-type: none"> Little to no knowledge of workforce parking situation Little to no knowledge about options, including Anzac Park 	<ul style="list-style-type: none"> Busy park but very little interest in workforce parking consultation

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

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

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**

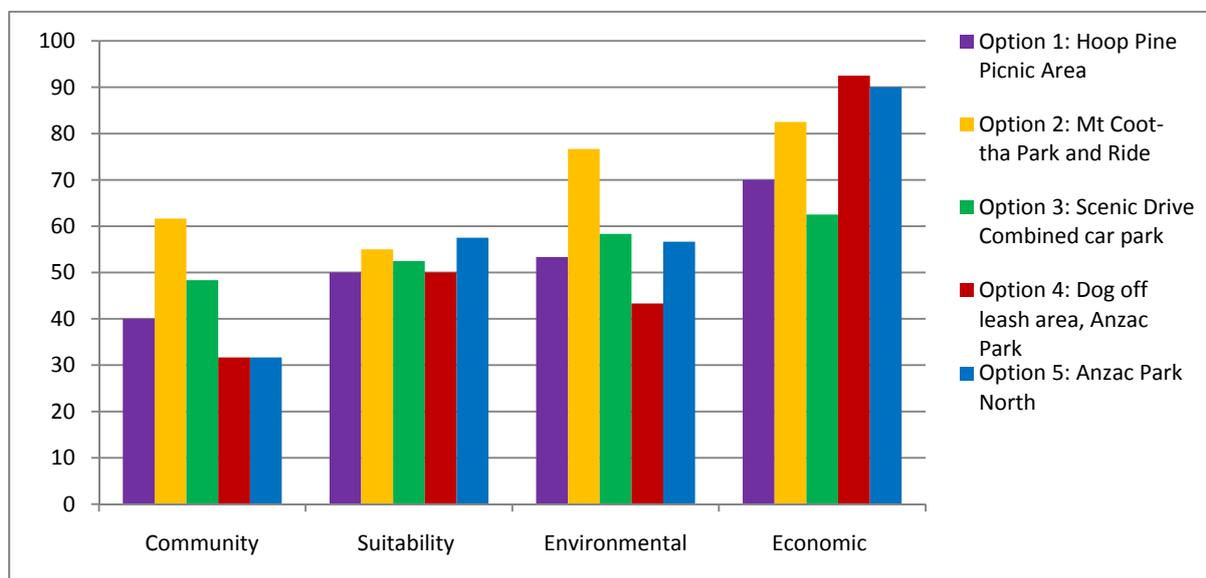
	OPTION 1 Hoop Pine Picnic Area		OPTION 2 Mount Coot-tha Road Park and Ride		OPTION 3 Scenic Drive Combined Car Park		OPTION 4 Dog Off-Leash Area, Anzac Park		OPTION 5 Anzac Park North		
Criteria	Assessment	Score	Assessment	Score	Assessment	Score	Assessment	Score	Assessment	Score	
Community Criteria	Noise impacts	<ul style="list-style-type: none"> Low risk of noise impacts due to separation distance from residents (approximately 250m to nearest house) 	7	<ul style="list-style-type: none"> Low risk of noise impacts as the site is currently used as a car park 	10	<ul style="list-style-type: none"> Low risk of noise impacts due to separation distance from residential dwellings or other sensitive receptors 	9	<ul style="list-style-type: none"> Predicted noise level from the car park may exceed the noise criteria by 8dB(A). Noise barriers may not reduce noise effectively as the nearest noise sensitive receives are located uphill 	3	<ul style="list-style-type: none"> 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 	4
	Land Use impacts	<ul style="list-style-type: none"> 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. 	2	<ul style="list-style-type: none"> Displacement of existing car park users, causing inconvenience to existing users and potentially nuisance in areas receiving displaced parking. 	3	<ul style="list-style-type: none"> Potential conflict with possible use of the site for disaster management (fire control and flood 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 	3	<ul style="list-style-type: none"> Use of the site would result in loss of the existing dog off-leash area, however, this would be relocated elsewhere in Anzac Park 	3	<ul style="list-style-type: none"> 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 	2
	Business impacts	<ul style="list-style-type: none"> Low risk of business impacts 	6	<ul style="list-style-type: none"> Potential impact on bus patronage 	3	<ul style="list-style-type: none"> Potential impacts on tourist and visitor numbers to Mt coot-tha summit. 	3	<ul style="list-style-type: none"> Potential impact on the Crossways College 	3	<ul style="list-style-type: none"> Local businesses unlikely to be affected 	6
	Cultural heritage	<ul style="list-style-type: none"> Mt Coot-tha Forest is listed on the State Heritage register. Potential for cultural artefacts associated with the second world war US Naval and RAAF camps Would require a variation to the Aboriginal cultural heritage management plan area 	1	<ul style="list-style-type: none"> Site is not listed on the local or state heritage register 	10	<ul style="list-style-type: none"> Mt Coot-tha Forest is listed on the State Heritage register, however potential heritage impacts would be moderate to low Would require a variation to the Aboriginal cultural heritage management plan area 	3	<ul style="list-style-type: none"> Part Local Heritage and adjacent to Local Heritage May require a variation to the Aboriginal cultural heritage management plan area (CHMP boundary goes through the middle of the area) 	6	<ul style="list-style-type: none"> 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. No requirement to vary the Aboriginal CHMP area for the project 	3
	Visual amenity impacts	<ul style="list-style-type: none"> Change in landscape may have visual amenity impact along Sir Samuel Griffith Drive Potential for limited views from Stuartholme College 	5	<ul style="list-style-type: none"> No significant landscape changes 	7	<ul style="list-style-type: none"> Visual amenity impacts on tourists using Scenic Drive to access the Mouth Coot-tha lookout. 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 	5	<ul style="list-style-type: none"> Visually largely hidden from surrounding area, however risk of some visual amenity impacts on residential dwellings along Broseley Road. Risk of headlight spill if Wool Street exit used at night. 	3	<ul style="list-style-type: none"> Local visual amenity impacts – main visual impact from shared path and overbridge. Aesthetic values of whole park included in Local Heritage Register citation 	3

	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					
Community Values	<ul style="list-style-type: none"> Community use as a picnic area with walking tracks heads. Area heavily used by cyclists. Moderate community value 	3	<ul style="list-style-type: none"> Moderately used commuter car park. Low community value, however provisions needed for commuters 	4	<ul style="list-style-type: none"> Rarely used community area. Area heavily used by cyclists. Furthest away from residences. Low community value 	6	<ul style="list-style-type: none"> Heavily used area by dog-owners. High community value 	1	<ul style="list-style-type: none"> Heavily used recreation area by local community. High community value. 	1
Capacity	<ul style="list-style-type: none"> Approximately 200 car parks 	8	<ul style="list-style-type: none"> Approximately 110 car parks 	3	<ul style="list-style-type: none"> Approximately 260 car parks 	9	<ul style="list-style-type: none"> Approximately 200 parks 	8	<ul style="list-style-type: none"> Approximately 200 parks 	8
Construction / Safety	<ul style="list-style-type: none"> Standard erosion runoff and sediment control required for steep grades. Construction signage and sight lines to avoid vehicle conflicts. 	6	<ul style="list-style-type: none"> Existing constructed car parking area. 	10	<ul style="list-style-type: none"> Standard erosion runoff and sediment control required for steep grades. Construction signage and sight clearances to avoid vehicle conflicts. 	6	<ul style="list-style-type: none"> Access / egress road construction required including either upgrade to Broseley Rd (min 6m width), signage and sight lines to avoid local vehicle conflicts 	3	<ul style="list-style-type: none"> Standard erosion and sediment control required for steep grades, potential for conflicts with park use during construction requires management 	3
Suitability Criteria										
Operation / Safety	<ul style="list-style-type: none"> Steep grades not suitable for safe motorcycle parking. Other safety issues include ineffective and inappropriate guard rails along Ithaca Creek, lack of street lighting and road delineation, Potential for pedestrian, joggers and cycle conflicts on Sir Samuel Griffith Drive. 	4	<ul style="list-style-type: none"> Fencing may interfere with existing bike/footpath access / potential for vehicle/bicycle conflicts. Potential delays to exit onto the Western Freeway (Mt Coot-tha Road) – leading to frustration seeking alternative on-street parking 	6	<ul style="list-style-type: none"> Grades not suitable for safe motorcycle parking. Sight distance for proposed exit onto Mt Coot-tha Road (top park) unsafe as is the entry to the lower car park. Potential for conflict with high levels of cyclists in early morning / late afternoon periods conflicting with shift changes 	4	<ul style="list-style-type: none"> Brosley Road upgrade required Potential for conflict with Crossway college parking off Brosely Road. 	4	<ul style="list-style-type: none"> Steep grades (1:5 max) Grades not suitable for safe motorcycle parking. Tree hazards (sight lines and branches), access contrary to public one way circuit. Sight distance clearances at Dean Street may require removal of existing car parks. 	3
Convenient access to worksite	<ul style="list-style-type: none"> Site is not in walking distance - approximately 1.6km along Sir Samuel Griffith Drive and Mount Coot-tha Road to worksite Site requires shuttle bus transport, does not provide a high level of convenience 	2	<ul style="list-style-type: none"> 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 This would be reduced to approximately 600m with direct pedestrian access off the overpass into the worksite. 	3	<ul style="list-style-type: none"> Approximately 1.8km along Scenic Drive, Sir Samuel Griffith Drive and Mount Coot-tha Road to worksite Site requires shuttle bus transport, does not provide a high level of convenience 	2	<ul style="list-style-type: none"> Approximately 650m along new and existing pedestrian pathways when measured to light vehicle access road. This would be reduced to approximately 530m with direct pedestrian access off the overpass into the worksite. 	5	<ul style="list-style-type: none"> Walking distance of 430m To Worksite when measured to light vehicle access road. This would be reduced to approximately 300m with direct pedestrian access off the overpass into the worksite. 	9
Environmental Criteria										
Flora impacts	<ul style="list-style-type: none"> No identified vegetation communities as site is cleared. Risk of flora impacts due to intrusion into the tree protection zone of several large trees could be managed through avoiding creating new hard stand in these areas 	7	<ul style="list-style-type: none"> No identified vegetation communities Significant landscape vegetation protected under Natural Assets Local Law 	10	<ul style="list-style-type: none"> No identified vegetation communities as site is cleared. Site neighbors remnant regional ecosystem. 	7	<ul style="list-style-type: none"> Requires removal of at least 6 trees (landscape vegetation) to reach capacity of 200 Regional ecosystem vegetation in the vicinity 	5	<ul style="list-style-type: none"> Significant landscape vegetation which must be designed around. Four tree relocations required 	5
Fauna impacts	<ul style="list-style-type: none"> Moderate usage by common urban fauna 	4	<ul style="list-style-type: none"> Used by common urban species 	10	<ul style="list-style-type: none"> Moderate usage by common urban fauna 	4	<ul style="list-style-type: none"> Low level habitat reduction affecting iconic native 	6	<ul style="list-style-type: none"> Site provides limited habitat used by common urban and 	6

	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"> Occasional usage by uncommon or iconic fauna Potential fauna impacts from lighting to be managed through lighting design 		<ul style="list-style-type: none"> Occasional usage by uncommon or iconic fauna Potential fauna impacts from lighting to be managed through lighting design 	<ul style="list-style-type: none"> species 	<ul style="list-style-type: none"> iconic native species 					
	Surface water effects	<ul style="list-style-type: none"> Overland flow path along eastern boundary. Site is in close proximity to waterway. 	6	<ul style="list-style-type: none"> Significant overland flow path. May be subject to flash flooding. 	3	<ul style="list-style-type: none"> No significant overland flow path 	7	<ul style="list-style-type: none"> No significant overland flow path 	7		
	Traffic impacts	<ul style="list-style-type: none"> Upgraded access point. Some distance from major roads. Potential risks include conflict with traffic at access point, including cyclists. Slow turning shuttle buses. Potential for construction workers to use local streets north of Toowong Cemetery. 	4	<ul style="list-style-type: none"> Displacement of existing car park users. Increased vehicle access across, and pedestrian use of, regional cycle route. Limited weaving distance between car park access and Mount Coot-tha Road roundabout for exit to north and east. 	3	<ul style="list-style-type: none"> Potential conflict with background traffic at access points, including potentially high speed cyclists on Sir Samuel Griffith Drive and Scenic Drive, and complex movements around upper car park access and shuttle bus stop. 	1	<ul style="list-style-type: none"> Access requires use of local streets by construction worker vehicles. Turn restrictions at Dean Street and limited weave distance to Mount Coot-tha Road roundabout affecting exit to north and east. Potential use of local streets between Miskin Street and Dean Street by construction worker vehicles. 	3	<ul style="list-style-type: none"> Turn restrictions at Dean Street and limited weave distance to Mount Coot-tha Road roundabout affecting exit to north and east. Potential use of local streets between Miskin Street and Dean Street by construction worker vehicles. 	6
	Land contamination	<ul style="list-style-type: none"> Risk of intersection of hydrocarbon contaminated groundwater Requires soil testing for human health risks and to determine suitable disposal options for any contaminated spoil 	3	<ul style="list-style-type: none"> Low risk of land contamination issues 	10	<ul style="list-style-type: none"> Site is on Environmental Management Register for Mineral Processing but not know for this particular site 	6	<ul style="list-style-type: none"> Site area was historically used as a land fill Requires soil testing to determine suitable disposal options for any contaminated spoil 	1	<ul style="list-style-type: none"> Some parts of Anzac park were historically used as a land fill Requires soil testing to determine suitable disposal options for any contaminated spoil 	4
	Air quality	<ul style="list-style-type: none"> Approximately 250m to nearest dwelling 	8	<ul style="list-style-type: none"> No change expected as site is currently used as a car park 	10	<ul style="list-style-type: none"> Sites are 330m and 700m from nearest residential house 	10	<ul style="list-style-type: none"> Site is approximately 30m to nearest dwelling 	4	<ul style="list-style-type: none"> Approximately 90m to nearest residents 	6
Economic Criteria	Land cost / Availability	<ul style="list-style-type: none"> Low cost as site is freehold land owned by Council 	10	<ul style="list-style-type: none"> Cost is relatively low State owned lot. Council is trustee. 	8	<ul style="list-style-type: none"> State owned lot. Council is trustee. Relatively higher cost and delay in availability due to need for lease and survey. 	7	<ul style="list-style-type: none"> Low cost as site is freehold land owned by Council 	10	<ul style="list-style-type: none"> Low cost as site is freehold land owned by Council 	10
	Construction cost	<ul style="list-style-type: none"> Approximately \$1 million 	8	<ul style="list-style-type: none"> Relatively low – approximately \$230,000 	10	<ul style="list-style-type: none"> Approximately \$1.2 million 	8	<ul style="list-style-type: none"> Approximately \$1.5 million 	8	<ul style="list-style-type: none"> Approximately \$1.6 million 	8
	Operational cost	<ul style="list-style-type: none"> Approximately \$8.2 million in paid travel costs and \$1 million vehicle costs over the duration of the car park 	1	<ul style="list-style-type: none"> Approximately \$2.1 million based on 80 workers catching bus and the remainder choosing to walk 	5	<ul style="list-style-type: none"> Approximately \$8.3 million in paid travel costs and \$1 million in vehicle costs over the duration of the car park operation 	1	<ul style="list-style-type: none"> Relatively low as no shuttle bus is required 	10	<ul style="list-style-type: none"> Relatively low as no shuttle bus is required 	10
	Rehabilitation cost	<ul style="list-style-type: none"> Approximately \$100,000 	9	<ul style="list-style-type: none"> Relatively low, approximately \$25,000 	10	<ul style="list-style-type: none"> Approximately \$91,000 	9	<ul style="list-style-type: none"> Approximately \$110,000 	9	<ul style="list-style-type: none"> Approximately \$200,000 	8

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.

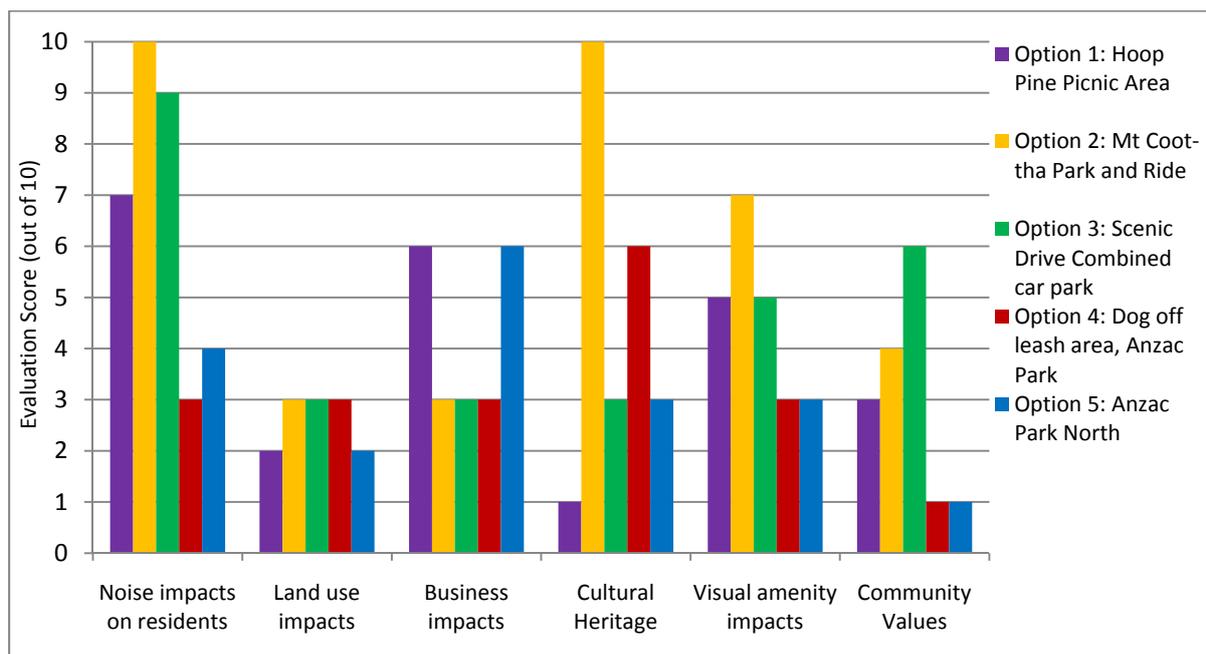


■ **Figure 7-1 Car park option category scores**

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.

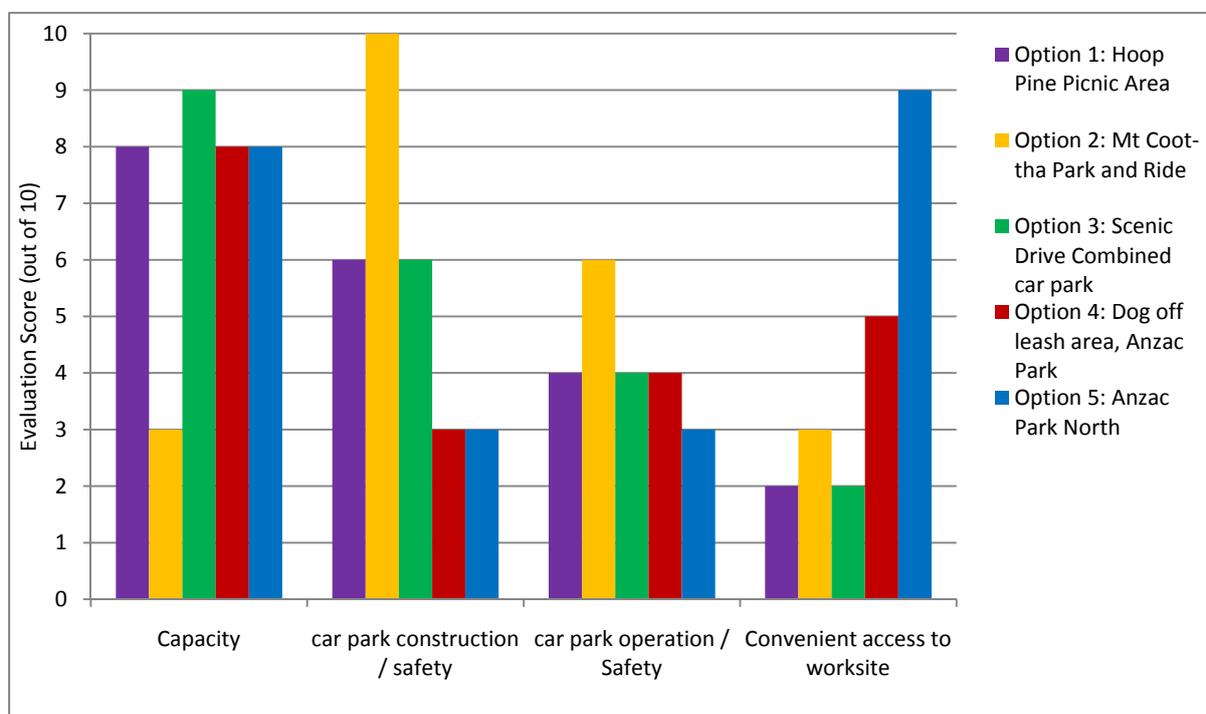
Of the five site options, the Park and Ride is the only site that is not listed on a heritage register. The Hoop Pine and Scenic Drive sites are both within the Mount Coot-tha Forest site which is listed on the State Heritage Register. The heritage values of Anzac Park, while only listed on the Brisbane 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.



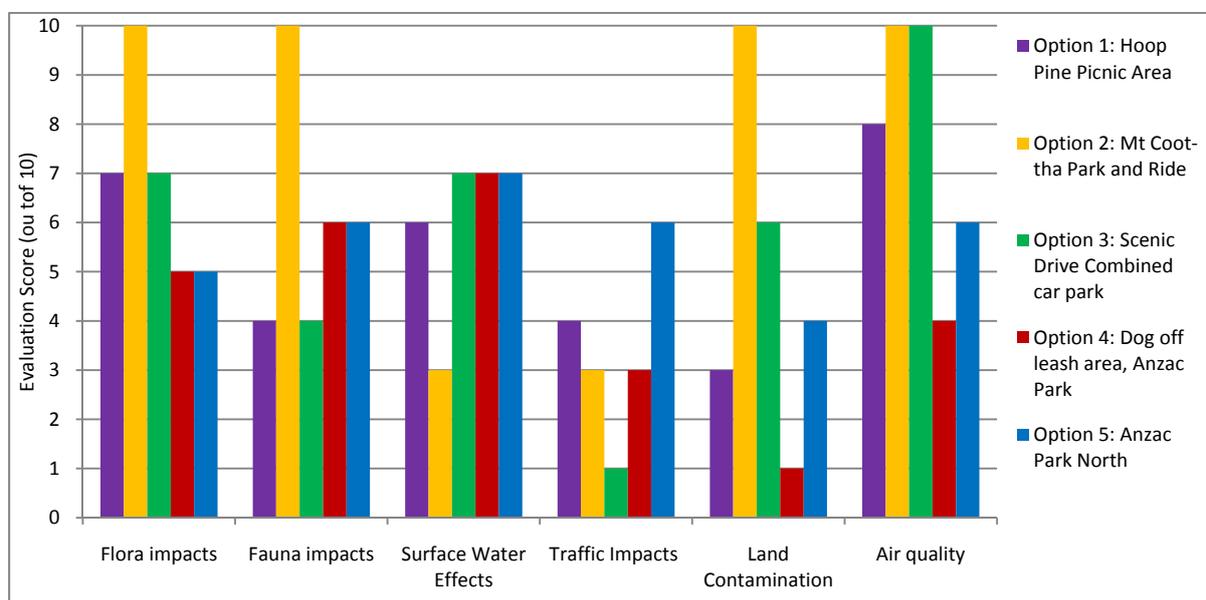
■ Figure 7-3 Technical Suitability Criteria Scores

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.

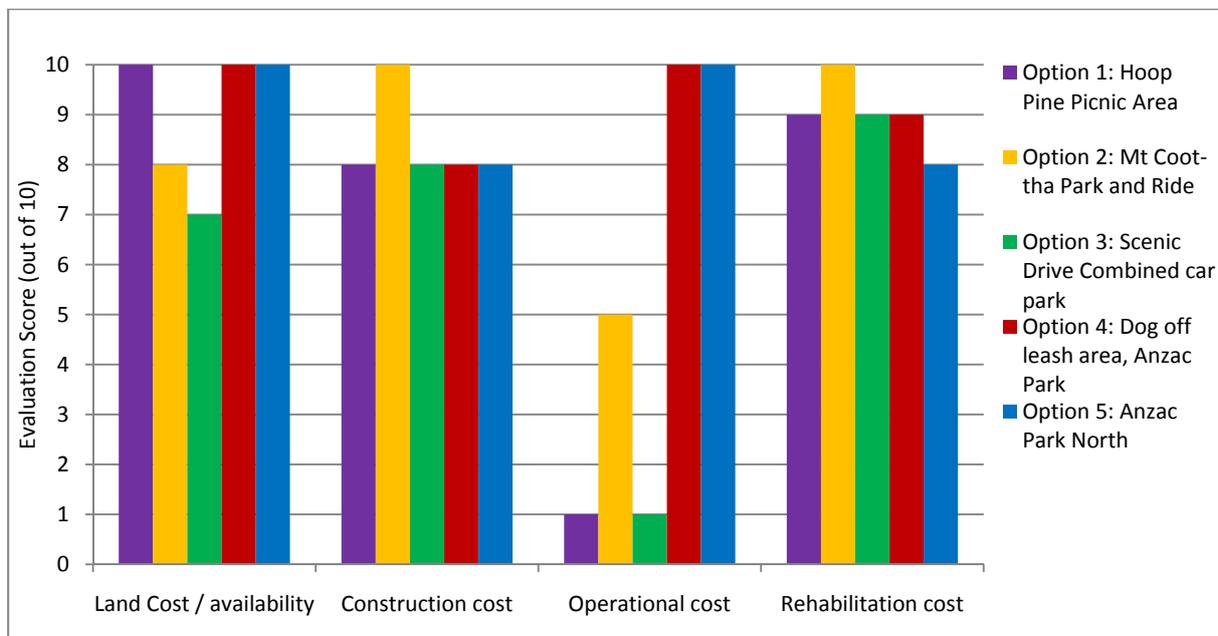
The Hoop Pine, Dog Off-leash area Anzac Park and Anzac Park North sites are owned in Freehold title by Council. Therefore these sites have little or no costs associated with land acquisition and scored well against the land cost criteria. The Park and Ride site is a State owned reserve with Council the 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.

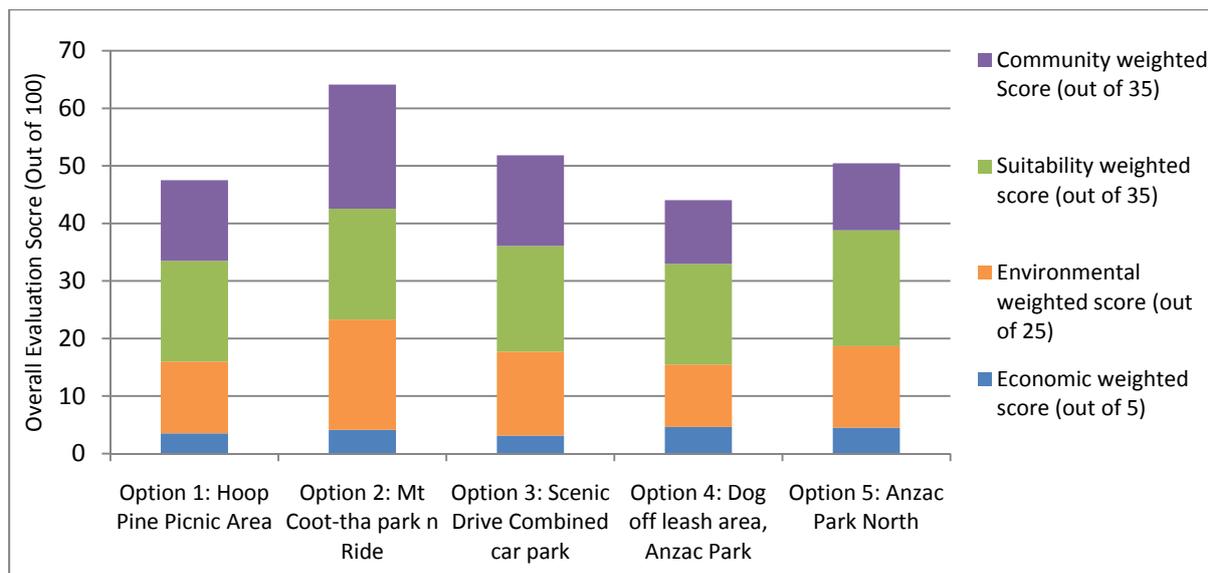
The sites requiring shuttle bus transport to the worksite would have significantly higher operational costs than those that are within walking distance. This is due to not only the cost of operating the shuttle bus, but also the requirement to pay for the workers additional time in transit between the 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**

7.1.5 Overall Scores



■ **Figure 7-6 Evaluation Scores with 35% weighting Community and Suitability, 25% weighting to Environmental and 5% to Economic**

Overall, the Park and Ride site performed the best out of the five options against the multiple criteria evaluation. The other four options had similar overall scores, with Scenic Drive scoring slightly better than Anzac Park North, which scored slightly better than Hoop Pine with the Dog Off-leash area scoring the lowest or being least favourable.

7.2 Recommendations

This evaluation has found that the Park and Ride site would reduce disturbance to the community compared to the other potential car park site options while still satisfying many of the technical requirements of the project. However, due to the limitations on the number of car parks that this site provides, it can only be part of the workforce car parking plan and will need to be used in combination with other options.

The issue of displacing existing users of the car park also needs to be addressed in order to minimise the potential impacts to the surrounding area and public transport patronage. As such, the western portion of the car park (west of the entrance from Mt Coot-tha Road and adjoining Dean Street) is recommended to be maintained as a commuter car park, with the eastern portion of the car park sectioned off for workforce parking. This would provide approximately 80 car parks for the construction workforce. Consultation with the Toowong bus depot would also be required as their existing use of the car park would likely be affected.

The capacity provided by the Botanic Gardens Overflow car park and the reduced Park and Ride site is approximately 160 parking spaces. This provides sufficient spaces for the construction workforce until the night time shift starts in early 2012. As these car parks would initially be used by day time

workers, it is recommended that this is continued throughout the construction program to avoid confusion with which workers park in which car park. As such they will both be used by day time workers only.

During the workforce peak in 2013, the gap between the capacity provided by these two car parks (160) and the required capacity (292) will be approximately 130 car parks.

In terms of identifying the additional car parking site(s), out of the alternatives considered, the Scenic Drive site performed second best overall in the technical evaluation, and was the most popular location in the feedback forms received from the community consultations sessions¹. The site was also available for both day time and night time car parking.

It is recommended that the 'upper' site be used for the additional parking spaces, as this allows the 'lower' site to continue to be used as an informal parking and viewing area. It was considered important to leave the 'lower' site for public use to avoid impacts on the tourist value of Mt Coot-tha and due to the lack of suitable alternative sites for the informal recreation use it provides. Additionally the lower site would have more difficult access arrangements with a u-turn required at the junction of Scenic Drive and Sir Samuel Griffith Drive.

The key issues associated with the use of the 'upper' site for disaster management are being further investigated. Additionally, the issue of cyclist safety will need to be managed. This was expressed as a concern by Bicycles Queensland. Although the potential impact is reduced with the shorter duration of the car park operation and the lower number of vehicles entering and exiting the car park, a traffic management strategy should be developed in consultation with cyclist stakeholders such as Bicycles Queensland, who were part of the Workforce Parking Consultation Group and part of stakeholder briefings proposed during Phase 3 consultation².

The remaining sites are not considered to be suitable. The Hoop Pine site is likely to have significant issues with cultural heritage and land contamination and use of the site as a car park, whether day or night, would potentially impact the heritage and recreation value of the area. The Dog Off-leash and Anzac Park North sites have both met with strong community opposition due to the high use and community values attached to the park by local residents.

Use of the Botanic Gardens for limited night time car parking

During these investigations, and Phase 3 consultation, further consideration was given to the possibility of a night time parking area within the existing Botanic Gardens car park while still providing public parking for the restaurant and the planetarium. During the assessment of first pass criteria Council was looking for a site or sites for workforce parking that could satisfy the need for

¹ receiving 172 of 327 votes (further detail available in **Section 6.2.5**)

² more detail available **Section 6** and **Section 7.3**

both daytime and night time parking. As there was no capacity for daytime parking in the Gardens this option was not shortlisted during the first pass assessment. Subsequent consultation highlighted the community's preference for smaller car parks in multiple locations to spread the load.

It was initially considered that a night time parking area for up to 100 vehicles could be established within the Gardens. As the Botanic Gardens Overflow car park would only be used by day time workers, approximately 200 car parks would be available at night, including the overflow car park, for use by the restaurant and the planetarium. As a minimum, some 30 car parks maybe established within the Botanic Gardens. These measures would help mitigate impact on the restaurant and planetarium.

As the requirement for night time workforce parking is not until March 2012 Council should continue stakeholder consultation in the coming months with the operators of all facilities within the Botanic Gardens to ensure a shared outcome is reached prior to the activation of any night time carpark within the Botanic Gardens in 2012.

Use of the Freers site

After feedback from the Workforce Parking Consultation Group, consideration was also given to the potential use of the Freers site, opposite the Hoop Pine Picnic Area, off Sir Samuel Griffith Drive. Despite further consideration and discussion with the owners of the privately owned site, Council determined that night time use of the Freers site would not be preferable due to associated lighting and safety requirements and access and shuttle bus requirements

7.3 Stage 3 – Key Stakeholder Consultation

As a result of the feedback received during the community consultation feedback period, Council commenced Stage 3 of the workforce parking consultation on a proposed single solution that includes the already approved Botanic Gardens overflow carpark in combination with:

- 1) partial day-time use of Park and Ride (80/110)
- 2) partial night-time use of parking in Brisbane Botanic Gardens (30/220)
- 3) peak construction period use of Scenic Drive upper (up to 130).

Council decided not to confirm this carparking combination as its single solution until after the Stage 3 consultation occurred. Stakeholders who will be consulted during Stage 3, and prior to any decision by Council, will be consulted in two phases as outlined below.

Transcity continues to consult with community and stakeholders related to the upcoming use of the Botanic Gardens overflow carpark, separate to this plan.

Phase One

Stakeholder	Carpark	Points to confirm
Ward of Toowong, Sustainability Chair	Botanic Gardens carpark, Park and Ride, Scenic Drive	Consultation feedback, overall solution
Brisbane Botanic Gardens	Botanic Gardens carpark	Current night-time use, necessary mitigation measures
NES	Botanic Gardens carpark, Scenic Drive	Current night-time use, necessary mitigation measures
Active Travel Chair	Park and Ride	Consultation, potential impacts and mitigation measures
Toowong Bus Depot	Park and Ride	Current bus driver use, potential to absorb elsewhere
Bicycle Queensland	Park and Ride, Scenic Drive	Current bike access through carpark (removal?), significant safety input on Scenic Drive

Phase Two

Stakeholder	Carpark	Points to confirm
Friends of Toowong Cemetery	Park and Ride	Use during events, pedestrian access from bus stop
Brisbane Lookout	Scenic Drive	Confirm any issues
Translink	Park and Ride	Confirm any issues, including shuttle bus usage
Stuartholme School	Overall solution	Use of Freers site

8. Conclusions and parking plan

In accordance with the recommendations of the Coordinator-General's Report on project changes to the Legacy Way Project, further investigation of alternative locations for the temporary workforce car parking have been undertaken including consultation with the community.

The investigations explored a range of options in detail including existing parking areas in the vicinity of the western worksite, optimising the use of existing parking within the Botanic Gardens and in the overflow area and further investigation of potential parking areas along Sir Samuel Griffith Drive.

This report has documented and assessed the identified car park options and has been informed by intensive community consultation.

The parking plan for the Legacy Way western worksite is consistent with the Co-ordinator General's recommendations to use existing parking areas and areas previously considered as part of the EIS. The proposed plan is as follows and as shown in **Table 8-1**.

- Use of the Botanic Gardens Overflow car park for the four year construction period.
- Use of part of the Park and Ride for the four year construction period.
- Use of the Scenic Drive upper site (located off Sir Samuel Griffith Drive) for peak day time and night time parking requirements from early 2012 to mid 2014.
- Use of part of the Botanic Gardens existing internal car park for night time workforce parking from early 2012 to late 2014 with provision to share this area during special events through workforce shift management and consultation with directly affected parties.

■ **Table 8-1 Western Worksite Parking Plan**

		2011		2012		2013		2014		2015
		Jan-June	July-Dec	Jan-June	July-Dec	Jan-June	July-Dec	Jan-June	July-Dec	Jan-June
Day time worker maximum (variation depending on mech and elec shift split)		114	171	153	167	202	189-248	148-233	118-188	20
Night time worker maximum		0	0	64	81	89	54-100	7-92	0-70	
Car Parking Solution	Day time parking	Gardens Overflow car park (max 81 vehicles)	Gardens Overflow car park (max 20 vehicles)							
		Mt Coot-tha Park and Ride car park (max 33 vehicles)	Mt Coot-tha Park and Ride car park (max 80 vehicles)	Mt Coot-tha Park and Ride car park (max 72 vehicles)	Mt Coot-tha Park and Ride car park (max 80 vehicles)	Mt Coot-tha Park and Ride car park (max 80 vehicles)	Mt Coot-tha Park and Ride car park (max 80 vehicles)	Mt Coot-tha Park and Ride car park (max 80 vehicles)	Mt Coot-tha Park and Ride car park (max 80 vehicles)	
			Balance on worksite		Balance on worksite	Scenic Drive car park (max 41 vehicles)*	Scenic Drive car park (max 28-87 vehicles)*	Scenic Drive car park (max 0-72 vehicles)*	Scenic Drive car park (max 0-27 vehicles)*	
	Night time parking			Scenic Drive car park (max 34 vehicles)	Scenic Drive car park (max 51 vehicles)	Scenic Drive car park (max 59 vehicles)*	Scenic Drive car park (max 24-70 vehicles)*	Scenic Drive car park (max 0-62 vehicles)*	Scenic Drive car park (max 0-40 vehicles)*	
				Botanic Gardens car park (max 30 vehicles)	Botanic Gardens car park (7-30 vehicles)	Botanic Gardens car park (0-30 vehicles)				

*Total daily max Jan-Jun 2013:100; July-Dec: 2013 101, Jan-Jun 2014: 72, Jul-Dec 2014 40)

Appendix A Preliminary Car Park Options and First Pass Assessment

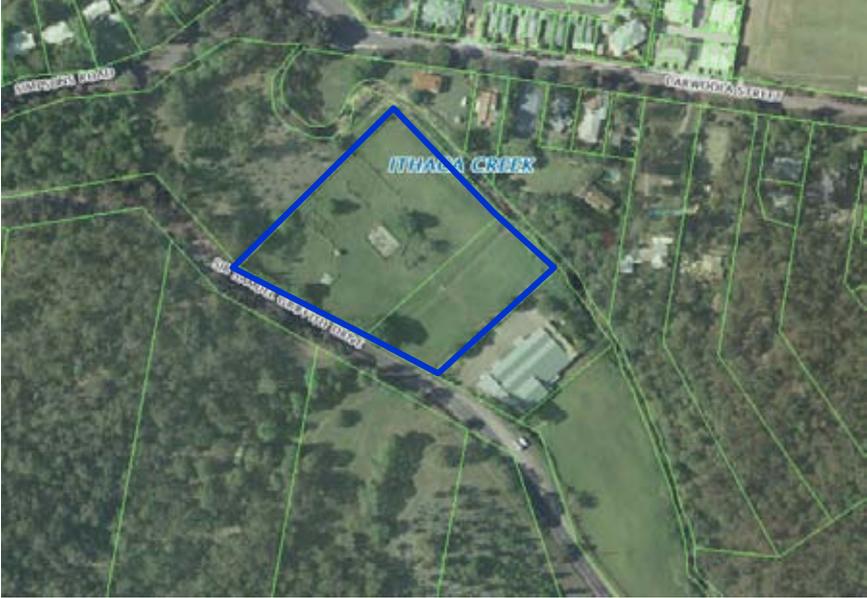
The preliminary car park options were subject to a first pass assessment to determine sites that may be potentially suitable for construction workforce parking. Each of the preliminary sites are identified in the table below and then outlined in the following tables.

■ Preliminary car park site options

Site Name	Location	Approximate capacity
Freer's Northern	Sir Samuel Griffith Drive Lot 1 on RP77960 Lot 2 on RP77960	220
Freer's Southern	95 Sir Samuel Griffith Drive Lot 1 on RP101041	160
Silky Oak picnic area	43 Sir Samuel Griffith Drive Lot 1292 on S31624	20
Hoop Pine existing car park area	100 Sir Samuel Griffith Drive Lot 1290 on S31624	30
Hoop Pine picnic area	100 Sir Samuel Griffith Drive Lot 1290 on S31624	200
Slaughter Falls picnic area	8B Sir Samuel Griffith Drive Lot 21 RP20772	20
Mount Coot-tha Road Park and Ride	Lot 1042 CPSL9242	110
Botanic Gardens existing parking	152 Mt Coot-tha Rod, Mount Coot-tha Lot 6 RP18899	190
Toowong Cemetery internal roads	55 Mt Coot-tha Road Lot 5 SL12788	50
Toowong Bus Depot	29 Miskin St, Toowong Lot1043 SL7078	50
Western worksite		-
Scenic Drive upper park	200 Mt Coot-tha Rod, Lot 1 RP868488	170
Scenic Drive lower park	200 Mt Coot-tha Rod, Lot 1 RP868488	85
Mt Coot-tha Quarry	200 Mt Coot-tha Rod, Mt Coot-tha Lot 1 RP868488 170 Mt Coot-tha Rd, Mt Coot-tha Lot 1 RP18899	100
Botanic Gardens new parking site	170A Mt Coot-tha Rod, Mt Coot-tha Lot 1 RP193833 200 Mt Coot-tha Rod, Mt Coot-tha Lot 1 RP868488	100
Purtell Park car park, Carwoola Street	57 Carwoola St, Bardon Lot 295 M3179	120
Anzac Park Dog off leash area, Anzac Park	200 Broseley Rd, Toowong Lot 3 SP159806	200

Site Name	Location	Approximate capacity
	170 Mt Coot-tha Rd, Mt Coot-tha Lot 1 RP18899	
Anzac Park North	170 Mt Coot-tha Rd, Mt Coot-tha Lot 1 RP18899	200
Sir Samuel Griffith Drive road		Not determined
Fortitude valley commercial car park		150
East end parking area (EKKA overflow)		390
Moggil Road / Centenary Motorway	Moggil Road / Centenary Motorway intersection, Indooroopilly	Not determined
Milton Tennis court site		Not determined
Seventeen Mile Rocks Road / Centenary Motorway	Seventeen Mile Rocks Road / Centenary Motorway, Jindalee	Not determined

A.1 Freer’s Northern Site

Address	Sir Samuel Griffith Drive, Lot 1 on RP77960 and Lot 2 on RP77960	
Location		
Approximate capacity	220 car parks	✓
Approximate distance to worksite	Approximately 1.9km along public roads	✓
Availability	Unlikely to be available within project timeframes. (Freehold land owned by Stuartholme School)	✗
Comments:	<ul style="list-style-type: none"> ■ Site is currently vacant paddock ■ New road access point likely to be required ■ In this area Sir Samuel Griffith Drive is used heavily by cyclists, joggers and pedestrians in the early morning and is also used by Stuartholme School – potential conflict with these groups would need to be managed ■ Shuttle bus would be required to transport workers which will have cost implications for the project ■ Not Shortlisted 	

A.2 Freer's Southern Site

Address	Sir Samuel Griffith Drive, Lot 1 RP101041	
Location		
Approximate capacity	160 car parks	✓
Approximate distance to worksite	Approximately 1.7km along public roads	✓
Availability	Unlikely to be available within project timeframes. (Freehold land owned by Stuartholme School)	✗
Comments:	<ul style="list-style-type: none"> ■ Site is currently vacant paddock ■ New road access point likely to be required ■ In this area Sir Samuel Griffith Drive is used heavily by cyclists, joggers and pedestrians in the early morning and is also used by Stuartholme School – potential conflict with these groups would need to be managed ■ Shuttle bus would be required to transport workers which will have cost implications for the project ■ Potential inundation from overland flow path would need to be managed ■ Not Shortlisted 	

A.3 Silky Oak Picnic Area

Address	43 Sir Samuel Griffith Drive, Lot 1292 on S31624	
Location		
Approximate capacity	20 car parks (estimate)	x
Approximate distance to worksite	Approximately 1.9km along public roads	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Existing car park area is small ■ Site is used by picnic area visitors ■ Overland flow path adjacent to car park area ■ Site is part of State Heritage listing for Mt Coot-tha Forest – will required Cultural Heritage Management Plan which could impact on timeframes ■ In this area Sir Samuel Griffith Drive is used heavily by cyclists, joggers and pedestrians in the early morning and is also used by Stuartholme School – potential conflict with these groups would need to be managed ■ Upgraded access point may be required ■ Shuttle bus would be required to transport workers which will have cost implications for the project ■ Not Shortlisted 	

A.4 Hoop Pine Existing Car Park Area

Address	100 Sir Samuel Griffith Drive, Lot 1290 on S31624	
Location		
Approximate capacity	30 car parks (estimate)	x
Approximate distance to worksite	Approximately 1.6km along public roads	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Site is used by public as car park for picnic area ■ Existing car park area is separated from picnic tables by approximately 50m of a cleared grass area ■ Site is part of State Heritage listing for Mt Coot-tha Forest – will require Cultural Heritage Management Plan which could impact on timeframes ■ In this area Sir Samuel Griffith Drive is used heavily by cyclists, joggers and pedestrians in the early morning and is also used by Stuartholme School – potential conflict with these groups would need to be managed ■ Upgraded access point may be required ■ Shuttle bus would be required to transport workers which will have cost implications for the project ■ Not Shortlisted 	

A.5 Hoop Pine Picnic Area

Address	100 Sir Samuel Griffith Drive, Lot 1290 on S31624	
Location		
Approximate capacity	200 car parks	✓
Approximate distance to worksite	Approximately 1.6km along public roads	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Site is used by public as picnic area and provides access to Mt Coot-tha trails ■ Site is part of State Heritage listing for Mt Coot-tha Forest – will require Cultural Heritage Management Plan which could impact on timeframes ■ Sir Samuel Griffith Drive is used heavily by cyclists, joggers and pedestrians in the early morning and is also used by Stuartholme School – potential conflict with these groups would need to be managed ■ Upgraded access point may be required ■ Shuttle bus would be required to transport workers which will have cost implications for the project ■ Shortlisted 	

A.6 Slaughter Falls Picnic Area

Address	8B Sir Samuel Griffith Drive, Lot 21 RP20772	
Location		
Approximate capacity	20 car parks (estimate)	x
Approximate distance to worksite	Approximately 1.45km along public roads	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Existing parking areas are limited and spread out throughout park areas, so there is no clear muster point for shuttle bus pick up ■ Site is part of State Heritage listing for Mt Coot-tha Forest – will required Cultural Heritage Management Plan which could impact on timeframes ■ Site is heavily used by the public as car park for picnic area ■ Sir Samuel Griffith Drive is used heavily by cyclists, joggers and pedestrians in the early morning and is also used by Stuartholme School – potential conflict with these groups would need to be managed ■ Upgraded access point may be required ■ Shuttle bus would be required to transport workers which will have cost implications for the project ■ Not Shortlisted 	

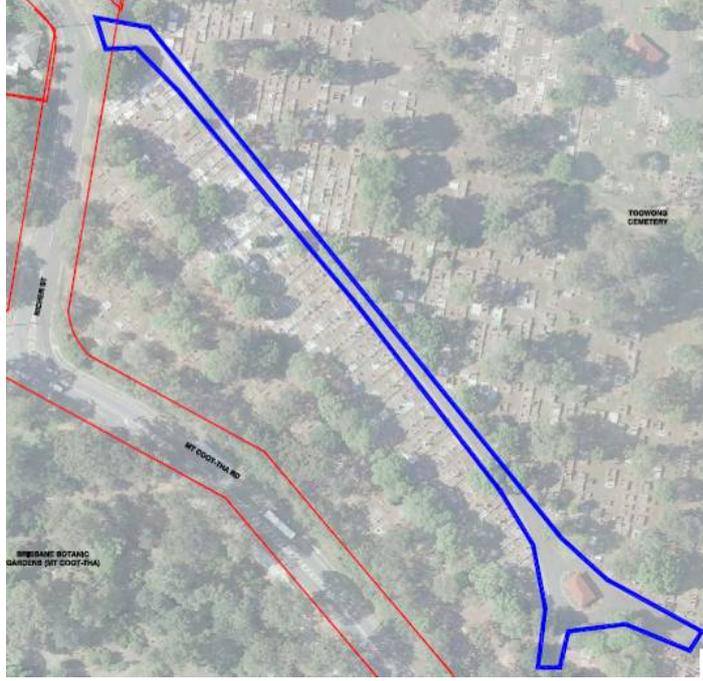
A.7 Mount Coot-tha Road Park and Ride

Address	Mt Coot-tha Road, Lot 1042 CPSL9242	
Location		
Approximate capacity	110 car parks (existing)	✓
Approximate distance to worksite	Approximately 730m along pedestrian paths from Dean Street exit	✓
Availability	Site lead time likely to be within project timeframes	✓
Comments:	<ul style="list-style-type: none"> ■ Use of the site would displace commuters vehicles ■ Major cycle way connection – would need to be managed to maintain connectivity ■ Groups of workers would walk along pedestrian paths to access worksite ■ Site is on limits of how far workers will walk and may require a shuttle bus service, which would have cost implications for the project ■ Shortlisted 	

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	×
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	-	✗
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 require 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 	

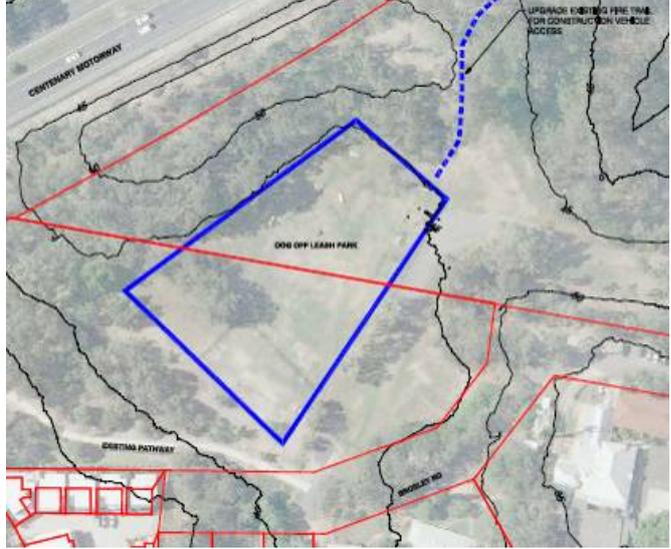
A.15 Botanic Gardens new parking site

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 Community information materials

- Initial community notification letter
- Second community notification letter
- Advertisement of workforce community consultation sessions
- Signage of workforce community consultation sessions
- Northern Link EIS website posts
- Fact Sheets for each car park option
- Community Feedback form

Dear Resident,

RE: Legacy Way workforce parking consultation

I am writing to provide you with an update on workforce parking for Legacy Way, the 4.6 km road tunnel that will connect the Centenary Motorway at Toowong with the Inner City Bypass at Kelvin Grove.

As you may be aware, Council previously sought permission from the Coordinator-General to establish an off-street carpark in a section of Anzac Park, Toowong, to avoid Legacy Way workers parking on local streets. The Coordinator-General did not approve this request and has asked Council to consider alternative carparking sites before lodging a new report.

Council will soon be undertaking consultation to inform any new report lodged with the Coordinator-General.

During this consultation process Council will give further consideration to alternative locations to understand if locating parking elsewhere would reduce disturbance to the community while providing a workable solution for the project.

Council will be talking to the local community about potential parking areas in the vicinity of the western worksite, including options suggested by the community in submissions to the Coordinator-General. All these proposals will be judged against criteria such as community impacts, cost, suitability, opportunities and risk.

The two stages of consultation are:

**• Workforce Parking Consultation Group
Week of 14 February**

The first stage will be a Workforce Parking Consultation Group (WPCG), made up of key representatives from those groups who have expressed an interest in the issue of workforce parking, or those likely to be affected by any of the possible locations. The group will meet for a single three-hour session to explore in detail each of the options.

**• Community Consultation Sessions
21 – 27 February**

The second stage will involve talking to the wider community. To ensure accessibility to the local community and key users of the area, sessions will be held at a number of locations and times over one week, prior to any new report by Council. Feedback will be taken verbally or by feedback form at the sessions, or via email. Residents will be notified directly of times and locations for these sessions.

For more information on the workforce parking consultation please call the Legacy Way team on 1800 692 333 or visit www.northernlinkeis.com.au.

We would welcome your involvement in this consultation process to ensure we reach the best possible outcome, which meets the needs of both local residents and the project.

Yours sincerely

Gregg Buyers
Acting Project Director
Legacy Way

25 February 2011

Dear Resident

RE: Legacy Way workforce parking community consultation sessions

Last week I wrote to advise that Council will be undertaking consultation for a dedicated workforce carpark during construction of Legacy Way (formerly Northern Link), the 4.6km road tunnel that will connect the Centenary Motorway at Toowong with the Inner City Bypass at Kelvin Grove.

Council will be holding community consultation sessions from Tuesday 1 to Friday 11 March at a number of locations in Toowong and Mount Coot-tha to hear the community's views on the options under consideration.

The workforce parking options being considered by Council are:

- Option 1 - Hoop Pine Picnic Area, Sir Samuel Griffith Drive, Mount Coot-tha
- Option 2 - Mount Coot-tha Park and Ride, Mount Coot-tha Road, Toowong
- Option 3 - Scenic Drive combined carpark, Scenic Drive, Mount Coot-tha
- Option 4 - Dog off-leash area, Anzac Park, Wool Street, Toowong
- Option 5 - Anzac Park North, Dean Street, Toowong

All proposed sites will be used in conjunction with the Brisbane Botanic Gardens overflow car park on the corner of Mount Coot-tha Road and Ada Street, Toowong.

You can learn more about these proposed parking locations and provide feedback to the project team by attending one of the following community consultation sessions:

Tuesday 1 March		
6.30 – 9.30am	Hoop Pine Picnic Area	Sir Samuel Griffith Drive, Mount Coot-tha
4 – 6pm	Anzac Park (near the pedestrian overpass)	Dean Street, Toowong
Wednesday 2 March		
6.30 – 9.30am	Dog of-leash area, Anzac Park	Wool Street, Toowong
4 – 6pm	Park and Ride commuter car park	Mount Coot-tha Road, Toowong
6.30 – 8.30pm	Queensland Academy of Science, Mathematics and Technology lecture theatre	Bywong Street, Toowong
Thursday 3 March		
6.30 – 9.30am	Anzac Park (near the pedestrian overpass)	Dean Street, Toowong

Friday 4 March		
6.30 – 9.30am	Park and Ride commuter car park	Mount Coot-tha Road, Toowong
Saturday 5 March		
12 – 3pm	Queensland Academy of Science, Mathematics and Technology lecture theatre	Bywong Street, Toowong
Tuesday 8 March		
6.30 – 9.30am	Park and Ride commuter car park	Mount Coot-tha Road, Toowong
4 – 6pm	Hoop Pine Picnic Area	Sir Samuel Griffith Drive, Mount Coot-tha
Wednesday 9 March		
6.30 – 9.30am	Anzac Park (near the pedestrian overpass)	Dean Street, Toowong
4 – 6pm	Dog off-leash area, Anzac Park	Wool Street, Toowong
Thursday 10 March		
6.30 – 9.30am	Hoop Pine Picnic Area	Sir Samuel Griffith Drive, Mount Coot-tha
6.30 – 8.30pm	Brisbane Botanic Gardens auditorium	Mount Coot-tha Road, Toowong
Friday 11 March		
6.30 – 9.30am	Dog off-leash area, Anzac Park	Wool Street, Toowong

Information about each of the proposed options is available on www.northernlinkeis.com.au along with a feedback form if it's more convenient to provide your feedback that way.

You can also provide feedback or find out more information by contacting the project team on 1800 692 333 or email info@northernlinkeis.com.au.

Yours sincerely,

Gregg Buyers
Acting Project Director
Legacy Way

LEGACY WAY

COMMUNITY CONSULTATION SESSIONS – WORKFORCE PARKING

It's all part of Council's plan

Brisbane City Council is currently holding community consultation for a dedicated workforce carpark for Legacy Way (formerly Northern Link), the 4.6km road tunnel that will connect the Centenary Motorway at Toowong with the Inner City Bypass at Kelvin Grove.

To learn more about the proposed options and provide feedback, visit one of our community consultation sessions:

DAY	TIME	LOCATION
Tuesday 8 March	6.30-9.30am	Hoop Pine Picnic Area, Sir Samuel Griffith Drive, Mount Coot-tha
	4-6pm	Anzac Park (near the pedestrian overpass), Dean Street, Toowong
Wednesday 9 March	6.30-9.30am	Dog off-leash area, Anzac Park, Wool Street, Toowong
	4-6pm	Park and Ride commuter car park, Mount Coot-tha Road, Toowong
Thursday 10 March	6.30-9.30am	Anzac Park (near the pedestrian overpass), Dean Street, Toowong
	6.30-8.30pm	Brisbane Botanic Gardens Auditorium, Mount Coot-tha Road, Toowong
Friday 11 March	6.30-9.30am	Park and Ride commuter car park, Mount Coot-tha Road, Toowong
Saturday 12 March	12-3pm	Queensland Academy of Science, Mathematics and Technology lecture hall, Bywong Street, Toowong
Tuesday 15 March	6.30-9.30am	Park and Ride commuter car park, Mount Coot-tha Road, Toowong
	4-6pm	Bowman Park, Simpsons Road, Bardon
Wednesday 16 March	6.30-9.30am	Anzac Park (near the pedestrian overpass), Dean Street, Toowong
	4-6pm	Dog off-leash area, Anzac Park, Wool Street, Toowong
	6.30-8.30pm	Queensland Academy of Science, Mathematics and Technology lecture hall, Bywong Street, Toowong
Thursday 17 March	6.30-9.30am	Hoop Pine Picnic Area, Sir Samuel Griffith Drive, Mount Coot-tha
Friday 18 March	6.30-9.30am	Dog off-leash area, Anzac Park, Wool Street, Toowong

For more information please contact the Legacy Way team on:
 Phone: **1800 692 333**
 Email: info@northernlinkeis.com.au
 Website www.northernlinkeis.com.au

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LEGACY WAY

COMMUNITY CONSULTATION SESSIONS – WORKFORCE PARKING



It's all part of Council's plan

Brisbane City Council is currently holding community consultation for a dedicated workforce carpark for Legacy Way (formerly Northern Link), the 4.6km road tunnel that will connect the Centenary Motorway at Toowong with the Inner City Bypass at Kelvin Grove.

To learn more about the proposed options and provide feedback, visit one of our community consultation sessions.

DAY	TIME	LOCATION
Tuesday 8 March	6.30-9.30am	Hoop Pine Picnic Area, Sir Samuel Griffith Drive, Mount Coot-tha
	4-6pm	Anzac Park (near the pedestrian overpass), Dean Street, Toowong
Wednesday 9 March	6.30-9.30am	Dog off-leash area, Anzac Park, Wool Street, Toowong
	4-6pm	Park and Ride commuter car park, Mount Coot-tha Road, Toowong
Thursday 10 March	6.30-9.30am	Anzac Park (near the pedestrian overpass), Dean Street, Toowong
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	4-6pm	Bowman Park, Simpsons Road, Bardon
Wednesday 16 March	6.30-9.30am	Anzac Park (near the pedestrian overpass), Dean Street, Toowong
	4-6pm	Dog off-leash area, Anzac Park, Wool Street, Toowong
	6.30-8.30pm	Queensland Academy of Science, Mathematics and Technology lecture hall, Bywong Street, Toowong
Thursday 17 March	6.30-9.30am	Hoop Pine Picnic Area, Sir Samuel Griffith Drive, Mount Coot-tha
Friday 18 March	6.30-9.30am	Dog off-leash area, Anzac Park, Wool Street, Toowong

For more information please contact the Legacy Way team on:

Phone: **1800 692 333**

Email: **info@northernlinkeis.com.au**

Website: **www.northernlinkeis.com.au**



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February 2011

Consultation on workforce parking arrangements

Brisbane City Council will hold a series of community consultation activities over the coming weeks to help identify the best solution for workforce parking on Legacy Way.

The consultation will seek community feedback on a number of potential parking areas in the vicinity of the western worksite, including options suggested by the community in submissions to the Coordinator-General and other alternative sites identified by Council.

Each of the proposed sites will be judged against criteria such as community impacts, suitability, capacity, cost, opportunities and risk.

Council previously sought permission from the Coordinator-General to establish an off-street car park in a section of Anzac Park, Toowong, to avoid Legacy Way workers parking on local streets. The Coordinator-General did not approve this request and has asked Council to consider alternative car parking sites before lodging a new report.

As part of the assessment of the proposed sites, Council will give further consideration to alternative locations to understand if locating parking elsewhere could reduce disturbance to the community while providing a workable solution for the project. Anzac Park will be reconsidered as an option.

The feedback received through the consultation period will be used to inform any new report lodged with the Coordinator-General in relation to workforce parking arrangements.

The two stages of consultation are:

Workforce Parking Consultation Group

To be confirmed

The first stage will be a Workforce Parking Consultation Group, made up of key representatives from those groups who have expressed an interest in the issue of workforce parking, or those likely to be affected by any of the possible locations. The group will meet for a single three-hour session to explore in detail each of the options.

Community Consultation Sessions

To be confirmed

The second stage will involve talking to the wider community. To ensure accessibility to the local community and key users of the area, sessions will be held at a number of locations and times over one week, prior to any new report by Council. Feedback on options will be taken verbally or by feedback form at the sessions, or via email. The community will be notified of the times and locations of these sessions via a letter and advertisements in local papers.

Council encourages involvement in this consultation process to ensure the best possible outcome, which meets the needs of both local residents and the project.

For more information call the Legacy Way team on 1800 692 333 or email info@northernlinkis.com.au

February 2011

Workforce Parking Consultation Group meets

Yesterday Brisbane City Council's Legacy Way team held a Workforce Parking Consultation Group to examine options for a dedicated workforce carpark.

The group was made up of representatives from Mount Coot-tha Residents Group, Friends of Anzac Park, Bicycle Queensland, Brisbane Botanic Gardens, Brisbane Lookout, Friends of Toowong Cemetery and Stuartholme School.

The group addressed assessment criteria for workforce carparks and talked through possible options. Key members of the Legacy Way team, and a range of criteria experts including environment, cultural heritage, traffic, safety and noise, were present to answer the group's questions.

Council's currently taking further feedback from members of the group.

For more information about workforce parking consultation please contact the Legacy Way team on 1800 692 333 or info@northernlinkis.com.au

March 2011

Workforce Parking fact sheets and feedback forms

Brisbane City Council is currently undertaking [Community Consultation Sessions](#) on five proposed sites for a workforce carpark for Legacy Way.

The fact sheets and feedback forms are available at each session. Residents unable to attend one of these sessions can access the fact sheets on each option, and the feedback form below.

Feedback can be returned via the [Feedback Form](#) through Reply Paid or email info@northernlinkis.com.au until Monday 21 March 2011.

Workforce Parking Options

[Option 1 - Hoop Pine Picnic Area](#)

Hoop Pine Picnic Area is on Sir Samuel Griffith Drive, a location mentioned in the original EIS. Currently a cleared picnic area, this location once sealed would accommodate 200 cars. A shuttle bus would be required from this location to take workers the 1.6km to site, adding significant cost. Safety of runners and cyclists through the area would be factored into carpark design.

[Option 2 - Mount Coot-tha Park and Ride](#)

Mt Coot-tha Park and Ride was shortlisted as an existing parking area currently underutilised. The carpark could accommodate 110 cars. Workforce would walk the 730m to site via existing pedestrian paths and the pedestrian overpass. Cyclist and bus routes through the rear of the carpark would be maintained.

[Option 3 - Scenic Drive combined carpark](#)

Scenic Drive combined carpark was selected as an existing cleared area that could potentially provide up to 260 car parks. A shuttle bus would be required from this location to take workers the 1.8km to site, adding significant cost. Safety of cyclists and other users of the mountain would be factored into carpark design.

[Option 4 - Dog off-leash area, Anzac Park](#)

The dog off-leash area, Anzac Park was suggested by a community member as a viable alternative to other locations within the park. Accessed from local streets, a sealed pad would be installed which could fit 200 carparks. Workforce would walk 650m on an existing fire trail to avoid the park and access the site by the pedestrian overpass. The dog-off leash area would be temporarily relocated to within Anzac Park.

[Option 5 - Anzac Park North](#)

Anzac Park North is closest to the western worksite, covering the freeway side of the ridge adjacent to the pedestrian overpass. The proposed carpark ensures the sealed pad avoids the tree's drip lines. An alternate access parallel to the existing road would allow direct access from Dean Street and be fenced. Workforce would walk the 430m to site. Safety of all park users would be factored into carpark design.

Feedback Form

Feedback can be provided on the [Feedback Form](#) which can be mailed Reply Paid or email info@northernlinkis.com.au until Monday 21 March 2011.

March 2011

Workforce Parking Community Consultation Sessions start 8 March

Community Consultation Sessions to present workforce parking options for comment will now be held from Tuesday 8 March to Friday 18 March at a number of locations in Toowong and Mount Coot-tha to hear the community's views on the options under consideration.

The first stage of consultation was the Workforce Parking Consultation Group, which met on Thursday 24 February. The start of Community Consultation Sessions was delayed to ensure the group was able to provide further feedback.

The workforce parking options being considered by Council are:

- Option 1 - Hoop Pine Picnic Area – access from Sir Samuel Griffith Drive
- Option 2 - Mount Coot-tha Park and Ride – access from Dean Street
- Option 3 - Soenic Drive combined carpark - access from Soenic Drive
- Option 4 - Dog off-leash area, Anzac Park – access from Wool Street
- Option 5 - Anzac Park North - access from Dean Street.

All proposed sites will be used in conjunction with the overflow Brisbane Botanic Gardens car park on the corner of Mount Coot-tha Road and Ada Street, Toowong.

To learn more about these proposed parking locations and provide feedback to the project team by attending one of the following community consultation sessions:

Tuesday 8 March

6.30 – 9.30am	Hoop Pine Picnic Area, Mt Coot-tha	Sir Samuel Griffith Drive, Mount Coot-tha
4 – 6pm	Anzac Park (near the pedestrian overpass)	Dean Street, Toowong

Wednesday 9 March

6.30 – 9.30am	Anzac Park (near the dog off-leash area)	Wool Street, Toowong
4 – 6pm	Park and Ride commuter car park	Mount Coot-tha Road, Toowong

Thursday 10 March

6.30 – 9.30am	Anzac Park (near the pedestrian overpass)	Dean Street, Toowong
6.30 – 8.30pm	Brisbane Botanic Gardens Auditorium	Mount Coot-tha Road, Toowong

Friday 11 March

6.30 – 9.30am	Park and Ride commuter car park	Mount Coot-tha Road, Toowong
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Saturday 12 March

12 – 3pm	Queensland Academy of Science, Mathematics and Technology lecture theatre	Bywong Street, Toowong
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Tuesday 15 March

6.30 – 9.30am	Park and Ride commuter car park	Mount Coot-tha Road, Toowong
4 – 6pm	Bowman Park	Simpsons Road, Bardon

Wednesday 16 March

6.30 – 9.30am	Anzac Park (near the pedestrian overpass)	Dean Street, Toowong
4 – 6pm	Anzac Park (near the dog off-leash area)	Wool Street, Toowong
6.30 – 8.30pm	Queensland Academy of Science, Mathematics and Technology lecture theatre	Bywong Street, Toowong

Thursday 17 March

6.30 – 9.30am	Hoop Pine Picnic Area	Sir Samuel Griffith Drive, Mount Coot-tha
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Friday 18 March

6.30 – 9.30am	Anzac Park (near the dog off-leash area)	Wool Street, Toowong
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Fact sheets about each option and feedback forms, which will be at the Community Consultation Sessions, will also be on this website from Tuesday 8 March.

LEGACY WAY

Workforce Parking Consultation Option 1 – Hoop Pine Picnic Area

It's all part of Council's plan

Brisbane City Council is constructing Legacy Way (formerly Northern Link), the 4.6km road tunnel that will connect the Centenary Motorway at Toowong with the Inner City Bypass at Kelvin Grove.

During construction, a dedicated workforce carpark close to the construction site is needed to avoid Legacy Way workers parking on local streets.

The Brisbane Botanic Gardens overflow carpark on the corner of Mount Coot-tha Road and Ada Street will be used to form part of the workforce carpark.

Council is currently seeking feedback on other options to use in combination with this carpark.

Option 1, Hoop Pine Picnic Area, is one of the five options currently being considered (assessment criteria overleaf).

Hoop Pine Picnic Area on Sir Samuel Griffith Drive, Mount Coot-tha is currently a carpark and recreational picnic area, owned and managed by Council.

This section of Sir Samuel Griffith Drive is well-used by cyclists, runners and walkers whose safety is of the highest priority.

Hoop Pine Picnic Area:

Distance from site:	Approximately 1.6km
Number of parks:	Approximately 200
Access:	From Sir Samuel Griffith Drive
Transport to site:	Bus via Sir Samuel Griffith Drive and Mount Coot-tha Road
Current use:	Recreational picnic area
Combination:	In combination with Brisbane Botanic Gardens overflow carpark on Ada Street

Carpark use

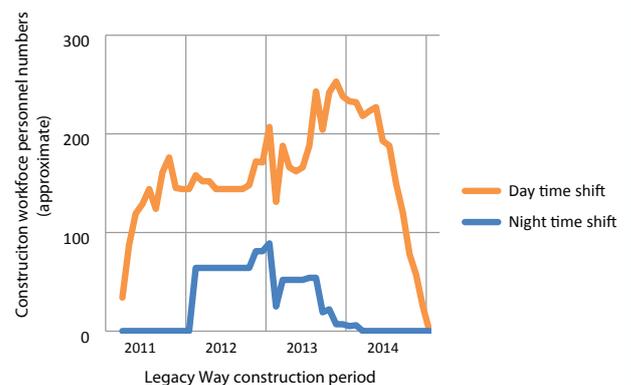
Number of required spaces: 300 over 24 hours

Shift hours: Surface work shift, 6.30am to 6.30pm, Monday to Saturday

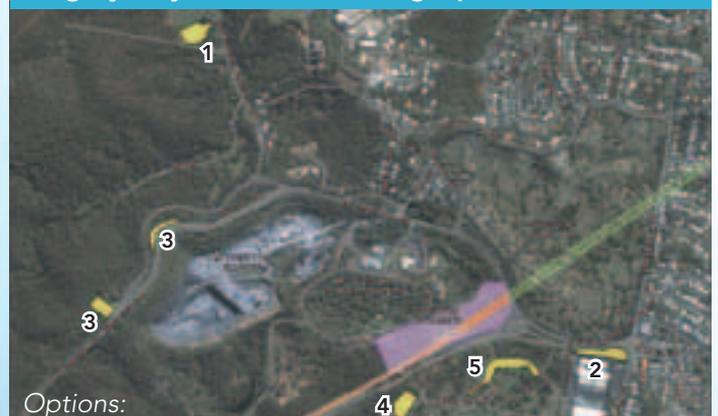
Tunnelling works day shift, 7am to 7pm

Tunnelling works night shift, 7pm to 7am

Legacy Way western worksite construction workforce numbers



Legacy Way Workforce Parking Options



Options:

1. Hoop Pine Picnic Area
2. Mount Coot-tha Road Park and Ride
3. Scenic Drive combined carpark
4. Dog off-leash area
5. Anzac Park North



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Assessment criteria

Each of the carpark options has been assessed against community, suitability, environmental and economic criteria. Information on these criteria for Hoop Pine Picnic Area is below.

OPTION 1 – HOOP PINE PICNIC AREA	
COMMUNITY	
Noise	Approximately 250m to nearest residence.
Land use	Impact on recreational activities in picnic area.
Business	No business impact.
Cultural heritage	Listed on State Heritage register.
Visual amenity	Potentially visible from Sir Samuel Griffith Drive.
SUITABILITY	
Capacity	Approximately 200.
Construction safety	Erosion run off and sediment controls required. Contaminated site.
Operational safety	Fully fenced. Local users access to be maintained. Low to moderate safety issues to be managed.
Access	Approximately 1.6km to site. Shuttle bus to site.
ENVIRONMENT	
Flora	Minimal impact on flora.
Fauna	Significant impact on local fauna.
Surface water	Significant surface water management required.
Contaminated land	Site is on Environmental Management Register.
Air quality	Approximately 250m to nearest residence.
Traffic	Access from Sir Samuel Griffith Drive. Access point to be upgraded.
ECONOMIC	
Land	Council freehold.
Construction cost	Approximately \$1m.
Operational cost	Approximately \$300,000 plus approximately \$8.2m for shuttle operation and lost time productivity.
Rehabilitation cost	Approximately \$100,000 to original condition.
Total cost	Approximately \$9.6m.



Hoop Pine Picnic Area



Proposed layout of carpark for Option 1

-  potential carpark location
-  trees to be protected

HAVE YOUR SAY

Brisbane City Council would like your comments on the proposed sites for workforce parking.

Please contact the Legacy Way team with your feedback by **Monday 21 March 2011**:

Phone: 1800 692 333

Email: info@northernlinkeis.com.au

Website: www.northernlinkeis.com.au

Reply paid post: Legacy Way
Consultation Team
Brisbane City Council (NNB)
Reply Paid 1434
BRISBANE QLD 4001



LEGACY WAY

Workforce Parking Consultation Option 2 – Mount Coot-tha Road Park and Ride

It's all part of Council's plan

Brisbane City Council is constructing Legacy Way (formerly Northern Link), the 4.6km road tunnel that will connect the Centenary Motorway at Toowong with the Inner City Bypass at Kelvin Grove.

During construction, a dedicated workforce carpark close to the construction site is needed to avoid Legacy Way workers parking on local streets.

The Brisbane Botanic Gardens overflow carpark on the corner of Mount Coot-tha Road and Ada Street will be used to form part of the workforce carpark.

Council is currently seeking feedback on other options to use in combination with this carpark.

Option 2, Mount Coot-tha Road Park and Ride, is one of the five options currently being considered (assessment criteria overleaf).

The existing Mount Coot-tha Road Park and Ride carpark in Toowong. The area is a commuter carpark for those travelling by bus from the western suburbs into the city, managed by Brisbane City Council.

Safety of cyclists using this thoroughfare is of the highest priority.

Mount Coot-tha Road Park and Ride:

Distance from site:	Approximately 730m
Number of parks:	Approximately 110
Transport to site:	Walking via existing pedestrian paths and pedestrian overpass
Current use:	Park and Ride commuter carpark
Combination:	In combination with Brisbane Botanic Gardens overflow carpark on Ada Street, Toowong. Would require an additional carpark location

Carpark use

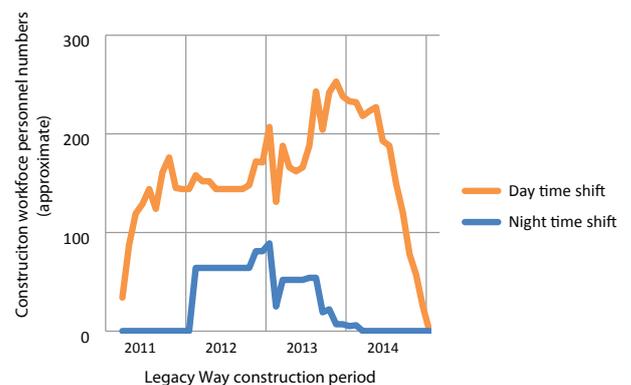
Number of required spaces: 300 over 24 hours

Shift hours: Surface work shift, 6.30am to 6.30pm, Monday to Saturday

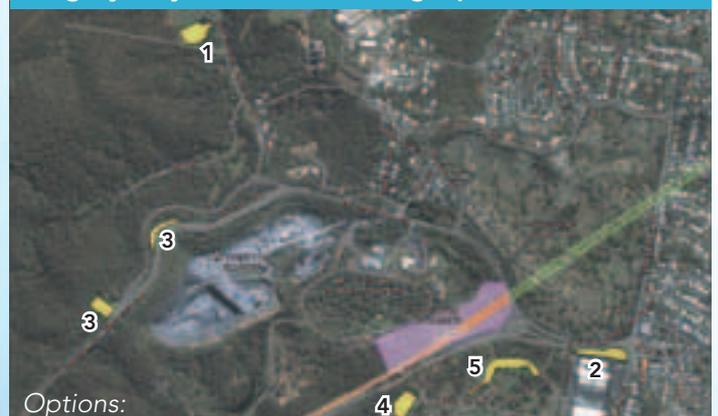
Tunnelling works day shift, 7am to 7pm

Tunnelling works night shift, 7pm to 7am

Legacy Way western worksite construction workforce numbers



Legacy Way Workforce Parking Options



Options:

1. Hoop Pine Picnic Area
2. Mount Coot-tha Road Park and Ride
3. Scenic Drive combined carpark
4. Dog off-leash area
5. Anzac Park North



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Assessment criteria

Each of the carpark options has been assessed against community, suitability, environmental and economic criteria. Information on these criteria for Mount Coot-tha Road Park and Ride is below.

OPTION 2 – MOUNT COOT-THA ROAD PARK AND RIDE	
COMMUNITY	
Noise	Minimal noise increase as site is currently used as a carpark.
Land use	Impact to current use as a commuter and local carpark. Displacement of existing users.
Business	Minimal impact to business.
Cultural heritage	Not listed on local or state heritage register.
Visual amenity	No significant landscape changes.
SUITABILITY	
Capacity	Approximately 110.
Construction	Existing constructed carparking area.
Operational safety	Existing operating carpark. Low level safety issues to be managed.
Access	Approximately 730m to site. Walk via existing pedestrian pathways and the pedestrian overpass.
ENVIRONMENT	
Flora	Significant landscape vegetation to be maintained.
Fauna	Low impact on local fauna.
Surface water	Significant surface water management required.
Contaminated land	Low risk.
Air quality	No change expected.
Traffic	Close to major road network, pedestrian and cycle safety to be managed.
ECONOMIC	
Land	State owned. Council is trustee.
Construction cost	Approximately \$230,000.
Operational cost	Approximately \$300,000.
Rehabilitation cost	Approximately \$25,000.
Total cost	Approximately \$555,000.



Mount Coot-tha Road Park and Ride.



potential carpark location

HAVE YOUR SAY

Brisbane City Council would like your comments on the proposed sites for workforce parking.

Please contact the Legacy Way team with your feedback by **Monday 21 March 2011**:

Phone: 1800 692 333

Email: info@northernlinkeis.com.au

Website: www.northernlinkeis.com.au

Reply paid post: Legacy Way
 Consultation Team
 Brisbane City Council (NNB)
 Reply Paid 1434
 BRISBANE QLD 4001



LEGACY WAY

Workforce Parking Consultation Option 3 – Scenic Drive combined carpark

It's all part of Council's plan

Brisbane City Council is constructing Legacy Way (formerly Northern Link), the 4.6km road tunnel that will connect the Centenary Motorway at Toowong with the Inner City Bypass at Kelvin Grove.

During construction, a dedicated workforce carpark close to the construction site is needed to avoid Legacy Way workers parking on local streets.

The Brisbane Botanic Gardens overflow carpark on the corner of Mount Coot-tha Road and Ada Street will be used to form part of the workforce carpark.

Council is currently seeking feedback on other options to use in combination with this carpark.

Option 3, Scenic Drive combined carpark, is one of the five options currently being considered (assessment criteria overleaf).

This option is made up of two sites along Scenic Drive, Mount Coot-tha. One area on the shoulder of Scenic Drive, the other is a cleared area used by Council for disaster management purposes when required.

Scenic Drive is used by cyclists and special events. The safety of all users of Mount Coot-tha will be of the highest priority.

Scenic Drive combined carpark:

Distance from site:	Approximately 1.8km
Number of parks:	Approximately 260
Access:	From Scenic Drive
Transport to site:	Bus via Scenic Drive and Mount Coot-tha Road
Current use:	Part of Council's disaster management sites
Combination:	Both sites will be used in combination with the overflow carpark on Ada Street, Toowong

Carpark use

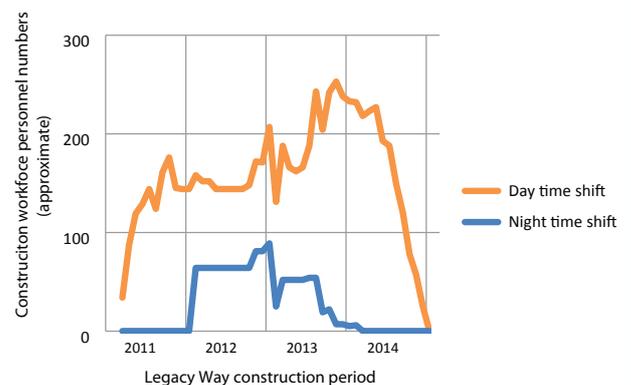
Number of required spaces: 300 over 24 hours

Shift hours: Surface work shift, 6.30am to 6.30pm, Monday to Saturday

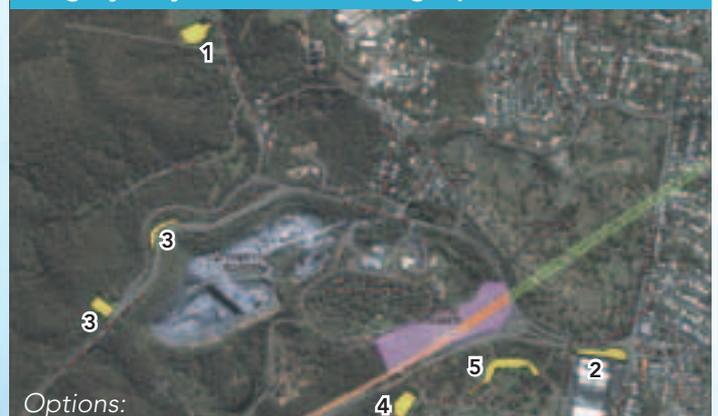
Tunnelling works day shift, 7am to 7pm

Tunnelling works night shift, 7pm to 7am

Legacy Way western worksite construction workforce numbers



Legacy Way Workforce Parking Options

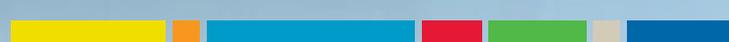


Options:

1. Hoop Pine Picnic Area
2. Mount Coot-tha Road Park and Ride
3. Scenic Drive combined carpark
4. Dog off-leash area
5. Anzac Park North



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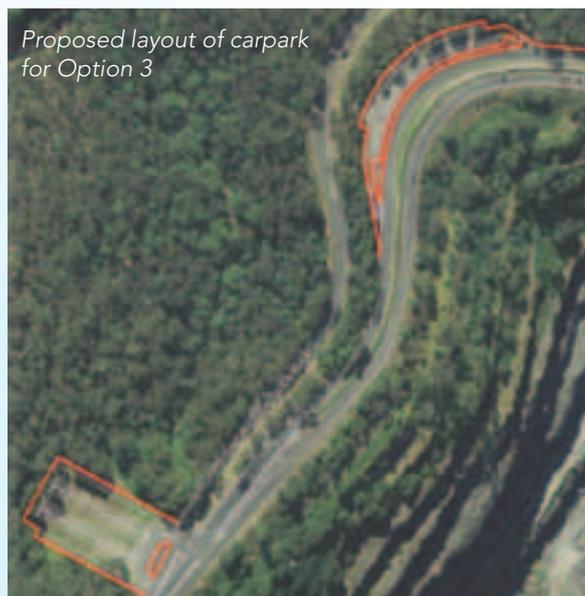
Assessment criteria

Each of the carpark options has been assessed against community, suitability, environmental and economic criteria. Information on these criteria for Scenic Drive combined carpark is below.

OPTION 3 – SCENIC DRIVE COMBINED CARPARK	
COMMUNITY	
Noise	Minimal noise impacts.
Land use	Currently used for emergency helicopter landings, fire management and emergency disposal.
Business	May detract from tourist activities.
Cultural heritage	Listed on the State Heritage register.
Visual amenity	Visible from Scenic Drive.
SUITABILITY	
Capacity	Approximately 260.
Construction	Existing lay down areas with low construction complexity.
Operational safety	Intersection improvements required to maintain safety for cyclists and other users. Possible changes required to road network. Moderate safety issues to be managed.
Access	Approximately 1.8km to site. Shuttle bus to site.
ENVIRONMENT	
Flora	Minimal impact on flora.
Fauna	Significant impact to local fauna.
Surface water	Significant surface water management required.
Contaminated land	Site is on Environmental Management Register.
Air quality	Approximately 300m and 700m from residents.
Traffic	From Sir Samuel Griffith Drive and Scenic Drive.
ECONOMIC	
Land	State owned site. Council is trustee.
Construction cost	Approximately \$1.2m.
Operational cost	Approximately \$300,000 plus approximately \$8.3m for shuttle operations and lost time productivity.
Rehabilitation cost	Approximately \$91,000 to original condition.
Total cost	Approximately \$9.89m.



Scenic Drive



potential carpark location

HAVE YOUR SAY

Brisbane City Council would like your comments on the proposed sites for workforce parking.

Please contact the Legacy Way team with your feedback by **Monday 21 March 2011**:

Phone: 1800 692 333

Email: info@northernlinkeis.com.au

Website: www.northernlinkeis.com.au

Reply paid post: Legacy Way
 Consultation Team
 Brisbane City Council (NNB)
 Reply Paid 1434
 BRISBANE QLD 4001



LEGACY WAY

Workforce Parking Consultation Option 4 – Dog off-leash area, Anzac Park

It's all part of Council's plan

Brisbane City Council is constructing Legacy Way (formerly Northern Link), the 4.6km road tunnel that will connect the Centenary Motorway at Toowong with the Inner City Bypass at Kelvin Grove.

During construction, a dedicated workforce carpark close to the construction site is needed to avoid Legacy Way workers parking on local streets.

The Brisbane Botanic Gardens overflow carpark on the corner of Mount Coot-tha Road and Ada Street will be used to form part of the workforce carpark.

Council is currently seeking feedback on other options to use in combination with this carpark.

Option 4, the dog off-leash area, Anzac Park, is one of the five options currently being considered (assessment criteria overleaf).

This area on the west side of Anzac Park is currently used as a designated dog off-leash area owned and managed by Council, and is adjacent to residences.

Amenity and safety of all users and local residents will be of the highest priority.

Dog off-leash area, Anzac Park:

Distance from site:	Approximately 650m
Number of parks:	Approximately 200
Access:	Enter carpark from existing park access on Wool Street and exit on to Broseley Road
Transport to site:	Walking via the existing fire track and pedestrian overpass
Current use:	Designated dog off-leash area. This area would need to be relocated elsewhere within the park
Combination:	In combination with Brisbane Botanic Gardens overflow carpark on Ada Street, Toowong

Carpark use

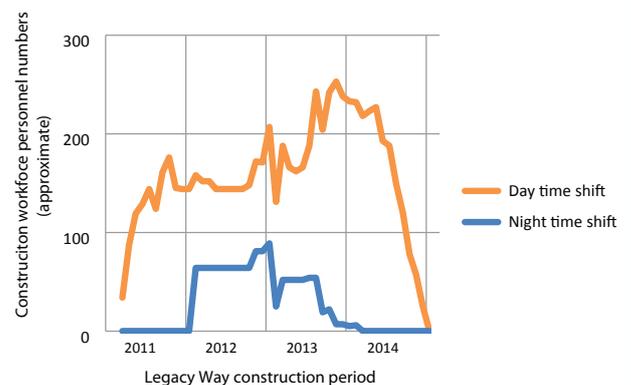
Number of required spaces: 300 over 24 hours

Shift hours: Surface work shift, 6.30am to 6.30pm, Monday to Saturday

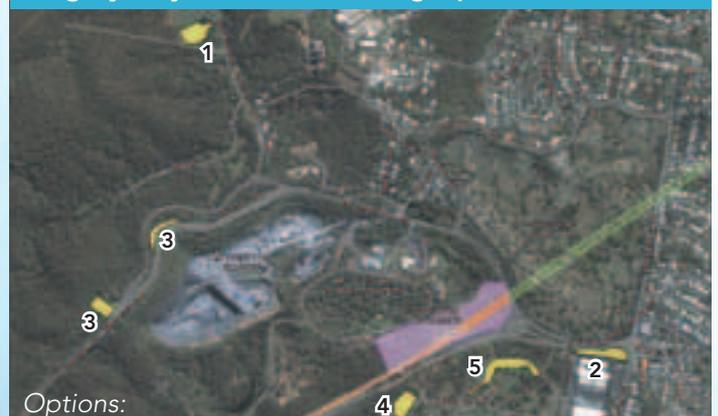
Tunnelling works day shift, 7am to 7pm

Tunnelling works night shift, 7pm to 7am

Legacy Way western worksite construction workforce numbers



Legacy Way Workforce Parking Options

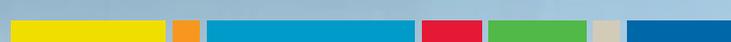


Options:

1. Hoop Pine Picnic Area
2. Mount Coot-tha Road Park and Ride
3. Scenic Drive combined carpark
4. Dog off-leash area
5. Anzac Park North



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Assessment criteria

Each of the carpark options has been assessed against community, suitability, environmental and economic criteria. Information on these criteria for the dog off-leash area, Anzac Park is below.

OPTION 4 – DOG OFF-LEASH AREA, ANZAC PARK	
COMMUNITY	
Noise	Noise barriers installed adjacent to residences.
Land use	Current dog off-leash area relocated to inside ring road in Anzac Park.
Business	Local business parking and access maintained.
Cultural heritage	Part of this site is listed on local heritage register.
Visual amenity	Visible from residences on Broseley Rd and Elizabeth St. Landscaping of noise wall required. Not visible from Anzac Park.
SUITABILITY	
Capacity	Approximately 200.
Construction	Favourable grades. Sealed asphalt pad. Capping of landfill. Upgrade to Broseley Rd and park access.
Operational safety	Fully fenced. Upgraded access required. Moderate to high safety issues to be managed.
Access	Approximately 650m to site. Walk along fire trail and pedestrian footbridge.
ENVIRONMENT	
Flora	Minimal impact on flora.
Fauna	Low impact on local fauna.
Surface water	Significant surface water management required.
Contaminated land	Site listed on the Environmental Management Register.
Air quality	Site is in close proximity to residents. Air quality monitoring required.
Traffic	Requires use of Dean St, Wool St and Broseley Rd.
ECONOMIC	
Land	Council freehold.
Construction cost	Approximately \$1.2m.
Operational cost	Approximately \$300,000.
Rehabilitation cost	Approximately \$110,000 to original condition.
Total cost	Approximately \$1.61m



Dog off-leash area, Anzac Park



Proposed layout of carpark for Option 4

- potential carpark location
- trees to be protected

HAVE YOUR SAY

Brisbane City Council would like your comments on the proposed sites for workforce parking.

Please contact the Legacy Way team with your feedback by **Monday 21 March 2011**:

Phone: 1800 692 333

Email: info@northernlinkeis.com.au

Website: www.northernlinkeis.com.au

Reply paid post: Legacy Way
 Consultation Team
 Brisbane City Council (NNB)
 Reply Paid 1434
 BRISBANE QLD 4001



LEGACY WAY

Workforce Parking Consultation Option 5 – Anzac Park North

It's all part of Council's plan

Brisbane City Council is constructing Legacy Way (formerly Northern Link), the 4.6km road tunnel that will connect the Centenary Motorway at Toowong with the Inner City Bypass at Kelvin Grove.

During construction, a dedicated workforce carpark close to the construction site is needed to avoid Legacy Way workers parking on local streets.

The Brisbane Botanic Gardens overflow carpark on the corner of Mount Coot-tha Road and Ada Street will be used to form part of the workforce carpark.

Council is currently seeking feedback on other options to use in combination with this carpark.

Option 5, Anzac Park North, will be reconsidered as one of the five possible sites (assessment criteria overleaf).

Anzac Park North is an area on the northern side of Anzac Park near the Toowong cycle and pedestrian overpass. The area is currently a recreational park owned and managed by Council.

The safety of all park users would be of the highest priority.

Anzac Park North:

Distance from site:	Approximately 430m
Number of parks:	Approximately 200
Access:	Access will be from Dean Street
Transport to site:	Walking via pedestrian overpass
Current use:	Recreational park area
Combination:	With the overflow car park on Ada Street, Toowong

Carpark use

Number of required spaces: 300 over 24 hours

Shift hours: Surface work shift, 6.30am to 6.30pm, Monday to Saturday

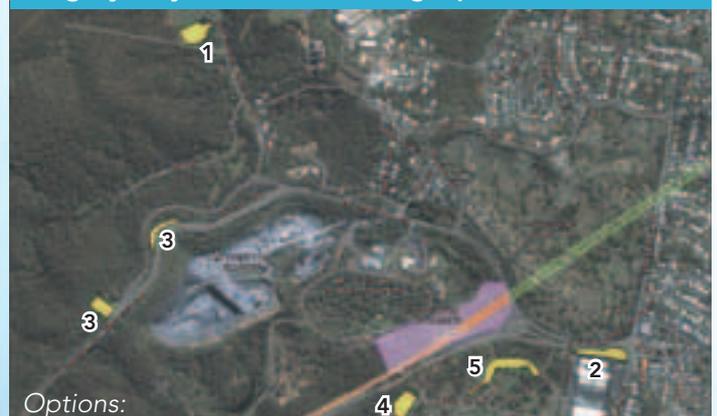
Tunnelling works day shift, 7am to 7pm

Tunnelling works night shift, 7pm to 7am

Legacy Way western worksite construction workforce numbers



Legacy Way Workforce Parking Options



Options:

1. Hoop Pine Picnic Area
2. Mount Coot-tha Road Park and Ride
3. Scenic Drive combined carpark
4. Dog off-leash area
5. Anzac Park North



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Assessment criteria

Each of the carpark options has been assessed against community, suitability, environmental and economic criteria. Information on these criteria for Anzac Park North is below.

OPTION 5 – ANZAC PARK NORTH	
COMMUNITY	
Noise	Approximately 90m to nearest residence.
Land use	Impact to use of recreational park area. Designated separation of parkland and car parking activities.
Business	Low business impact.
Cultural heritage	Listed on local heritage register. Memorial plantings.
Visual amenity	Visible from shared path and pedestrian bridge.
SUITABILITY	
Capacity	Approximately 200.
Construction	Steep grades. Require erosion and sediment control, tree protection zone avoidance and sealed pavement.
Operational safety	Steep grades. Separation of parkland and construction parking. Signage and fencing in place for pedestrian safety. Access via upgraded Dean Street entrance. Moderate to high safety issues to be managed.
Access	Approximately 430m to site via pedestrian overpass.
ENVIRONMENT	
Flora	Minimal impact on flora.
Fauna	Low impact to local fauna.
Surface water	Surface water management required.
Contaminated land	Site listed on the Environmental Management Register.
Air quality	Approximately 90m to nearest residence.
Traffic	Access from Dean Street and Mount Coot-tha Road.
ECONOMIC	
Land	Council freehold.
Construction cost	Approximately \$1.6m.
Operational cost	Approximately \$300,000.
Rehabilitation cost	Approximately \$200,000.
Total cost	Approximately \$2.1m.



Anzac Park North



Proposed layout of carpark for Option 5

-  potential carpark location
-  trees to be protected

HAVE YOUR SAY

Brisbane City Council would like your comments on the proposed sites for workforce parking.

Please contact the Legacy Way team with your feedback by **Monday 21 March 2011**:

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Website: www.northernlinkeis.com.au

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 Brisbane City Council (NNB)
 Reply Paid 1434
 BRISBANE QLD 4001



LEGACY WAY

Workforce Parking Consultation Option 5 – Anzac Park North

It's all part of Council's plan

Brisbane City Council is constructing Legacy Way (formerly Northern Link), the 4.6km road tunnel that will connect the Centenary Motorway at Toowong with the Inner City Bypass at Kelvin Grove.

During construction, a dedicated workforce carpark close to the construction site is needed to avoid Legacy Way workers parking on local streets.

The Brisbane Botanic Gardens overflow carpark on the corner of Mount Coot-tha Road and Ada Street will be used to form part of the workforce carpark.

Council is currently seeking feedback on other options to use in combination with this carpark.

Option 5, Anzac Park North, will be reconsidered as one of the five possible sites (assessment criteria overleaf).

Anzac Park North is an area on the northern side of Anzac Park near the Toowong cycle and pedestrian overpass. The area is currently a recreational park owned and managed by Council.

The safety of all park users would be of the highest priority.

Anzac Park North:

Distance from site:	Approximately 430m
Number of parks:	Approximately 200
Access:	Access will be from Dean Street
Transport to site:	Walking via pedestrian overpass
Current use:	Recreational park area
Combination:	With the overflow car park on Ada Street, Toowong

Carpark use

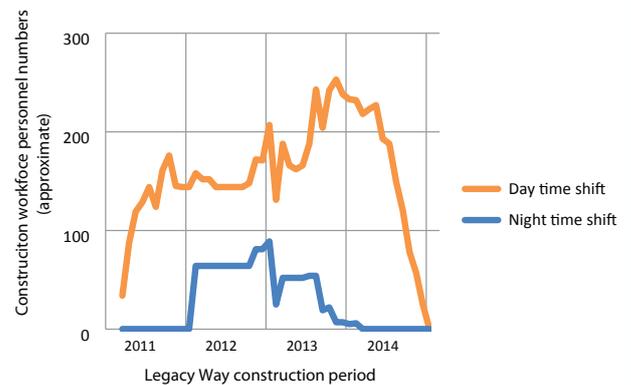
Number of required spaces: 300 over 24 hours

Shift hours: Surface work shift, 6.30am to 6.30pm, Monday to Saturday

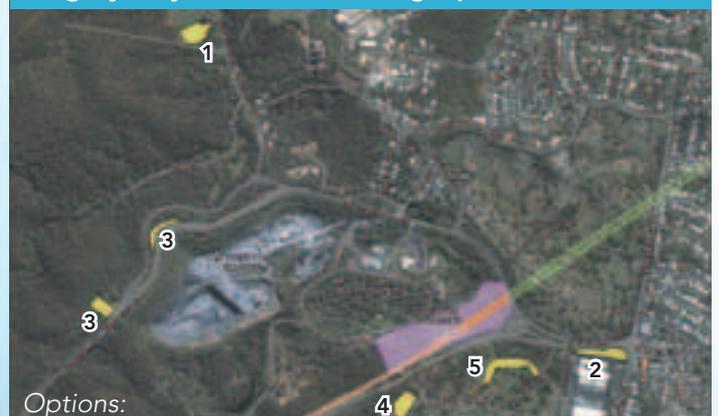
Tunnelling works day shift, 7am to 7pm

Tunnelling works night shift, 7pm to 7am

Legacy Way western worksite construction workforce numbers



Legacy Way Workforce Parking Options

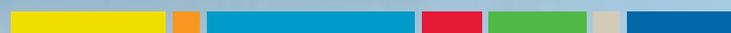


Options:

1. Hoop Pine Picnic Area
2. Mount Coot-tha Road Park and Ride
3. Scenic Drive combined carpark
4. Dog off-leash area
5. Anzac Park North



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Assessment criteria

Each of the carpark options has been assessed against community, suitability, environmental and economic criteria. Information on these criteria for Anzac Park North is below.

OPTION 5 – ANZAC PARK NORTH	
COMMUNITY	
Noise	Approximately 90m to nearest residence.
Land use	Impact to use of recreational park area. Designated separation of parkland and car parking activities.
Business	Low business impact.
Cultural heritage	Listed on local heritage register. Memorial plantings.
Visual amenity	Visible from shared path and pedestrian bridge.
SUITABILITY	
Capacity	Approximately 200.
Construction	Steep grades. Require erosion and sediment control, tree protection zone avoidance and sealed pavement.
Operational safety	Steep grades. Separation of parkland and construction parking. Signage and fencing in place for pedestrian safety. Access via upgraded Dean Street entrance. Moderate to high safety issues to be managed.
Access	Approximately 430m to site via pedestrian overpass.
ENVIRONMENT	
Flora	Minimal impact on flora.
Fauna	Low impact to local fauna.
Surface water	Surface water management required.
Contaminated land	Site listed on the Environmental Management Register.
Air quality	Approximately 90m to nearest residence.
Traffic	Access from Dean Street and Mount Coot-tha Road.
ECONOMIC	
Land	Council freehold.
Construction cost	Approximately \$1.6m.
Operational cost	Approximately \$300,000.
Rehabilitation cost	Approximately \$200,000.
Total cost	Approximately \$2.1m.



Anzac Park North



Proposed layout of carpark for Option 5

-  potential carpark location
-  trees to be protected

HAVE YOUR SAY

Brisbane City Council would like your comments on the proposed sites for workforce parking.

Please contact the Legacy Way team with your feedback by **Monday 21 March 2011**:

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Appendix C Community Feedback from Stage 2 Consultation Sessions

Community Feedback Form Comments are detailed in the table below.

Form Number	Date	Preferred Option Nominated					Other site suggestions	Concerns	Comments
		1	2	3	4	5			
1	14/03/2011	✓						Community, Suitability	
2	14/03/2011	✓			✓			Object to Options 2 and 5 based on being a park user and cyclist	As a user of Anzac park and the western bikeway, I strongly object to car park options 2 and 5. In my experience the park and ride is not "under utilized" it is used by a large number of commuters every day. Your fact sheet points out the "significant cost" of a shuttle bus. What about the "significant cost" to commuters who can no longer use the park and ride for 2 years? I favour option 1. It is unreasonable to significantly disadvantage park, bikeway and park-and-ride users to provide cushy drive-up parking for construction workers. If this were not a government project, no other construction project would be allowed to be so destructive. If you are spending billions on a tunnel nobody wants, you can buy a bus with your lunch money. Option 4 (the dog area) seems to be the least bad of the south-of-freeway options to me, provided a suitable temporary area is constructed for dog owners. Two years is a long time between wees for a dog!
3	17/03/2011	✓		✓				Prefers Hooping Pine and Scenic Drive as options. Park n Ride is 3 option. Does not consider Anzac Park an option at all	OPTION 5 only. No risk assessment provided, no controls provided against child killers. Community: Just about MAXIMUM community impact possible. Suitability: Car park in a park?? How can you begin to think that is "suitable". Environment: I suppose you could trap the water. Economic: Should be the most expensive with bussing all required from all factor in flagmen, continuing costs caused by community complaints for 4 years. Other: Should be rejected on issue of ashes of ANZACS alone. It is unaustralian!!! I can't believe your northern link team has consistently shown absolutely NO RESPECT for the Anzac tradition and the ANZACS whose ashes reside, scattered and in urns within the Park. You should be ashamed!!!! OPTION 4 ONLY: NO risk assessment provided, no controls advised. Controls net costed a child killer! Community: Just about MAXIMUM community impact possible. Where do dogs go, but to defecate on ashes of ANZACS? Suitability: Completely unsuitable risk and heritage issues are huge. Access via Wool Street violates EIS?? Environment: Not enough information to comment sensibly. Economic: One of the 2 highest cost options in all probability if bussing is required from all options. Other: ANZAC tradition ashes. Clashes with ashes of ANZACS. Unacceptable. Why was this even put up as an option? Was it really an act of spite and malice??? OPTION 2 ONLY: This "feedback" is provided despite a scarcity of information. Community: no necessarily ok. Where do people displaced from the car park park? No information???? Suitability: Not suitable really as only mentioned as verbally advised at community sessions. Environment: No environmental issues. Economic: Can't look good economically because of small numbers and big distance to site. Bussing for sure?? Other: not an issue on this site (ANZAC tradition ashes)
4	15/03/2011	✓	✓	✓				Community, suitability, environment	I believe any option is preferable to using our one large park in the area. (1) Park and Drive: make a multilevel car park which will provide more spaces and possibly use extra area below toilets and bike path for additional spaces, not part of main Anzac Park (2) Hoop Pine/Scenic Drive: Although cost involved of bus trips for workers, this is preferable to using Anzac Park. Anzac Park is a sacred site and should not be used under any circumstances
5	15/03/2011	✓	✓	✓				Community, environment	Anzac Park is one of the few parks open at the moment with most other local parks closed due to flooding. Additional cars would make it dangerous for small children, especially when managing multiple children. My children love the uniqueness of Anzac Park. The space I wonderful for them to run around in. I can play, push the pram around the circuit. The park is always packed after school and on weekends. It would be a tragedy to destroy this park. Could Milton Tennis courts be a temporary car park instead?
6	17/03/2011	✓						Community, Suitability	As a resident backing onto the off leash area I am appalled the council would the use of Anzac Park or the off-leash area. We purchased our townhouse because it backed onto the beautiful park land, not a car park. Option 1 will have less impact on the noise in our community as it will on the traffic and keep our park and dog off-leash in tact. I cannot begin to imagine the shift change over some 200 vehicles. The impact on Broseley Road and Wool Street would be too great. Dean Street has limited access and this would create major traffic jams.
7	15/03/2011	✓		✓					I attended one of the Community Consultation Sessions and request the Brisbane City Council provide further details on the assessment process (i.e. the weighting applied to each of the selection criteria relating) to be undertaken by the Brisbane City Council at the conclusion of the community consultation process. Of the five options proposed it is noted that Option 1 (Hoop Pine Picnic Area) and Option 3 (Scenic Drive Combined Car park) are the only two current options which identify operational costs of \$8.2M and \$8.3M respectively for the cost of shuttle buses and lost productivity/travel time. It is of concern the assessment criteria for Options 2, 4 & 5 do not include the probable cost of shuttle buses and lost time and ask you provide further detail to the following questions.1. On what basis has the Brisbane City Council excluded the cost of shuttle buses and lost productivity from Options 2, 4 & 5 considering the industrial agreement between the successful tenderer and the respective trade unions is yet to be finalised.2. What weighting does the council place on each of the selection criteria (i.e. Community,

Form Number	Date	Preferred Option Nominated					Other site suggestions	Concerns	Comments
		1	2	3	4	5			
									Suitability, Environment and Economic) in the assessment process.3. How are the operational cost penalties of Options 1 & 3 fairly assessed/weighted against the remaining options which do not have a perceived operational cost penalty. 4. With Options 1 and 3 having such a reported operational cost penalty, and with the reporting of these cost penalties determined at the sole discretion of the Brisbane City Council, what measures has the Brisbane City Council put in place to ensure a genuine community consultation process is undertaken.5. Will the Brisbane City Council make details of the final assessment scoring for each option and the final decision report available to the Community Liaison Group and the general public.
8	15/03/2011	✓		✓				Community, suitability, environment	Don't destroy the green open spaces with increased traffic and noise on the Toowong side of the freeway. WE have little left to promote the outdoors and for locals with children and dogs. We need to encourage outdoor exercise for everyone and the ability to walk from their homes NOT drive somewhere and then attempt to.
9	17/03/2011	✓		✓				Option 3 is preferred, Option 1 is 2nd preference	<p>Dear Legacy Way Consultation Team,</p> <p>My preference for the Workforce parking site for 'Legacy' Way is firstly Option 3 Scenic Drive Combined Area, then secondly Option 1 Hoop Pine Picnic Area for the following reasons:</p> <ul style="list-style-type: none"> Ø These areas are least utilised by the public at the moment Ø 'Local users access will be maintained' Ø They are essentially already open spaces suitable for a car park <p>My last preference for the Workforce parking site for 'Legacy' Way is Option 5 Anzac Park North as</p> <ul style="list-style-type: none"> Ø This is parkland Ø It is parkland that is heavily used by the local community and the community at large Ø It seriously impinges on the safety of children Ø It removes a buffer from the construction zone for the large local community of West Toowong - all ratepayers who will already be impacted severely by the tunnel construction Ø It is a culturally and historically significant site <p>My second last preference is Option 4 Off Leash Dog Area, Anzac Park, as again, this is heavily utilized by the local community. As far as I am concerned</p> <ul style="list-style-type: none"> Ø any environmental impact will be the same wherever it is located – disastrous. A construction site and workforce car park will totally destroy local flora and fauna wherever it is, so this does not enter into the argument Ø the costs incurred by choice of Option 3 or Option 1 are well and truly warranted for the reasons I listed above AND the essential maintenance of as 'normal' a life for local residents of the Toowong area Ø 'detracting from Tourist Activities' will occur anyway. The massive construction zone of 'Legacy' Way will more seriously detract from Tourist Activities. This is inevitable. The location of a car park will not be that significant an impact after tourist must navigate around the construction zone of the tunnel to access Mt Coot-the Ø the impact to cyclists on Scenic Drive will have to be managed to ensure safety, however this is on the whole a recreational route, not a day-to-day commuting path for numerous cyclists who will be affected by Options 2, 4 and 5. <p>Community issues are at the forefront here. As locals, this tunnel is of no benefit to us.</p> <ul style="list-style-type: none"> Ø We pay higher rents, rates and real estate values to live close to the CBD so as to NOT clog the city's roads with traffic Ø We are not all rich – we make lifestyle choices to live here Ø We cycle commute as we live close to where we work/go to school etc Ø We choose not to sit in a car and commute for an hour each way daily Ø We will already be severely impacted by this construction zone <p>Why does the local community have to have their lifestyle further ruined by the taking of our local park and off-leash area? This tunnel is not for us, yet not only do we get a big dirty dusty mess at our doorsteps, the council is expecting us to gladly give up our local facilities which will seriously impact our lifestyle.</p>
10	21/03/2011	✓						Community, Suitability, Environment, Economic	
11	21/03/2011	✓		✓				Community, Environment	The park is an important family space. If there is a car park there it will be unsafe for small children.
12	21/03/2011	✓		✓				Community, Environment	Anzac Park and the dog park are facilities vital to an inner city suburb. Many people who live in units use these facilities daily. They provide an important social and physical outlet. If these areas become part of a car park they will be virtually unusable for this.

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		1	2	3	4	5			
13	21/03/2011	✓						Community, Suitability, Environment, Economic	All options except Option 1 create unacceptable safety risks and amenity decrease to all community for the construction period of the project.
14	14/03/2011	✓		✓			Freers	Community, Suitability	Options 4 and 5 would exacerbate traffic congestion on Dean St/ Miskin St at around 5.30-6pm (UQ traffic). Workers unlikely to walk back to Option 4 after working a 12 hour shift. Options 4 and 5 have greater impact on us for noise/air pollution. Concerned about option 5 re: drinking/unacceptable behaviour after Friday night shifts, right next to children's park. Option 4- dog park currently used by people from other suburbs due to flooding issues with some of the other dog parks.
15	21/03/2011	✓							All options would require some buses. Anzac Park requires too many trees to be removed. Dangers to park users: amount of traffic, difficulty of policing speed limits, two-way sections. Hoop Pine is large enough for all cars. Only a short distance for shuttle bus to site. Away from residential area. Easier for buses and workers cars to access. Shouldn't require much infrastructure. Can be more easily regenerated/tidied up afterwards.
16	13/03/2011	✓						Community, Suitability	The Hoop Pine picnic area is large enough- it is close enough to access construction site quickly by shuttle bus. Its off the main road so won't involve any traffic snarl-ups. Its away from residential areas, so noise not such an issue. Cyclists could be re-routed around it by constructing a permanent cycle path. This would be much better solution than messing up existing parks close to suburban streets.
17	21/03/2011	✓	✓	✓				Community, Suitability, Environment, Economic	The main argument against 4 and 5 is impact on a popular park and a showpiece dog park- the original pilot for off-leash areas. It is a social good. There would be no comparable area for dogs and this would raise safety issues. It would ruin amenities the Council has already invested in-children play areas, area for dogs. It would also cause congestion problems for Wool st and other adjoining residents, who deserve consideration with those on the other side of Milton. The main argument for 1, 2 or 3 is proximity to the worksite. In terms of justice the problem is on that side of Milton Road and the solution should be focused there.
18	21/03/2011	✓						Community, Suitability	Option 1 will not affect Anzac Park. Option 1 will not interfere with commuters on cycle way.
19	21/03/2011	✓	✓					Community, Environment	There is a great community spirit in Anzac Park and the Anzac Park dog park. Our children play there, meet their friends there and we walk the dog there. Increased traffic would make the park user unfriendly and cause safety issues for our children.
20	21/03/2011	✓					Freers chip factory	Community, Suitability, Environment, Economic	Why hasn't the old Freers Chip Factory in Sir Samuel been included as an option. Totally disagree with Option 4 wherein dogs would be defecating on the ashes of our diggers. Totally disagree also with option 5 where the workers cars would be parked on the ashes/urns of our diggers. How insulting! Council- rethink your options. The community of Toowong is not impressed with your efforts
21	21/03/2011	✓					Expanded tunnel site, Freers site	Community, Environment	Given that Council told us last time around that Anzac Park was the only option and now there are 5 options, I do not believe that all possibilities have been explored. Why is there not an option that has the parking on an expanded tunnel site? Why is the old Freers Site not included? I have been advised that cyclists oppose any of the options on the Mt Coot-the circuit. I am a cyclist and believe that the increase of pedestrian traffic across the bikeway and bridge from Anzac Park will also be of danger to cyclists, I doubt that the average construction worker will look both ways before wandering into the path of a cyclist, and most will walk in groups and will block the path. Go back to drawing board and find an option that does not adversely impact our community.
22	17/03/2011	✓						Community, Suitability, Environment	Anzac Park must not be desecrated. Dog off-leash area solution would clog up local streets and be a safety concern for young children in the park.
23	17/03/2011	✓						Community, Environment	Please spare areas options 4 and 5. Those are family/community areas that should be preserved exactly as they are now. Besides, these areas are already 'Legacy' that must be respected and kept in the best interest of our community. This is a residential area and other options are much better suited for being a bit remote. Thank you.
24	17/03/2011	✓						Community, Environment	
25	17/03/2011	✓					Tunnel site near worksite	Community, Suitability, Environment, Economic	Community: Low noise, low impact on recreation, no impact on residents in western Toowong who would with other options suffer from high traffic volumes in local streets. These residents will gain nil benefit from Legacy Way. Suitability: Easy main road access, easy construction. Environment: Easy to construct and manage and modify in the future, good air quality control. Economic: Could the shuttle bus services be integrated with other existing or new bus services based at Toowong bus depot to reduce high costs. Option 6: Drill 2 to 3 hundred metres of North pointing tunnel to one side of Legacy Way for future needs and present parking and Control Centre.

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26	18/03/2011	✓					Freers site	Community, Suitability, Environment, Historic/ Recreation	All Anzac Park options are bad. Hands off this park which I use daily with my dog. Great playgrounds and we want to be safe there. Keep workers on same side of freeway and give them a bud so they don't have to walk far. Look after cyclists on the road.
27	18/03/2011	✓						Community, Suitability, Environment, Economic	
28	18/03/2011	✓		✓				Community, Suitability, Environment, Heritage	My first preference: I am all in favour of retaining as much green space as possible, but the Hoop Pine area is already cleared. The few picnic tables that would be lost can be relocated to nearby more popular picnic areas. Why was the old chip factory site not included in the possibilities? I am advised that the owners, Stuartholme, have said that the Council could use it. If that site were to be included in the Council's list, then that would be my first choice. there are already car parks there and there is plenty of space for more, with little disruption. In the overall cost of this project, the cost of bussing workers to the site represents an extremely minimal proportion of the budget. There would be far less disruption to Toowong locals, who are going to be greatly impacted anyway by the tunnel construction, as workmen would be removed from the suburban area. My second choice is for the same reasons as above - less impact on the local community. I most definitely DO NOT SUPPORT either of the two Anzac Park options. It is appalling that Council can even consider turning a large part of the park into a car park. Many people use the park for a variety of activities. It is one of the more well used parks in the western suburbs. To turn part of it into a car park would not only look ugly, it would be a safety risk to users of the park because of the hugely increased amount of traffic. The residents of Toowong within a kilometre or two of the worksite will be bombarded day and night with the noise and dust of the construction and everything possible should be done to minimise the effect this project will have on those residents- and not just mouthing platitudes, as has been done in the past, but actually doing something such as removing the extra amount of traffic that the Anzac Park options would bring to the suburb. Quite apart from all that, it is a park dedicated to the memory of the ANZACs. Ashes of soldiers have been scattered and buried there. To have a part of it barricaded off and turned into a car park is to disrespect the memory of those who fought in past wars. Anzac Park is on the Heritage Register. What is the point of having such a Register if the Council can over-ride that and take part of it for a commercial pursuit? I respectfully submit that on no account should Anzac Park be interfered with.
29	17/03/2011	✓						Community, Suitability	Not one of options 2, 4 or 5 are at all suitable for the residents of the areas as (1) the safety of the park will be compromised for children and users, from construction workers who do not go slowly, (2) the traffic congestion will be increased to an intolerable level in Wool Street, Terrace St, Woodstock Street, Elizabeth Street and Dean Street. (3) It is disrespectful to heritage. Anzac Park is sacred and a buffer to the freeway, which the whole neighbourhood needs. There is already an unsuitable bus depot there.
30	17/03/2011	✓	✓	✓				Community, Suitability	Land Use: I do not believe Anzac Park North is a suitable option. It is not suitable firstly due to the impact a car park and cars driving through the park would have on recreational activities in the park. This is a large inner city park heavily used by the community (e.g. exercise groups, walkers, cross-country running groups, scouts etc) and should be kept as a green space. It is also a sacred site (ANZACs). Operational Safety: I do not believe that children will be safe playing in the park with a car park and increased traffic even with increased signage and fences. I would be satisfied with any of options 1-3.
31	17/03/2011	✓		✓				Community, Suitability, Environment, Economic	Option 2 is already being used as the park and ride and wouldn't provide enough spots. Option 4 and 5 would disrupt residents as both sites are closest to residents out of the 5 options. Workers arriving and leaving worksites would clog local streets around Anzac Park and already have significant traffic on them. Noise levels from both options would be at unacceptable levels because both sites are too close to residential areas. I have ticked economic because the amenity and green space of a park should not be wrecked just to save some dollars.
32	18/03/2011	✓	✓					Community, Suitability, Environment, Heritage	Anzac Park is a place of historical significance and a venue for people to socialise, play, exercise and enjoy nature. A car park is incompatible with these activities and the heritage and community use of the Park. Traffic congestion which will impact on local and through traffic as well as safety within and around the park; loss of amenity; subversion of the system of heritage listing and the actual distance from the actual work-site and lack of consultation with unions regarding whether this is unacceptable option are just some of the issues the Anzac park option raises. There is a nearby existing car-park which could be enhanced. The Park and Ride could be upgraded (e.g. two stories or given the availability of tunnel machines – an underground level) and the Bus Depot site may have available land. An additional secondary car park utilising a smaller area of the Hoop Pine Park would complement the Mount-Coo-tha Road Park and Ride option. There are also other sites around Mt Coo-tha which should be considered.

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33	18/03/2011	✓	✓	✓					I have heard that the many parks closed since the flooding may remain closed for 3 to 4 years due to no available budget for replacing the black rubber matting. If this is case, Anzac Park is even more critical as it is the only large park in the greater area of the western suburbs to be open. Indeed Anzac Park has been very busy for the last two months. It is the only park open to be suitable for picnics, parties, sports for kids etc. The community can't afford to lose this green space community facility - for a car park. It is so important for kids to remain active and in the fresh air, rather than cooped up inside. Families and groups need places to meet and socialise. Anzac Park also provides important shade, enabling the park to to be used all day long. Many parks do not have this shade.
34	19/03/2011	✓	✓	✓			Freers	Community, Suitability, Environment	Options 1 and 3 are totally inconsistent uses of the park
35	19/03/2011	✓					Freers site	Community, Suitability, Environment, Economic	<p>Unfortunately I am asked to rank and comment on options which do not include the full range of possible sites for a workforce car park e.g. Freer's site and without all the information needed to make informed choices. Hoop Pine Picnic Area: I prefer this option as it will have least impact on residents and the community. The original Reference Design included shuttle bussing of the workforce. Even if it hadn't, it is simply part of the cost of the Northern Link Tunnel. The fact that this option will cost \$8.2m should be accepted as the price for a car park that meets the needs of workers and has less impact on residents and the community who will suffer many other impacts of this project. Also, as you are aware, it is entirely likely that all options will, in the end require shuttle bus provision.</p> <p>Anzac Park North: I strongly object to this option. Pretty well all the objections I raised in my submission to the Coordinator General remain. Anzac Park is extremely important to the community as open space for recreation, children's play, physical activity and quiet contemplation and enjoyment of the beautiful, treed, open space. This is all the more so during the period of the tunnel construction which will be noisy, dirty, and disruptive. This option will wreck activities in, and use of the park generally, including those activities that use the ring road. This option will ruin the amenity of the park. I am dismayed that it is still being considered.</p> <p>Not only that, but this option actually increases the area of the car park compared with the previous proposal rejected by the Coordinator General. Park users and workforce traffic using essentially the same space present huge safety issues which I believe cannot be "managed" and still have the park useable. Furthermore the mix of cyclists and hundreds of workers using the pedestrian/bike bridge at the same time is inherently dangerous and no amount of "managing" will make it otherwise. People need and use this park and the EIS acknowledges its great value to the community, not least because it has ANZAC memorial significance. The fact that this option is presented as less costly than others should not be used as a reason for Council choosing to propose it. Council should accept the cost of appropriate workforce car parking that does not so drastically affect the residents and community. Furthermore it is most likely that shuttle buses will be required and this option will not be cheaper anyway.</p> <p>Dog Off Leash Park: This option is not acceptable or even viable. The aim is to minimize traffic impact on residents and this option obviously and deliberately funnels traffic into residential streets. I have walked the proposed route to the pedestrian/bike overpass. It is extremely steep and longer than I am sure will be acceptable to workers. Once again this will end up not being a cheap, bus free, option.</p> <p>Park and Ride: This is possibly an acceptable option but clearly is not enough. It would be a better use of Council funds to build a multi storey car park on the site which could remain to expand its original purpose. This clearly will be needed in future as public transport becomes more important in response to petrol price increases and CBD congestion.</p> <p>Scenic Drive: In terms of effect on community, this is an acceptable option. Again, the cost should be accepted as the price of an appropriate solution.</p>

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36	20/03/2011	✓		✓					<p>My preference for the Workforce parking site for 'Legacy' Way is firstly Option 3 Scenic Drive Combined Area, then secondly Option 1 Hoop Pine Picnic Area for the following reasons:</p> <ul style="list-style-type: none"> Ø These areas are least utilised by the public at the moment Ø 'Local users access will be maintained' Ø They are essentially already open spaces suitable for a car park <p>My last preference for the Workforce parking site for 'Legacy' Way is Option 5 Anzac Park North as</p> <ul style="list-style-type: none"> Ø This is parkland Ø It is parkland that is heavily used by the local community and the community at large Ø It seriously impinges on the safety of children Ø It removes a buffer from the construction zone for the large local community of West Toowong - all ratepayers who will already be impacted severely by the tunnel construction Ø It is a culturally and historically significant site <p>My second last preference is Option 4 Off Leash Dog Area, Anzac Park, as again, this is heavily utilized by the local community.</p> <p>As far as I am concerned</p> <ul style="list-style-type: none"> Ø any environmental impact will be the same wherever it is located – disastrous. A construction site and workforce car park will totally destroy local flora and fauna wherever it is, so this does not enter into the argument Ø the costs incurred by choice of Option 3 or Option 1 are well and truly warranted for the reasons I listed above AND the essential maintenance of as 'normal' a life for local residents of the Toowong area Ø 'detracting from Tourist Activities' will occur anyway. The massive construction zone of 'Legacy' Way will more seriously detract from Tourist Activities. This is inevitable. The location of a car park will not be that significant an impact after tourist must navigate around the construction zone of the tunnel to access Mt Coot-tha Ø the impact to cyclists on Scenic Drive will have to be managed to ensure safety, however this is on the whole a recreational route, not a day-to-day commuting path for numerous cyclists who will be affected by Options 2, 4 and 5. <p>Community issues are at the forefront here. As locals, this tunnel is of no benefit to us.</p> <ul style="list-style-type: none"> Ø We pay higher rents, rates and real estate values to live close to the CBD so as to NOT clog the city's roads with traffic Ø We are not all rich – we make lifestyle choices to live here Ø We cycle commute as we live close to where we work/go to school etc Ø We choose not to sit in a car and commute for an hour each way daily Ø We will already be severely impacted by this construction zone <p>Why does the local community have to have their lifestyle further ruined by the taking of our local park and off-leash area? This tunnel is not for us, yet not only do we get a big dirty dusty mess at our doorsteps, the council is expecting us to gladly give up our local facilities which will seriously impact our lifestyle.</p>

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38	20/03/2011	✓		✓					My preference for the Workforce parking site for 'Legacy' Way is firstly Option 3 Scenic Drive Combined Area, then secondly Option 1 Hoop Pine Picnic Area for the following reasons:∅ These areas are least utilised by the public at the moment∅ 'Local users access will be maintained'∅ They are essentially already open spaces suitable for a car parkMy last preference for the Workforce parking site for 'Legacy' Way is Option 5 Anzac Park North as∅ This is parkland∅ It is parkland that is heavily used by the local community and the community at large∅ It seriously impinges on the safety of children∅ It removes a buffer from the construction zone for the large local community of West Toowong - all ratepayers who will already be impacted severely by the tunnel construction∅ It is a culturally and historically significant siteMy second last preference is Option 4 Off Leash Dog Area, Anzac Park, as again, this is heavily utilized by the local community. As far as I am concerned ∅ any environmental impact will be the same wherever it is located – disastrous. A construction site and workforce car park will totally destroy local flora and fauna wherever it is, so this does not enter into the argument∅ the costs incurred by choice of Option 3 or Option 1 are well and truly warranted for the reasons I listed above AND the essential maintenance of as 'normal' a life for local residents of the Toowong area ∅ 'detracting from Tourist Activities' will occur anyway. The massive construction zone of 'Legacy' Way will more seriously detract from Tourist Activities. This is inevitable. The location of a car park will not be that significant an impact after tourist must navigate around the construction zone of the tunnel to access Mt Coot-tha∅ the impact to cyclists on Scenic Drive will have to be managed to ensure safety, however this is on the whole a recreational route, not a day-to-day commuting path for numerous cyclists who will be affected by Options 2, 4 and 5. Community issues are at the forefront here. As locals, this tunnel is of no benefit to us.∅ We pay higher rents, rates and real estate values to live close to the CBD so as to NOT clog the city's roads with traffic∅ We are not all rich – we make lifestyle choices to live here∅ We cycle commute as we live close to where we work/go to school etc∅ We choose not to sit in a car and commute for an hour each way daily∅ We will already be severely impacted by this construction zoneWhy does the local community have to have their lifestyle further ruined by the taking of our local park and off-leash area? This tunnel is not for us, yet not only do we get a big dirty dusty mess at our doorsteps, the council is expecting us to gladly give up our local facilities which will seriously impact our lifestyle.
39	20/03/2011	✓							I would like to suggest the hoop pine picnic area as the place most likely to cause most inconvenience and damage to rare parklands in Brisbane. Anywhere in Anzac park is unacceptable.
40	20/03/2011	✓		✓			Freers	Community, Suitability, Environment, Economic, Common Sense	Option 3 places the temporary car park and its adverse effects away from residential areas and existing parks. Option 3 is the most efficient for shuttle bus operations. Option 3 is cost efficient to construct. The management of pedestrian and cyclist safety would be negligible compared to the management of pedestrian, cyclists, vehicles and children in options 4 and 5. The cost penalty for shuttle buses cannot currently guarantee options 2, 4 and 5 will not be subject to the same cost penalty. The option 3 car parks could remain and be used for emergency use, helicopter helipad, marshalling area for bicycle events, athletic events and motor racing events. Does not destroy a valued community memorial park. The Hoop Pine car park places the temporary car park and its adverse effects away from residences and away from existing park usage. The cost penalty for bussing workforce cannot be included in the comparison/assessment when BCC cannot currently guarantee options 2, 4 and 5 will not be subject to the same cost penalty. Option 1 could remain as a permanent car park for visitors to Mt Coot-tha Forest and hence provide an asset to the community and save on rehabilitation costs. Option 6- Freers Farm has similar advantages to option 1 and must be considered in the assessment process- it does not destroy a valued community memorial park.

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41	20/03/2011	✓	✓					Community, Suitability, Environment, Economic	<p>Based on the BCC information fact sheets for each of the options and assuming the information is accurate my feedback is as follows:</p> <p>Community: A comparison of the Community impact criteria that appears on the facts sheets supplied for each of the options indicates that a combination of Options 1 & 2 has less impact on the Community than each of the other 3 Options. There is no mention on the Option 4 fact sheet of the impact of car noise and exhaust emissions on the residents at Banyan Gardens at 111 Elizabeth St and those at the Bible College which are situated just metres from the Dog off-leach area at Anzac Park (car park option 4). Option 5 represents disrespect to those who fought and died in wars past and it also thumbs its "nose" at the local residents and many others who enjoy the park as a safe haven for family recreation, exercise and fun.</p> <p>Suitability: Capacity. A combination of Options 1 & 2 provides spaces for 310 cars which is 50 more than Option 3 and 110 more than each of Options 4 & 5. Although access to the work site for Option 1, according to the fact sheets, requires a shuttle bus, consideration could be given to absorbing the cost of the shuttle bus into the BCC's total public transport budget and recouping this cost over a number of years to minimize the financial impact on the rate payers of Brisbane. It is important to keep in mind when considering the car park options and their costs that the beneficiaries of the tunnel will not be the local residents but those other rate payers and outsiders who will use the tunnel as a shorter route to get from one side of Brisbane to the other.</p> <p>Environment: Under this heading, noise and air pollution is a major concern for me and my family as well as contamination of the land. Our preferred option, Option 1 combined with Option 2, is immeasurably better for those of us situated very close to Anzac Park and who would be adversely affected by Options 4 & 5. From our home we are able to hear dogs barking in the off-leach area so we can only assume that we and others in the area will be subjected to the noise of cars and be the recipient of exhaust emissions resulting from Options 4 and 5. The fact sheets indicate that the Environmental impacts from noise, air quality and land contamination with a combination of Option 1 & 2, are minimal.</p> <p>Economic: [table included] The table above sets out the costs for each of the options based on the criteria from the Fact Sheets. The table also shows the cost of a combination of Option 1 and 2 being my preferred option and a comparison of the different options excluding the shuttle bus cost. Based on a comparison of the Total Costs less Shuttle Bus cost, the cost of a Option 1 and 2 combination is less than Option 5 and marginally more than Option 4. If the BCC was prepared to absorb the shuttle bus cost into its public transport system budget and/or accept the fact that the cost of the shuttle bus is a very small price to pay (in terms of the overall project cost) for the health, safety and peace of mind of the local residents, the protection of Anzac Memorial Park and for a speedy start to the project, then the Option1/Option2 combination is worthy of consideration.</p>
42	21/03/2011	✓						Community, Environment, Historical, Cultural	My feedback relates to the need to preserve Anzac park due to its historical, cultural, environmental and community importance for current and future residents of Brisbane.
43	21/03/2011	✓							
44	14/03/2011	✓		✓				Community, Environment	Anzac Park should not be compromised for this purpose
45	21/03/2011	✓		✓				Community, Environment	Totally against any Anzac Park option
46	21/03/2011	✓						Community, Suitability	The Hoop Pine picnic area is already semi-cleared, but under utilised by the community, whereas Anzac Park is very much used, by many different groups of people-walkers, exercisers, dog-owners, children etc. The so-called expense of a shuttle is miniscule compared to the overall cost o the tunnel project. Please keep the workers and their cars away from our much loved Anzac Park!
47	21/03/2011	✓		✓					Money cannot be the deciding factor when taking into account the impact a workforce car park will have on families, communities and lifestyle. These things are worth preserving no matter the cost. For the reasons of impacting on lifestyle, and the impact on disrespecting our diggers, we need to consider Hoop Pine picnic area or Scenic Drive. 9.6 million is change in comparison to the millions and millions the tunnel will cost tax payers. Preservation of our heritage and lifestyle is far more important than money. If the dog off-leash area is chosen, I will be totally disgusted with the Council for choosing an option based on money. It means the local residents opinions and feedback has been disregarded and a slap in the face to our diggers.

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48	20/03/2011	✓						Community, Suitability, Environment	Our orienteering clubs use Anzac Park regularly for club events. It's particularly useful for beginner and school groups. If either of the areas in Anzac Park were used, it would be greatly detrimental to orienteering, cutting the park in half if the dog off-leash area were used, and completely spoil a beautiful park if Options 5 were used. Hoop Pine picnic area is sometimes used by our clubs as an assembly area, but there are other alternatives on Mt Coot-tha and I believe this area will be of least problem for cyclists, this area is used a lot less than Slaughter Falls picnic areas for example.
49	21/03/2011	✓						Community, Suitability, Environment	Strongly object to options 4 and 5. Anzac Park is a very important part of Toowong, contributing a clean, green and necessary relief from the intense housing development. It performs many functions. Was established in 1916 as a legacy to Anzacs and should be treated with respect. Other options are available that would not destroy the park and pose such a large safety problem because of increased traffic. How does Council propose to stop workers parking in the park and ride commuters car park and around Anzac Park?
50	21/03/2011	✓						Community, Suitability, Environment, Economic, My parking	Object to option 2- uses the park and ride daily to catch a bus to work. Many cyclists drive to here then ride to the city. Suggest commuters be compensated by free car parking at King George Square car park if a car space is not available at the current park and ride.
51	21/03/2011	✓						Community, safety, traffic, process	
52	18/03/2011	✓		✓				Heritage	I am an old digger. I've lived in the area for 60 years. Anzac Park means a great deal to me and to others who have fought in wars. I would hate to see it desecrated by turning part of it into a car park.
53	18/03/2011	✓					Freers	Community, Suitability, Environment, Economic, Historic	All Anzac Park options are off limits as this is a very significant historical/recreational park used by hundreds of people from close and far. Construction workers will not walk far to site so bussing from Hoop Pine and/or Freers is best but cyclists need to have an adequate road to provide them with safety. Keep workforce on the freeway where construction is taking place.
54	18/03/2011	✓		✓					Very poor and superficial consultation process, most potential sites did not even appear on the list. Very much a premeditated plan to push the vindictive and destructive option to destroy ANZAC Park. Very unprofessional behaviour by the Northern Link team and Council officers unable to answer even the simplest questions on the project. Should consider Purtell Park, Bardon, Freers Farm, western freeway worksite, Milton tennis centre, council bus depot
55	18/03/2011	✓						Community, Suitability, Environment	Judging all the information at hand it seems that option 1 is most suited area for a car park as it would have least impact on our community. I would like to see the land on which freers chip factory stands be used if it all possible. I am disgusted to see Options 4 and 5 on the list after so much public community outcry against destroying our Anzac Park, which has been used for decades for the sake of a car park and maybe saving a few dollars
56	23/03/2011	✓						Community, Suitability, Environment, Economic	
57	21/03/2011	✓						Other	Sacredness and respect by not using Anzac Park
58	21/03/2011	✓						Community, Suitability	BCC has no means of guaranteeing the safety of children and/or other park users if Anzac Park becomes a thoroughfare. How would you respond if there was an accident??? What a massive responsibility. The plan to use an historic park for this use is an insult to all those for whom the park is dedicated and to the generations of residents who established such a memorial. What a shameful proposal.
59	21/03/011	✓	✓	✓				Community, Suitability, Environment	Anzac Park options should not be considered as this is a major breach of all conditions of acceptance by the Convener General's report.
60	21/03/2011	✓					Freers Factory site	Community, Environment, other - Historic, Looking after workers	I believe that the construction workers are unlikely to want to walk the long distanced from Anzac Park and Park and Ride. Unlike office workers they have physically demanding jobs and walking around 2km a day to and from work is too far. I believe any sites within Anzac Park are completely off limits. This park is of great historical, recreational and environmental importance for the local community and Brisbane residents. Our family of four and dog use it daily like 100's of others each day. I feel the site on the side of the freeway where the workers are best to minimise traffic problems of people crossing the freeway. The Freers factory or Hoop Pine sites are best BUT adequate provisions need to be made for the many cyclists also.
61	21/03/2011	✓						Community, Environment	I would like my children and others to play safely in the park and not have the concern of extra road traffic.

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62	21/03/2011	✓		✓				Other - Community consultation process	As an organising committee member of the Friends of Anzac Park, Toowong I have found BCC's conduct to be deplorable, the information and consultation process misleading the incomplete. To propose Anzac Park as a site in 2010 is one matter but to come back in 011 with two options to destroy the park is disgusting. BCC has no respect for our heritage or people.
63	21/03/2011	✓						Community, Economic	Distance from residential area =less impact on residents. Low construction costs. Low traffic area presently - good access from northern suburbs via Bardon.
64	21/03/2011	✓						Community	
65	21/03/2011	✓					Freers site	Community, Suitability, Environment, Other - historic/recreation	All Anzac Park options are out. We use this park daily with our dog and on play equipment. Great playground and flying fox. I want to be safe when I play there. Keep workers on same side of freeway and don't add to traffic problems. Look after cyclists also.
66	17/03/2011		✓					Community, Suitability, Environment, Economic, Other	Anzac Park should not be an option - it is an important and well used green space and has significant heritage value. The scenic drive option would not be suitable due to the high usage by cyclists - particularly at 6am. Hoop Pine is a possibility if the Park and Ride falls through. Negotiations between Council and Stuartholme should continue regarding the use of the Freer's Chip Factory site
67	14/03/2011		✓					Cost	Please just use the cheapest option! No one has a lazy \$5m to waste protecting a park.
68	1/03/2011		✓					Cyclists safety on Mt Coot-tha	favour using slightly 'outer' parking locations with either a walk or bus ride to the site, to keep cars out of the hill area - which is not designed for major traffic, and it's slightly wrong to use it as a car park when other car parks exist. So for most we support both A & B: A. parking at the Park and Ride (75% or 225 cars) which seems to be mostly a car park for bus drivers, come locals, some park and bike ride (some sympathy for them obviously but they can park nearby and ride to town or up the hill pretty easily) and a few park n riders. but from my count there only seemed to be 110 spots there? Is it to be re-jigged? It was half full. Workers could walk from there - we can work with them being all over the pathway - although with the lights for the bus exit (which many cars use too) it is a shame a special arrangement couldn't be made to extend the lights to the cemetery side and cross workers there - halving the distance. ANDB. Purtell Park (25% or 75 cars). It's only 600m to Simpsons Rd/Freers Farm and less involved with the road system. These options would help reduce the traffic volume on Mt Coot-tha rd and Sir Samuel Griffith Drive - a benefit for cyclists, existing through traffic and for locals too. If walking from the Park n Ride proves a burden for some - perhaps a limited bus service could be added.
69	17/03/2011		✓	✓				Community, Suitability, Environment	Options 4 and 5 would affect the local community the most and our quiet lifestyle that is valued by all. Options 2 and 3 would have the least impact and the infrastructure is already in place to support the car park required.
70	15/03/2011		✓	✓				Community, environment	No parking station in Anzac Park or the Anzac Park dog park. It is an historic site and an important and heavily used public facility. It is ironic and devious to change the name of the Northern Tunnel to Legacy Way. In no way does that compensate for the desecration of Anzac Park or deceive the electorate
71	17/03/2011		✓	✓				Community	Option 4 and 5 should not be used because they will negatively effect the community. Option 1 and 2 are the best because they seem to have the least negative impact on the community
72	15/03/2011								Good morning, In reference to your car parking options, Option 1 seems to be the best of a, frankly, bad lot. Options 4 and 5 will destroy a popular and much needed inner city park, and along with Option 2 have a massive impact on a major cycling commuter route. They will also further spread the impact of worker commuter traffic into the surrounding areas of Toowong (which I suspect is probably going to happen anyway with many workers opting to use local streets for parking rather than risk delays getting in and out of designated car parks). I don't think there's much to pick between Options 1 and 3 but 1 would seem to minimise the overall impact on the area. I assume there is going to be a lot of education of workers as to how to conduct themselves around the cyclists and walkers/runners who use the reserve for its intended purpose. I'd be interested to know the details of any awareness programs.
73	14/03/2011		✓						I am in the Dean Street Toowong area. My vote is for Option2.
74	9/03/2011			✓				Safety, history and amenity	My preferred option is the SCENIC DRIVE combined car park (OPTION 3). This causes least disruption to residents and other traffic, is the safest, and ultimately probably the most cost-effective. The two proposals to convert ANZAC Park to a car park (OPTION 5 - ANZAC PARK NORTH and OPTION 4 - Dog Off Leash Area) fail on the grounds of safety, cost, amenity and common sense. OPTION 4 is, frankly, absurd and deserves no serious consideration. OPTION 5 is superficially attractive to BCC for the reason of appearing to be closest to the worksite. However, it is clear that workers will not walk the 700+ metres from ANZAC Park to the actual entrance of the worksite. Busses will be required as for all the other proposed sites. This makes the ANZAC Park option at least as expensive as the other proposed sites. This is but one consideration. My primary concerns however relate to SAFETY and HISTORY and AMENITY. 1. The proposed sites are close to the high-volume cycle path and children's playground. Cyclists (both commuter and recreational) will be endangered by the constant streams of traffic in and out

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									of the park at shift changeover times. 2. The disregard that BCC is showing to the ANZAC heritage is concerning. ANZAC Park is a monument to those who have served Australia and who have fallen in battle. To destroy this sacred land for a car park is deeply offensive. 3. The ANZAC Park proposal is also the most disruptive of all options to local residents. To lose valuable parkland, and worse, to make it dangerous for children to visit because of traffic and 'strangers', is the opposite of what council should be promoting for a liveable Brisbane. Residents will also be forced to put up with loud noises and high traffic volumes, quite unnecessarily. In short, OPTIONS 4 and 5 are dangerous, provocative, culturally and historically offensive, and economically suspect. They must not be supported.
75	12/03/2011						Alternative to ANZAC park		I have heard rumours in the community that the recent claims that ashes and urns were scattered throughout ANZAC Park over many years have been fabricated by locals to save the park. These rumours are untrue. On 5 November 2010 I found out, while at the dog park, about BCC's proposal to locate a construction workforce car park within ANZAC Park, Wool Street, Toowong. I am a daily patron of ANZAC Park. As I have lived in Toowong for only 3 years that evening I researched who the local history group might be and contacted the Toowong & District Historical Society. I now understand this group was set up by a member who had once belonged to the other local history group, West Toowong Community Association (WTCA) - History Group, after a dispute where this person was asked to leave. I communicated with Toowong & District Historical Society for one month from November - December 2010. West Toowong Community Association (WTCA) History Group - has as members a qualified and well known historian, an ethnographic consultant, a publisher and IT expert, and others. The person I communicated with from Toowong & District Historical Society I understand is not a qualified historian. I do not know who the other members are. On 12 November 2010 I listened to an ABC Radio interview where a local by the name of Arthur Palmer spoke about ashes and urns being scattered in the park.
76	11/03/2011			✓				Community, Community, Suitability, Environment, Economic Feasibility & Responsibility of Local Government to Ratepayers	My preferred option is Option 3 – Scenic Drive Combined Car Park My feedback relates to Other: the Human Well Being of the Community The Co-ordinator General has stipulated that a designated car park be made available for the workers during the Northern Link construction to keep construction workers parking on local streets. Obviously cars can be parked on all the sites offered as options but unfortunately not all these sites have been selected to minimize the negative impacts of the considerable workforce on the local community. Surely the intention of the Co-ordinator General's request is to minimise noise and disruption in the project neighbourhood so there is little point in providing a car park which only exacerbates the community discomfort caused by such a large project. Communities (consisting of local residents and regular park users) would be severely discommoded and put at considerable risk by having 200 cars entering, parking and leaving the sites selected as Options 4 and 5. Even though these options appear cheaper than others, the human cost would be very high particularly at the moment when so many other parks in the locality have been contaminated by flood water and cannot be accessed as alternatives. Toowong will be a very stressful environment for the foreseeable future and people will desperately need a peaceful and green recreational area to keep morale high if community goodwill is to be maintained. Option 1 has fewer residents in the immediate vicinity but it is heritage listed and is a recreational area with regular users who would lose their recreational space. Option 2 is already a car park and has daytime occupation but would be free in the evening although the extra traffic could impact on the employees travelling to the bus depot early in the morning as the evening shift is leaving. Option 3 has no neighbours to be inconvenienced by large numbers of cars in the local streets and the areas designated for the actual car parks are not recreational spaces so nobody would be deprived of playground/barbeque areas/walking tracks/bikeways/exercise group space/dog off-leash facilities/picnic areas/venues for council movie evenings, weddings, local band concerts and special community celebrations. The safety of the cyclists who use the road near this option could be managed easily by providing a bypass bike path to be used for the duration of the project. There would be no need to rehabilitate this area because much of it is already paved and the car park and bike path could be useful. I trust you will give these matters due consideration because the human well being factor seems to be missing from the assessment criteria provided for the consultation.
77	15/03/2011		✓	✓				Community, suitability, environment	With many other folk, I walk around the park road, Six days per week for daily exercise. I enjoy the quiet environment, bird life, trees and to see other folk doing the same - people exercising their dogs around the track, groups with their personal trainers, young facilities with children playing on equipment. the small number of people driving cars to take their dogs to the dog park are disruptive enough without having workers' cars on the inner road. At least they are considerate of other and drive slowly so walkers can move away. A multi-level car park at the Park and Ride would service all construction workers' vehicle and create minimum or no negative impact to humans, fauna or flora. It should avoid the necessity of destroying an existing natural environment or inconveniencing local citizens with traffic hazards, noise or physical exclusion from favourite social and recreation places, namely ANZAC park.
78	15/03/2011		✓						Option 2 would be my preferred option
79	2/03/2011						Freer's site	Use Stuartholme (Freers site) land	If the BCC and Stuartholme school cut a deal re workforce car parking then everyone will be happy

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80	17/03/2011		✓					Community	
81	14/03/2011			✓				Community, Environment, Economic	Ratepayers and safety are paramount issues when considering options for a car park that will be heavily used for the next 4 years. Option 3 seems to be the least impact on people who will have to ensure the 24 hour operations of the tunnelling. The least impact on the neighbours of the tunnel has to be the better plan, otherwise Council will be facing daily concerns after safety and disruption to lifestyle by residents.
82	14/03/2011		✓					Community, suitability, environment, economic	Option 2 is the most suitable choice as it will have a very low impact upon the environment and NO impact upon Anzac Park and the various groups that use it. There will be no need to use buses for transporting workers to the site (\$300,000 + \$8.2 million for shuttle buses is outrageous as I know of no job which provides workers with free transport from where they park their cars to the worksite. This is a luxury we cannot afford). We do not regard using any part of Anzac ark as an option. This is an inner city suburb with few green areas and Anzac Park is regularly used by our community for recreational purposes.
83	15/03/2011						Freer's site	Community, suitability, environment, economic	All 5 options listed imping on public space of which Brisbane is in dire need. The abandoned Freer's site is private land which will be developed in future years as a school or a school sports field. The transient use as a car park will be obliterated in the final development. The distance from the Freer's site is equal to Option 1 and a two-way access road is already in place. The slope on the old Freer's site is consistent with car park use (less than 10% slope). This site (Option 6) needs to be fully investigated and discussion commenced with Stuartholme Management. Even through Option 1 is the most satisfactory of the BCC options, it is apparent that a large tract of land to the west of the construction site will be modified to provide the approaches to the tunnel as well as reinforcement ramps for the elevated roadway connection. This disturbed area I about 1km long (+ or -) and with a little extra work could park about 350 cars. Any environmental damage could be rectified when the bypass roadway area is re planted. The noise is more separated from domestic dwellings, no transport is required as the car park is then within the construction site. Option 4 and 5 severely impact on the existing use of Anzac Park. The noise level will be greatly increased at shift change times. Option 2 - Re utilises an underutilised facility but need the support of one or both elements of Option 3. Could be a bonus as workforce fluctuates from start through and tapers off as project is completed. Option 3 OK and far enough away to be noise neutral. Option 1 - Is the best of the BCC options. Needs transport support but is remote so noise should be satisfactory. Alternative - The Freers site obviously is far superior from the number of car parks and noise locals.
84	15/03/2011		✓					Community, suitability, environment	Why has the BCC not considered other options, eg the old Milton tennis courts (lying vacant) on Milton Road? Plus shuttle bus or further development of Option 2 or land owned by Stuartholme School (old Freer's chip factory land) plus shuttle bus in Mt Coot-tha area (sir Samuel Griffith Drive) with negotiations with State Government to reduce/waive land tax issues. Desecration of a picturesque memorial park should not have been considered in the first place and is a blight on the environmental concerns of this BCCC the tunnel as has been the case elsewhere e.g. Sydney will prove a financial disaster in any event.
85	15/03/2011				✓				With this option, the workforce is most likely to utilise the parking and will alleviate more traffic issues at the existing Mt Coot-tha Road and Western Freeway intersection, whilst the dog area being moved within the park, no users of facilities will be affected. My concern though is the intersection of Wool Street and Dean Street. It could be a disaster. Personally , not considering anything else, Option 3 would be my preference Option 4 will do.
86	15/03/2011			✓				Community, suitability	This option has minimum impact on humans and their living environment and would be reasonably easy to rehabilitate
87	9/03/2011						Former Milton Tennis Centre site	Use Milton Tennis Centre site	Dear Developer, I don't know why you can't use the derelict Milton Tennis Court (eyesore) site now under the control of the BCC to park your work vehicles, trailers etc etc. Its close to the Toowong round-about and you'd all be travelling against the traffic when you come and go from the building site. I don't even think the BCC really know what to do with that flood-ridden eyesore site in the next 3 - 5 yrs anyhow. By the time they complete their community consultation process re final plans for the site you'd be done and dusted.
88	17/03/2011		✓					Community, suitability, environment, economic	ANZAC Park is not an option!! I hope negotiations re Freer's Factory continue. I consider the Park n'Ride and the Hoop Pine area as the best combination to provide the required spaces. I have to take a shuttle bus to my workplace during a major construction project at Uni of Queensland: it works OK.
89	14/03/2011				✓			Mount Coot-tha not appropriate for parking due to cyclist use	Mt Coot-tha is not appropriate for the parking areas. I use the circuit road regularly as a cyclist and the road is not compatible with heavy traffic from workers vehicles. Options 1 and 3 should be ruled out on this basis (quite apart from the high cost and poor amenity).
90	17/03/2011		✓	✓				Prefers use of existing car parks. Community, suitability, economic	Option 3 allows for development of a car park that maybe continued after the project is completed. Option 2 already uses an existing car park. Option 4 is my least favourite as we have a dog and the plan will block easy access for us to the park.

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91	15/03/2011			✓				Community, Environment, Other	1st option - loosen land tax laws and allow the car park in the Freers Chip Factory area. (2). Scenic Drive - I am a cyclist and this disruption would be minimal. A car park in a historical children's playing area is just plain stupid with no consideration for safety, environmental, historical concerns. Also the time frames for feedback and lack of transparency in the community consultation is lacking.
92	14/03/2011			✓				Safety of children in Anzac Park. Safety concerns re Mt Coot-tha and cyclists can be addressed. Can workers walk down Mt Coot-tha from car park?	My preferred option is Option 3 – Scenic Drive Combined Car park Safety for myself and children in Anzac park and walking to and from the park. There will not be an increase in traffic on the local streets. If the car park is be used after the completion of Legacy Way as an overflow car park for Mt Coot-tha Botanical Gardens, then the safety issues remain in minimising car traffic in and around Anzac Park. There are concerns about safety of cyclists on the road with the Scenic Drive car park option. I feel there are existing concerns with cyclists on Scenic Drive so an upgrade the road is needed anyway. I do not understand how there can be lost time productivity for a shuttle bus operation. As it would be all downhill from the car park to the work site, perhaps the workers could walk to work and only catch the shuttle bus home. Are we not about promoting healthy lifestyles and workplaces? Are not 50% of Australian adults overweight or obese?
93	15/03/2011						Freer's park		A suggestion for workforce parking is to lease a roadside section of the currently unused Freers Farm fields from the Stuartholme School, and have a shuttle to the site. Perhaps a jogging - cycling path could be included so that the workers could incorporate their fitness training in getting to work. The cost of leasing and a shuttle would not be significant compared to the overall cost of the tunnel. Using the present parks would be most destructive.
94	21/03/2011							Community, Suitability, Environment, Economic	This area and none of these options are suitable for such a facility- with far too much traffic and no doubt will include trucks and other heavy vehicles at some stage. Along with many others in Brisbane I also have major issues with getting to and from work and catching public transport, long walks from/to car parks at the start and end of shifts. Council workers also need to get/keep fit and have far more respect for the environment and those whose memory resides here. PS, I am also thoroughly fed up with roadworks ruining Brisbane. NB Few people use Clem 7!!
95	21/03/2011		✓	✓			Freers Farm	Community, Suitability	I am a mother of 2 small boys. We use Anzac Park on an almost daily basis. We use the ring road for me to push my jogger stroller to get exercise, and my boys use the playground all the time. I am concerned about traffic around and in the park. I prefer an option away from residents. My first preference would be Freers Farm, since it does not require publically used land. We also use the Hoop Pine picnic area on a monthly basis.
96	11/03/2011		✓					Community, Suitability, Environment, Economic	Mt Coot-tha Rd Park and Ride is under-utilised as a car park at present, is the cheapest option and would have little impact on locals, flora and fauna. This option should be considered with the addition of one other car park- preferably one of the two Scenic Drive car parks (option 3). I am strongly opposed to using Anzac Park (either option 4 or 5). This option would have a detrimental impact on both the park and our neighbourhood. We already have to put up with the Bus Depot and the traffic, parking issues etc that that entails!
97	21/03/2011			✓				Suitability	By touching Anzac Park you would be personally spitting on the graves of proud Australians who gave their lives to defend our country. I'd like you to have told the people whose ashes have been scattered their that you're destroying their final resting place. I think you'd be met with a lot of hostility. Just because someone is dead doesn't mean you can disrespect them. We will Remember Them. Will you?
98	21/03/2011		✓					Community, Suitability, Environment	Consultation form states "would require an additional car park location" for option 2. Why not consider putting another level onto the existing park and ride? This would almost double its capacity and the area would have the long term benefit for (1) increased park and ride numbers as Brisbane grows (2) Bus Depot staff who currently park in Wool Street and Anzac Park bays (3) Parking for large events in both Anzac Park and Botanical Gardens. It may be more expensive but surely cheaper than any temporary car parks elsewhere. Some greenery would be lost initially but you already have those hideous large billboards in the area plus the ugly flyover. Trees could be replaced along the street edge.
99	21/03/2011				✓			Suitability, Environment, Economic	Least heritage impact, high capacity, minimal site levelling, already established access to work site, minimal flora and fauna impact, good on/off site traffic flow with separate In and Out access, Council owner property, reasonable total cost. Note: In relative terms residential properties are not that close. Both ingress and egress roads use Dean St as their connection to wider road system and it is a very low density traffic roadway which would avoid bottlenecks.

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100	21/03/2011		✓					Community, Suitability, Environment, Economic	I live 50m from the Anzac Park dog off-leash area. Proposals 4 and 5 will have a devastating impact on the quality of life of local residents during the construction period. I also ride through Anzac Park to work twice daily and would have serious safety concerns about doing so with a car park in the park. The economic and environment cost of options 1 and 3 are just too great (although preferable to options 4 and 5). I also ride around Sir Samuel Griffith Drive and think that it would definitely be more dangerous for cyclists and runners around Mt Coot-tha if there are construction workers driving through there.
101	11/03/2011		✓					Community, Suitability, Environment, Economic	In these high density suburbs, the few available parks are sacred, especially an ANZAC (memorial) park. Please use the existing car park and make it multi-level if necessary. It will pay for itself in the future and provide extra parking. BCC Bus Depot employees could also use it instead of blocking streets in the area.
102	14/03/2011		✓					Community, Suitability, Environment, Economic	I am in my nineties and a long-term resident of Toowong until a few years ago. Please do not consider using existing park land for parking, especially Anzac Park. A multi-story car park could be built on the 'Park and Ride' site and could then be used for future parking needs in the area including for bus depot staff.
103	21/03/2011		✓					Community, Suitability, Environment, Economic	With the high density development in suburbs along railway lines, it would be 'criminal' to use existing parkland. I am in my late eighties and have enjoyed Anzac Park for the last fifty years with my family. Please use the existing car park facility even if that means building a multi-level car park on the site.
104	21/03/2011					✓		Suitability, Economic	Firstly, I would like to thank Council for giving me the opportunity to provide feedback on the five proposed options. Options 1 and 3 are too expensive. Although Option 2 is the cheapest, as a 'park and rider' I would not want to see this car park go. It is also not big enough to be used on its own and would still require additional car parking. That leaves options 4 and 5. Option 5 is the closest to the planned construction site and is my preferred option. The parkland can quickly be developed as a car park and following completion of construction of Legacy Way can be returned to parkland in a relatively short time.
105	21/03/2011		✓	✓				Community, Suitability, Economic	According to the distributed information, the number of car spaces required prior to mid-2012 seems to be about 180. This could be achieved between the Mt Coot-tha Gardens overflow area and the Park and Ride. Following this period up to 300 spaces may be required. To prevent major disruption to the activities of the local community, the Scenic Drive combined car park should provide the excess, around 120 spaces. This number for this time period should not cost the entire \$9 million predicted, closer to half of that if not less. To prevent excessive damage to local ecosystems, a fence should be erected around the Scenic Drive car park to deter wildlife from the area to be removed later, and extensive weed management should occur after the project is finished.
106	21/03/2011		✓					Suitability, Economic	Money which is available would be best spent making a permanent addition to this facility. If land is not available for at grade extensions, additional levels may a viable option. Anzac Park is one of the only parks in the Toowong area that doesn't flood (i.e. Perrin Park)
107	14/03/2011			✓				Community, Suitability, Environment, Economic, Responsibility to ratepayers	Council argues 6 per cent of park will be used, but in fact, it is a very large part of our recreational precinct. Safety of walkers is a big issue if Anzac Park were to be used. Many people walk and jog around the roadway where parking is proposed in Anzac Park. No workmen would walk the distance from the proposed Anzac Park area so bussing would be required. Scenic Drive is therefore more economic and practical. Anzac Park is a heritage site and must not be despoiled. Why encourage more use of private cars when Council purports to encourage use of public transport.
108	14/03/2011		✓						
109	14/03/2011			✓				Community, Suitability, Environment	I am firmly opposed to Anzac Park being used as a car park. It would negatively impact the landscape. Using the Mt Coot-tha Rd Park and Ride could inconvenience other workers and that would not be fair to them.
110	14/03/2011		✓	✓				Community, Suitability, Environment	Options 2 and 3 provides sufficient parking space. There would be no interference with the use of Anzac Park and is pedestrian friendly.
111	21/03/2011		✓					Community	I use the dog off-leash area everyday anywhere between 5 and 7pm. The volume of people (and dogs) that utilise the dog park per day would far surpass the daily people use of any of the other areas proposed as options. In the 1hr time I am there, there are at least 10 other people with their dogs. Given some people go before work, others after, I would estimate 50 minimum use the park with their dogs per day. It becomes a wonderful social network for dog owners. So in terms of passive quality of life issues vs. active quality of life, the dog off leash area is unprecedented in its contribution to community participation and health.

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112	13/03/2011			✓				Community, Suitability, Environment	
113	13/03/2011			✓				Community, Suitability, Environment	
114	11/03/2011		✓	✓			Freers site, Sir Samuel Griffith Drive	Community, Suitability, Environment, Safety	1. These are not the only or the best options 2. The Freers site, and the duplicated section of Sir Samuel Griffith Drive are better options. 3. You have not supplied sufficient information. 4. I am particularly concerned about safety- how can the safety of children be guaranteed when they are going to be interacting with construction workers vehicles? 5. Destroying green space in a heritage park (it is on your own heritage register) should not be an option.
115	11/03/2011			✓					Firstly, I don't agree with the idiocy of wasting billions on road infrastructure. Any available public money should be put towards fast public transport. Specifically, don't use Mt Coot-tha Rd Park and Ride. I live right out at Mount Crosby and work in the city. It is too far to ride my bike from Mt Crosby so I put my bike on the back of my car and park at Mt Coot-tha Park and Ride and then cycle into the city. This gives me free parking and some exercise each day. I have been doing this for 7 years. It would be devastating to my lifestyle to lose this. Many other people do the same (25+) and also many park and catch the bus. Parking hubs into public transport and cycle ways are VITAL.
116	11/03/2011			✓				Community, Suitability, Environment	Community, Suitability, Environment
117	11/03/2011			✓				Community, Environment	Not in Anzac Park. It is a memorial to our soldiers. It would also be a large cause of pollution for everyone who lives so close to the park.
118	14/03/2011			✓				Community, Suitability, Environment	1. Anzac Park is a major community facility. 2. The increase in traffic would have a significant impact on the residents of Cross St/Brosely Road- the number of community affected by Scenic Drive option is much less. 3. Anzac Park is a memorial area, dedicated space for those who are remembered for their sacrifice.
119	11/03/2011			✓				Community, Suitability, Environment	
120	11/03/2011		✓					Community, Suitability, Environment, Economic	I cannot see why the park and ride car park cannot be used in conjunction with the car park opposite the Garden's entrance. Both of these car parks are only a short walk to the construction site and need no start up costs whatsoever. What has to be looked at is how many car park spaces are actually needed as not everyone would own a car and drive to this site.
121	11/03/2011			✓				Community, Suitability, Environment	I live on the college campus at Cross Street with my two small children, as well as among other families. If Anzac Park or dog off-leash area (Options 4 and 5) are used the community would be destroyed. The area would be unsafe for families. The pollution terrible, being so close and completely unsuitable in every way possible. Please no car park, we have a great community here and option 3 is much more suitable.
122	21/03/2011			✓				Community, Suitability, Environment, Economic	I am disappointed that my previous letters to Council have not been addressed. The cost of temporary parking should be considered against the total project cost, not relative to the 'options' listed. Knowingly introducing construction traffic into a residential area is a failure of the designer's obligations to consider safety in design as required by the WH&S Act (QLD). Introducing traffic into Anzac Park is a major failure to comply with the same requirement and is socially irresponsible.
123	21/03/2011			✓				Community, Suitability, Environment, Economic	I strongly advocate for the protection of Anzac Park. As the mother of young children I can attest to the important role Anzac Park plays in providing a green space for children to utilise. This has become even more important since the recent floods which have seen the closure of many parks in Milton, Indooroopilly, Chelmer etc. The acquisition of the old Milton tennis court site is commendable- but it was also flooded and therefore even if converted to park land remains in danger of being closed in the event of another flood. All of Anzac Park is utilised by children including the area proposed for the car park!!
124	21/03/2011			✓				Community	I go to Crossway College and it would make it much harder to attend and study here. We are also planning on moving to the college and it would not remain a great place to live and study if the car park was to go in Options 4 or 5. Also Anzac Park is very important to the community.

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125	10/03/2011		✓				Community, Suitability, Environment, Economic	Lowest cost. Close to site- could be combined with Option 3. Less disruption to community.	
126	10/03/2011		✓				Community, Suitability, Environment, Economic	Option 2 is the best and only option as there is already a car park, therefore having minimal impact on all areas, i.e. community, environment etc. Most importantly it is the most cost effective option. Option 4 and 5 should not be an option at all. These options will impact all aspects of the community it is too close to residential property which will effect air quality and noise. Children play in Anzac Park and with increased traffic it is putting their lives at risk. No other dog parks close without Anzac Park.	
127	10/03/2011		✓				Community, Suitability, Environment, Economic	Mt Coot-tha Road Park and Ride is the best option as it is already a car park therefore having minimal impact on community re: noise/land use as it is already a car park. It is also the cheapest. Option 4 and 5 should not be an option at all. It is too close to residents homes and will impact all aspects of the community. Children play in the park and lowered air quality will be dangerous to their health. With this increase in traffic it is also putting the children at risk as they are unpredictable and could be injured by a worker in their car. There are no other dog parks around locally within walking distance.	
128	16/03/2011			✓			Suitability, Environment	No car park in Anzac Park to keep residence in this area quiet and safe.	
129	15/03/2011			✓			Community, Environment		
130	21/03/2011			✓			Community		
131	21/03/2011			✓				No car park on Anzac Park as it would destroy our community life. We have children who live and play at Anzac Park. It will also destroy wildlife, take away dog off-leash area and a wonderful Anzac Park. Absolutely no car park on Anzac Park.	
132	21/03/2011			✓			Environment		
133	16/03/2011			✓			Community, Suitability, Environment, Economic	Option 3 has the least impact on residents and local businesses and the environment. Options 4 and 5 are not tenable due to the nature and use of Anzac Park and the effects it would have on a large number of local residents through traffic, pollution and noise.	
134	16/03/2011				✓		Suitability	I commute by car park and use the Toowong Park and ride on Mt Coot-tha Road. This is the most efficient form of travel to get to work as I can get the P458 express that takes me directly to QUT. Alternatively, I park here and ride my bike into Gardens Point campus. It is a safe flat ride from here. Previously, I parked at West Leagues on Sylvan Road but there are never parks available there. My daughter is at Stuartholme so I need to drop her off at school because there are no direct buses for her. Hence, I need the park and ride and would be seriously disadvantaged if this was taken. Indeed there is no other parking available. If additional parking was provided on Sylvan Road I would happily park there.	
135	16/03/2011			✓			Community, Suitability, Environment	Options 4 and 5- which would lead to the widening of the road from Cross Street would destroy the safe and quiet atmosphere necessary in the complex where families with small children live. The increased traffic flow and subsequent noise would not only be unsafe, but would make it very difficult for the students to study.	
136	21/03/2011		✓				Community, Suitability, Environment	As a resident who lives and studies in the area, this car park will be a huge impact on me.	
137	21/03/2011			✓			Community	The upgrade of Wool Street and the increase of traffic through this residential area will dramatically reduce the quality of life for the residents. It will pose danger for children and noise issues for the locals. Crossway College situated at the end of Wool Street will lose all its public parking space and students will be forced to park elsewhere causing other difficulties. As a student there I would find it quite difficult.	
138	21/03/2011			✓			Community, Suitability, Economic	As a member of the College community, who works here every day, neither option 4 or 5 is acceptable. It will have a dramatic impact on the running of the Bible College, on the students, families and little children who live on the campus and whose safety would be put at risk and would result in people moving off the college campus, affecting the economic viability of the college too. Option 3 affects the least number of people in the community while still providing the necessary car parks required by the workers.	

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139	21/03/2011		✓				Community, Suitability, Environment, Economic	I believe that option 2 is the best choice since it involves minimal disruption to nearby businesses and residents, is one of the lowest risk options as far as pedestrians and road users are concerned, and is also one of the most economical choices (only \$555, 000 in total). I would strongly object, in particular to options 4 and 5 (both of which involve using Anzac Park). This is because I live and study at 1 Cross Street (which is quite close to the park) and to have the car park here would cause significant disruption and even safety issues for me and the many other students, staff and residents here (as well as residents in surrounding streets). Finally, Anzac Park is a very important part of the Toowong community and environment, and I would like to see it left alone! Thank you	
140	21/03/2011			✓			Community, Environment	As a student at Crossway College, I have been encouraged by the opportunity to walk in the park with friends and have easy parking facilities near the college. I am also concerned about the pollution and congestion that would be associated with a car park for our college residents and their small children. It would completely change, for the worse, the ambience of the college and its facilities.	
141	21/03/2011			✓			Community, Suitability, Environment		
142	21/03/2011			✓			Community, Suitability, Environment	I have strong objections to options 4 and 5. The car park should be kept out of Anzac Park, which should be a park for the people. Option 4 will be very damaging to the Crossway College community. It will remove all public car parking space along Wool Street, Brosely Road. This is where most crossway residents and students currently park. There is no other parking comparable to this. It will cause a noise/traffic problem to residences at the rear of the college. It will fundamentally change the character of that living space and potentially endanger the lives of children who live there. Option 3 is much better. It will have minimal impact on people and the environment. While it will involve the cost of transporting workers to their worksite, this is much better than the community disruption that would be caused by options 4 and 5.	
143	16/03/2011		✓				Community, Environment	Please save our park! We don't need to disturb the environment just to park a few cars	
144	16/03/2011		✓				Community	I have considered the latest options presented by Council, and I am absolutely appalled that Council would consider either Option 4 or 5. I have only lived in Elizabeth Street for 18 months, but in this time my family and I have grown to love this special park, which if I am not mistaken, is not merely ANZAC in name but also in spirit. I would severely object to any and all proposals which would interfere with any part of this sacred place!	
145	16/03/2011			✓			Community	Please don't build the car park at Anzac Park or the dog off leash area in Anzac Park. Both Anzac Park places are great for families to come and spend time together. It is also a way to remember those who have gone before us to give the freedoms that we are able to partake of today. Every time I have gone past this part I have remembered that others have fought for my freedom and the freedom of this country.	
146	21/03/2011			✓			Community, Suitability, Environment	The Scenic Drive combined option in my opinion will effect far less people. There is no immediate residential housing in the area surrounding this option. The effect on use of a public area as in options 1, 4 and 5 will be alleviated far more in this option, as the use of our frequently used recreational park land is simply not an option in my opinion. The dog off-leash area is used by many locals daily and is a significant part of the Anzac Park, the impact on the Crossway Bible College will be devastating, with the proposed amount extra traffic. It poses a serious safety risk for children and park users alike. The option to use Anzac Park in Option 5 is offensive to our heritage.	
147	14/03/2011			✓					
148	14/03/2011			✓			Community	Anzac Park options are totally unacceptable to residents, especially as requirement during peak period will surpass provisional capacity of approximately 200. Option 2 is not suitable as it is an incomplete option and is not viable on its own.	
149	14/03/2011		✓				Suitability	Option 2 is my preferred option as the most cost effective, least disruptive on residents and the environment option. It's also only a short walk for workers- no shuttle. Thank you for allowing me to provide feedback.	
150	21/03/2011			✓			Community		
151	11/03/2011			✓			Suitability	Anzac Park is a memorial. Option 3 is more suitable	
152	11/03/2011			✓			Community, Suitability, Environment	As a student at Crossway College on Cross Street, Toowong I am opposed to using any part of Anzac Park as a car park. Not only will it disrupt the learning and living environment of the area, a beautiful park will be negatively affected. This kind of proposal would remove from the citizens a shared and enjoyed living space that benefits the community so much. A car park will be busy, noisy, pollutive, unsafe (for visitors to the park with kids, dogs, etc) and would have an awful effect on the residents and students at Crossway College. Also, the general neighbourhood will suffer the same ill effects. Anzac Park, not car park, please!	
153	11/03/2011			✓			Community	This is a lovely park in which I spend time (despite residing in Runcorn). The last thing I want to see is more concrete and steel.	
154	21/03/2011				✓		Suitability, Economic		

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155	11/03/2011		✓					Community, Suitability, Environment, Economic	I'd like Option 2 to be extended and a multi-storey car park built in the existing car park and ride spot. This could then accommodate all 300 workers vehicles and could be used into the future as a park and ride commuters car park. It's a win-win for BCC and for the community and the environment.
156	21/03/2011		✓					Suitability, Environment, Economic, Health and Lifestyle	Option 2 - Mt Coot-tha Rd Park and Ride is the obvious choice, however, please, please, please could some spaces be reserved for correct regular users of this car park?! I am 55 years old and drive in from Mt Crosby every day to park and then cycle into the city to work. I enjoy a longer cycle ride in the morning but the reason I find this car park ideal is that in the afternoons, when I'm often very tired, it is not too far from the city to cycle. To lose it completely would seriously affect my lifestyle and health.
157	17/03/2011			✓				Community, Suitability, Environment	Anzac Park must be saved. Use option 3 and put a 20 km/h speed limit so that bikes are not affected. How ironic that Legacy Way should destroy Anzac Park. Is it going to leave locals with a Legacy of destruction for the almighty car.
158	21/03/2011			✓				Community	Anzac Park is a landmark of the Toowong community - a place for children to play and friends to meet. To turn it into a car park would be jeopardising this and would have significant impacts on the Toowong community. The traffic that it would create in the area would be one of these impacts as well as the loss of a special site, historically and a safe place for children to play.
159	17/03/2011		✓					Community, Suitability, Environment	Under no circumstances should Anzac Park be desecrated by a car park. Roads and tunnels are for cars. The park is for people and dogs. Many more people are using Anzac Park since the floods when their local (dog) parks were put out of use. Option 2 is already a car park. It would make good sense for the future for Council to build a multi-storied car park. This would encourage more people to park and use the buses.
160	17/03/2011		✓	✓				Community	Many children use Anzac Park daily and if a large amount of traffic builds up in the circular road then children would be unable to use it. A combination of options 2 and 3 would be a good choice as options 1, 4 and 5 is a park that is vital to our ever growing community.
161	17/02/2011						Southern end of Botanic Gardens	Community, Suitability	Create a new parking area at the southern end of the Botanic Gardens. This will serve two purposes: 1. For the construction of Legacy Way, 2. For overflow parking for the gardens when all other areas are full. This has happened on numerous occasions and as the excess of cars will not be able to use the area where construction site will be, will have off-street parking. There is plenty of land for this to happen and no one will be inconvenienced.
162	19/03/2011		✓	✓					
163	19/03/2011		✓	✓				Community, Suitability, Environment	Please don't use Anzac Park, it's just not worth it. My strong preference is that ANZAC park is not utilised in any way. I also note that you have not considered utilising shuttle buses from the city, Toowong rail station or other public transport hubs; given that the majority of us use public transport to get to work, I see no reason why the tunnel workers cannot also use public transport. I'd also argue that major fly in fly out mining operations do not require construction workers to drive to site; if you can construct a major multi billion dollar mine in the Pilbara without the workers driving to site, surely we can do it in Brisbane.
164	20/03/2011		✓		✓			Community, Environment	We will, hopefully, not be impacted directly by worker parking. However, we have had over 12 months of private building work in our street, and we are fully aware of the massive disruption this causes. Residential streets throughout this area are narrow and often steep. Access for residents is never easy, and the use of local streets for worker parking will create massive problems for local residents, as well as traffic hazards. Cars parked opposite driveways restrict or block access to their properties for property owners, and frequently prevent access to streets by wide vehicles. In the event of an emergency, emergency vehicles such as fire trucks and ambulances need to be able to access all local streets, and not be blocked by cars whose owners have disappeared to work a 12 hour shift on the tunnel. Rubbish trucks also need access, as do other large service vehicles. This is generally a quiet and treed area, and rates are quite high. Residents are paying for a degree of amenity, which will be seriously threatened if workers are allowed to park outside the designated areas. It is therefore essential that sufficient parking is provided to cover their needs, though why they can't cycle to work we don't know, since there is a massively expensive cycle path to the door. Provision of adequate parking needs to be combined with a penalty or disincentive scheme to discourage or prevent workers parking in adjacent residential streets. This will require enforcement!
165	20/03/2011		✓						I believe that the MT COOT-THA ROAD PARK AND RIDE option WITH A VARIATION is the only option to consider. The variation is the construction of a MULITLEVEL CAR PARK on this site that will have the capacity to accommodate all parking needs. Although this will cost more initially, long term it will be very cost effective as it will eliminate the additional expense of worker transport to the site and will be a valuable piece of infrastructure long into the future - especially for people commuting from the fast growing areas around Springfield. These commuters would drive to this car park and then use public transport to the city if confident of a parking space, thus reducing pressure on the CBD. Please give this option your serious consideration.

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166	20/03/2011		✓	✓					From initially being in favour of the tunnel I am now of the view it should not proceed in light of the floods. Too much now has to be done and it is financially foolhardy. It is apparent that the public amenity issues have not been fully costed as well. My preferred options are chosen predominantly upon community and environmental issues. BCC should publicly state the cost to withdraw from their contractual obligations to build.
167	20/03/2011		✓	✓				Community, Suitability, Environment, Economic	Option 2 is the least disruptive to local community and environment. It doesn't say how many car parks Ada St will contribute towards the 300 needed, but perhaps just the crescent shaped car park in option 3 would suffice to make up the shortfall. A cost effective way to transport workers to site could be BCC buses rather than a private bus company if the BCC drivers started their shift earlier and altered or created a new route.
168	19/03/2011			✓				Community, Suitability, Environment	This is a 4 year project. The noise and safety issues suffered by community in vicinity of Wool street over such a long period is unacceptable for options 4 and 5. If BCC proceeds with options 4 and 5, impacted residents should be compensated (so they can install air-conditioning and double glazed glass to decrease noise) at the very least. Options 4 and 5 also pose safety issues for families and children using the park. In addition, Anzac Park is a vital 'green' space in the inner city area-environmentally options 4 and 5 are detrimental to environmental values. Anzac Park is also a significant cultural asset to Brisbane and also represents a memorial to our returned soldiers- it has historical significance. I support the tunnel being built, but please don't destroy our environment, culture, history and local community in the process- it is a long period this will have to be endured (4 years) and the traffic generated from the construction site is very significant.
169	20/03/2011			✓				Community, Suitability, Environment	I believe option 3 would be the best option as it is not a memorial, park or picnic area as options 1, 4 and 5 are. Option 2 would also be suitable but seems to provide less car parking space. Considering the cost of the overall project and the fact that the winning tender's design has taken \$300 million off the price, any of the listed costings for the car park are a drop in the ocean by comparison. There can be no justifications ever for removing/ damaging a park, as community and environment must come before economics if we are to survive as a race. We constituents are not your enemy Lord Mayor/ Cr Matic, we are your employers, who have given you great responsibility to look after the people of Brisbane's best interests.
170	20/03/2011			✓				Community, Suitability, Environment	I would like to see the Anzac Park options removed from the option list due to its value to the community. This park is utilised by children, families, exercise groups (school running club and fitness groups), cyclists and dog lovers. The disruption to the community would be widespread and long term, therefore the Scenic Drive combined option would be preferable. This option is least disruptive to the community and would provide a resource for the restaurants and easier access to walking tracks on Mt Coot-tha. Mt Coot-tha Scenic Drive options do not effect the history of Anzac Park which also makes this a more viable and respectful solution. At times money can't replace history, heritage and generational value that Anzac Park represents.
171	20/03/2011			✓				Community	I think that this is the best option because the people don't have to wreck a great community park for a car park. Many children, families and even the elderly use the park for different meanings, walking picnics and just to let children run. But this will all change if there are up to 300 cars driving through per day. This could pull this community apart. The 2nd option does not have enough car parks for 300-200 cars. It gets used by the public and that takes up more parks. The 1st option is an area used by many for picnics. If you used this you would be killing animals and peoples memories. This is why I think this is the best option.

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172	21/03/2011								<p>I wish to state my protests to the proposed car park for Legacy Way workers being established in Anzac Park Toowong. I believe the process thus far has set out to compromise the community's best interests by providing NO clear information regarding precisely what this means to park visitors and residents as well as the flora and fauna of Anzac Park.</p> <p>As a resident of Wool St since since 1998 I have seen the number of visitors to Anzac park steadily increase. This appears to have occurred as younger families move into the district.</p> <p>Of particular note is the growing number of school aged children and adolescents who now come to the park to play ball games in groups after school and on weekends. The Flying Fox is continually in use and shouts of joy and laughter often float across the park as a indication of the fun and enjoyment I it provides. I notice also that there appear to be a growing number of families using the park to cycle. Anzac Park provides a relatively safe 'road' for parents to cycle with their young children as they learn to master riding. The 'road' is also the preferred walking and running track for most people who come to the park.</p> <p>Many families also picnic in the park and bring their young children to enjoy playing in the sand area and around the pond. There are many ducks and other bird life living around the pond. These ducks also range (safely) around the park when the wet weather provides better grazing further afield. I have observed many children delight at watching these ducks and ducklings as the wander around the park. The park is also used by a number of organised fitness groups who work-out there regularly.</p> <p>As a psychologist working in the area I can only view all these activities as extremely important and healthy alternatives to the unhealthy obsessions of some children to television viewing and computers as a primary means of entertainment and socialising. The alienation in our society associated with the excess of such pursuits has contributed to the epidemic of anxiety and depression we now face.</p> <p>In my opinion such a large safe green area as Anzac Park provides, makes a significant contribution not only to residents like myself who live adjacent, but to the many people who travel there for some respite from the pressures of modern life. It provides a venue that is healthy both physically and mentally.</p> <p>Because of this I object to Anzac Park losing a significant green area with many established trees and to this green area being converted to hard-stand parking for cars. Surely we should not be encouraging such a large population of workers to use individual cars by providing them with a specific car parking area. If cost is the factor that determines the decision to use Anzac Park surely encouraging more people to catch public transport would show some foresight. Doesn't this in the end only compound the problem creating a never ending cycle of more money spent on infrastructure to accommodate one person per car commuter scenarios.</p> <p>Further to that why do we have to bus these workers several hundred meters to their workplace. What's wrong with walking? Or if not that then what about extending the new bicycle rental program so that workers can cycle to and from their cars parked in already established parking areas towards Mt Coo-tha? Many people including myself and family members and colleagues walk to work further distances than that and enjoy the health benefits of doing so.</p> <p>Worse than this though is the fact many hundreds of car movements per day will completely compromise the 'safe' walking track of Anzac Park turning it into a busy commuter route instead of a park track. Currently because it is a loop track with no 'destination' other than to visit the park, car movements coexist quite happily with park users each of them being one and the same. I cannot see how this proposed volume of commuter traffic could in any way constitute a safe situation for park visitors.</p> <p>If this goes ahead in no way can Anzac Park be considered a park. The circuit track in Anzac Park will become another suburban road with the potential threat that poses particularly to the younger members of our society. It will be impossible to ensure that the speed limit is adhered to regardless of any signage to the contrary. Commuters whose focus is on moving through Anzac Park to and from work I believe would hold a very different mindset to the traffic involved in visiting Anzac Park as a destination for relaxing family time.</p> <p>Another important issue from my point of view is that this volume of traffic moving along Dean St and a very narrow Terrace St poses serious problems for the safety and peace of our neighbourhood. I also don't believe that you can ensure that these commuters won't take a 'short-cut' via Wool St. The noise associated with Bus Depot staff who park in Wool St rather than their designated car park is already an indication of the potential noise pollution that will be experienced by residents should this go</p>

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								<p>ahead and several hundred cars roar up and down our street.</p> <p>Not only this but the safety to pets and wildlife is also compromised by this volume of traffic. My cat was recently killed in Wool St by a speeding motorist (commuting to work most probably at 8:15am). This motorist in his haste to get to work took no notice of laws regulating speeds in suburban roads. I ask why would some several hundred commuter trips extra per day NOT increase this risk across the board? This is particularly the case when you are combining motorists with a focus on getting to or from work with mothers with toddlers and children focused on chasing balls and riding bicycles.</p> <p>I am completely disillusioned at the haste with which this travesty was foisted upon the community. Without the extensive efforts of some very civic minded (and skilled) residents who have spoken up in protest at the shoddy way this has been handled by local government it would have been to late to ensure that due process was followed and public consultation undertaken. I urge those responsible to listen to the community and find an alternative to Anzac Park for this car park. Preferably one than has a minimum impact on our living environment.</p> <p>While I have no objections to the proposed tunnel development, at the time it was mooted I saw nothing that referred to this car park in Anzac Park. This fact combined with the limited timeframe for public consultation has me feel there was a large amount of sleight of hand at play here.</p>	
173	21/03/2011		✓				Community, Environment		
174	21/03/2011							<p>The Proposed Legacy Way Workforce Car park should not be located at Hoop Pine Picnic area. The Hoop Pine Picnic Area is a place of great natural beauty and serenity and Brisbane families have been using it as a place of recreation for generations. But even more relevant is the fact that the ONLY northern access to this place is via Simpson's road (Bardon). Therefore about half of the Workers will be driving to and from the car park along Simpson's road. Simpson's road is narrow and windy for at least a kilometre before the car park.</p> <p>There are intersections on the bends, with low visibility. There is also a busy Primary School on Simpson's road, less than a kilometre from the Hoop Pine proposed site. In summary The Hoop Pine Car park would create traffic havoc at this end of Simpson's road and there would be a high risk of serious car accidents. I suggest that the Planning Team should closely inspect traffic conditions at this end of Simpson's road, and it will be obvious that Hoop Pine is not a suitable location for a Car park.</p>	

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175	21/03/2011			✓				Community, Suitability, Environment, Economic, welfare of dogs and owners	<p>Considering the five options presented it is difficult to find a fully satisfactory solution. Option 2 is totally unsuitable in that it is too far away for workers to walk, and too small; you would require a third car park to support it and Ada Park. In addition this park is currently well supported by those who are parking and catching a bus to their destination (hopefully it is not only BCC bus drivers using this space!). This is an ideal use of this facility, one that reduces cars on our roads helping Brisbane to become greener and remain friendly. The need for a third car park site increases the cost and disturbance generated by car park construction. Construction workers would be expected to walk to the construction site alongside the bike path and over the bike/pedestrian bridge. This will only lead to conflict between pedestrians and cyclists as is seen along the Bicentennial Bikeway between the river and coronation drive. This bike path is a well used cycle commuter route and any inconvenience that results in less commuter cyclists is a bad thing for Brisbane and the planet in general. At over 700m to its western end and over 800m to the eastern end of this park the walking distance is too great for a construction worker. These workers would be parking in the streets closer to the construction site in an effort to reduce their walking distance. The union would be demanding a shuttle bus and this would remove any financial benefit that is seen in this site.</p> <p>Options 4 and 5 are totally unsuitable as they desecrate ANZAC Park, the FIRST memorial to our ANZAC diggers, a place of commemoration, and a place of quite reflection. Option 4 totally destroys an extremely popular off-leash dog park and there is no plan to relocation this facility in the suburb. This dog park allows for a coming together of members of the public and this creates a sense of community that would not otherwise exist. To take away the dog park would also destroy this community bonding generated through the dog park. I have been a dog owner for just over a year now and by regular visits to ANZAC Park Dog Park I have met and developed friendships with members of my community who I never knew before. In addition, the recent floods have made Perrin Park Dog Park unavailable and many dog owners who used this park are now using ANZAC Park.</p> <p>Option 5 is the worst option for the greatest number of people. This option makes ANZAC Park an untenable community space. It desecrates the memory of our ANZAC Diggers and destroys the first memorial to our ANZAC Diggers. On the eve of the centenary of the Gallipoli campaign that created the ANZAC tradition and the eve of the declaration of ANZAC Park as an ongoing memorial to those ANZAC Diggers it would be downright un-Australian to dig have bulldozers and machines dig up this memorial at this time. The council should be using this auspicious date to celebrate ANZAC Park and the memory of our Gallipoli Diggers and all who have fought for Australia.</p> <p>There are other factors that make this a bad option. The car park is to be located beside a popular children's play ground. The safety concerns are extreme, the consequences of an accident catastrophic. A professional and complete safety audit needs to be completed and released to the community before this option is considered. My understanding from talking to the representatives at the community sessions is that there is to be a 180cm fence around the proposed site and a pool type fence along the park road to separate the cars from the park. Would it not be better to separate the cars from the park by not building the car park inside ANZAC Park? These proposed fences would be an eyesore that would destroy the quite peace that is ANZAC Park. The presence of these cars would make getting out of the park from the Dog Park a nightmare, especially around the times of shift change at the construction site. This is because you will have Dog Parkers, construction workers and park users all wanting to use the exit road at the same time.</p> <p>There is wide spread public comment about the behaviour of workers around car parks for the Airport Tunnel construction. Workers having after work booze ups by their cars, arriving early and general unsocial behaviour. As well as safety concerns for joggers and walkers (many single females) this trend would erode the attractiveness of the park potentially to the point where the community finds somewhere else and a piece of Brisbane disappears.</p> <p>Option 1 appears to be a suitable and viable option. It does concern me that this is potentially a site for those using Mt Cott-tha and use of this site would be their detriment.</p> <p>The two Mt Coot-tha options have concerns about increased traffic on the Mt Coot-tha roads. I would hope that adequate measures are taken to ensure that those who use Mt Cott-tha are not inconvenienced or their safety not considered.</p> <p>The shuttle bus costs are small compared to the whole project costs (about 0.5% of \$1.7b) and at \$2m per year are small compared to the total BCC annual parks budget (1.6% of \$124m). This would appear to a small price to pay for what is a national treasure, the first memorial to our ANZAC Diggers, a small price to pay for one of Brisbane's oldest parks, a small price to pay for a beautiful and popular established green space in our congested city, and a small price to pay to ensure cycle commuters are not discouraged from this vital transport option in a project that is all about better transport options</p>
176	21/03/2011			✓		✓			<p>I ranked the options above by preference. As long as impact to family parking, trees, children's safety and bicycle access is minimal as possible, Anzac park North seems the most viable option. The new access road is essential, the speed limit must be low (eg 10-20km/hr) and safety and access to cyclists must be maintained. As long as option 5 does not require a SHUTTLE BUS from this location this is my preference - can you clarify this - as I have heard that Unions require shuttle buses for workers walking more than 400m and thus a shuttle bus is required for ALL options. If this is true, then get the parking away from Anzac park which is already highly utilised, to Option 3!!! Option 5 (dog off leash area) is my least favourite option due to the increased noise and massive traffic impact on residents and students of crossway college (which is currently a pleasant study</p>

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									environment).
177	22/03/2011		✓	✓				Strategic value	There may exist considerable uncertainty in the workforce numbers that actually opt to use any of the proposed options. Commencing with Option 2 initially, and engaging part or all of Option 3 on a needs basis has the highest strategic value given management flexibility. Subsequently a review may be possible of the actual usage of the existing Mount Coot-tha Road park and ride (Option 2) site in 2012, which may provide robust precedent evidence of the number of further workforce car parks actually required. I would also like to thank the Legacy Way consultation team members that we met. They were highly professional, informative, non-adversarial and pro-actively sought diverse feedback from the majority of concerned public, rather than an overly passionate minority.
178	21/03/2011			✓				Community	My preference is in order of consideration: Option 3, Option 1, Option 2. My reasons are as follows: Option 4 and 5 are out of the question as they would directly affect the residential community who live around Anzac Park and all the other thousands of residents who use Anzac Park and the Dog Park as a recreation and relaxation area. I bought in this area 15 years ago because of its proximity to local parks and bushland. I hope I can trust the city council to make a logical and considerate choice; not to ignore the local residents for the sake of the cheaper options. The impact on people using the park for running , walking, children parties, health and recreation would be a small minded and selfish choice that will alienate the community. Anzac Park has the ashes of the fallen scattered here and holds memories for many, many people. The council would be showing a great disrespect for the ANZACs if they go ahead with this. The strong feeling attached to these options would result in protests and a fight for our park which would halt any development. What is desperately needed by the community is park and ride facilities that can be used after the construction has been completed. Options 1, 2 and 3 would all be able to provide this without impacting the community. Options 3 and 1 would help to ease the already crowded parking for Mt Coot-tha Summit and walking tracks without impacting residential properties. Option 2 poses many problems - having to cross Miskin Street heavy traffic, use of the overpass which is used by walkers, runners, cyclists, children and dog owners. My first choice would be option 3 for the least impact on the community. This time it may pay to listen to the locals or you may end up with another white elephant like the Clem Jones tunnel. Tax payers are getting very tired of having their tax dollars wasted due to false economy and not enough prior research. Think very carefully before you consider impacting Anzac Park.

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179	21/03/2011			✓				Community, Suitability, Environment, Economic	<p>Thankyou for the opportunity to provide feedback in relation to the construction workforce parking options for Legacy Way. I am a local resident of Toowong and my family and I use Anzac Park and Mt Coot-tha picnic grounds (including Scenic Drive) on a regular basis. We are cyclists, playground users and dog walkers, so all parking options nominated by Brisbane City Council are of concern to us. We of course recognise the need for a dedicated construction workforce car parking solution for the construction of Legacy Way. On balance, given the options presented, my preference is option 3- Scenic Drive combined car park. My concern with nominating Option 2 is that Brisbane City Council have stated in their information leaflet that another dedicated car park would be required (in addition to the area off Ada St), but have not stated where that space would be located, and on that basis I cannot support Option 2 as there is insufficient information to determine its suitability. Under no circumstances would I consider Option 4 or Option 5 as put forward by Brisbane City Council as suitable for a construction workforce car park. More specifically, I have the following feedback in relation to each Option:Option 1: The Hoop Pine picnic area is not my preferred site for the construction workforce car park on the grounds of community and environment. All Mt Coot-tha picnic areas are important recreational areas for the people of Brisbane and we should not lightly destroy their amenity value. This particular area is also located not far from housing which would be impacted by the additional noise and air pollution generated. Option 2: In terms of community, suitability, and environment this option is appealing as the site is an existing car park (and from my observation, largely underutilised). Any approval conditions would need to take into account the safety of users of the existing bikeway and those people accessing bus stops adjacent to the bus depot. However, I cannot fully support Option 2, given that the Council has indicated a further car park would be required (in addition to the area of Ada Road), but they have not committed to where this site might be located (Anzac Park?)Option 3: This is my preferred option, primarily because it has the least impact on local residents due to its distance from the nearest neighbour and (if I understand the map correctly) is currently not green space but two largely unused gravel areas already suitable for vehicle access. The main concern presented by Council in relation to this option is the additional cost of the project, however at less than 0.5% of the total capital expenditure of the project the additional costs to shuttle workers is insignificant. Incidentally, at approximately \$8M it is equivalent to the amount budgeted by Council over a similar period for capital expenditure on its bike hire program (Courier Mail 10/08/10) – a largely unpopular and unsupported program in Brisbane which delivers far fewer long term benefits for residents than leaving an historic area like Anzac Park untouched. Any approval conditions should take into account the fact Scenic Drive is used by cyclists and their safety should be a paramount concern. This option, due to its impact on local residents and the heritage value of the park (community and environment concerns) is the most obnoxious proposed by Brisbane City Council. The noise wall and plantings proposed are ridiculous (and I suspect would largely be ineffective for local amenity). It is also highly concerning that Council would suggest the dog park can be safely relocated elsewhere within Anzac Park inside the ring road. Three great aspects of this dog park are its considerable size, its separation from the areas used by children within the park and its dedicated car park for dog owners. There is nowhere else within the park where it could be relocated without unreasonably compromising safety and its amenity. With regards to heritage, Council seems to have completely discounted the heritage value of this park to the people of Brisbane because of its concern to save less than 0.5% of the capital expenditure of the Legacy Way project on shuttle buses. This park was named after WW1 and became a memorial to soldiers who had fought for this country in that war. Creating a 200 capacity construction car park within its grounds is not compatible with its heritage value and is astounding given the renaming of Northern Link to 'Legacy Way'. This is not just a local resident issue, but one for all of Brisbane. Hands off Anzac Park. Option 5: Where to begin. Option 5 is of most concern to me on heritage and safety grounds (community and suitability). With regards to heritage, please see comments under Option 4 above. With regards to safety, it is apparent to anyone that uses the park (even on a casual basis) that the ring road is not suitable for high volume non-recreational user traffic. The ring road, while designed for one way vehicular traffic is in reality shared with joggers, walkers, children with training wheels on their bikes, dog walkers and occasionally, the odd child darting across to run after a ball or Frisbee. All road users must be and to my observance are vigilant to the specific safety concerns of driving on that road. Currently road users are for the most part, parents with young children or dog owners accessing the off-leash area and are therefore aware of and sympathetic to the specific risks posed by vehicular traffic in a recreational park. On the contrary, construction workers who utilise the ring road to get to work (and in fact as part of their worksite) could not reasonably be expected to have the same regard to the health and safety of joggers, cyclists and young children within the park and on the ring road. Doubling the section of road between the Dean St entrance and the proposed car park so that this section is 'two-way' will not alleviate this safety concern. The actual location of the proposed car park, being on the far side of the children's playground adjacent to the freeway, actually increases the risk to children as this area would require construction traffic to pass immediately by the picnic shed and pond. The additional costs involved with providing shuttle buses under other options explored by Council surely cannot outweigh the very real risk to public safety, particularly the safety of young children in the park. As a mother, I also have safety concerns with Council proposing the suitability of a major children's park being collocated with a construction workforce. At 90m to the nearest residence, the potential noise impact is also unacceptable given more suitable alternatives proposed by Council.</p>

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180	16/03/2011			✓				Community, Suitability, Environment	
181	16/03/2011			✓				Community, Suitability, Environment	
182	16/03/2011			✓				Community, Environment	Placing the car park on the Scenic Drive I believe will cause the least disruption to the community and environment. At the very least Anzac Park needs to be preserved as it is an important community amenity
183	16/03/2011			✓				Community, Suitability, Environment, Economic	No car park around Anzac Park because its not safe for children and residents
184	16/03/2011			✓				Community, Suitability, Environment, Economic	We would like to save more green space in Brisbane and keep Anzac Park. As it is a very populated area, the car park will impact on the residents greatly and endanger the kids in this area. The traffic in this area is already bad enough.
185	21/03/2011			✓				Community, Suitability	Please don't ruin Anzac Park as many people benefit from it. And please don't ruin the Bible College area as many people live on campus and our well-being, privacy, and security/safety will be compromised. There are children who live on campus and it would be a safety issue having ongoing car traffic along the side of the college.
186	21/03/2011			✓				Community, Environment	
187	16/03/2011			✓					Option 3 provides minimal environmental problems as well as minimal effect on the community of people living in the area. Options 2, 4 and 5 will significantly increase the traffic and noise in the area. I particularly have an issue with option 4 as this will greatly endanger children in the community and will also mean the loss of all public parking space for all students at Crossway College.
188	16/03/2011		✓	✓				Community, Suitability, Environment, Health/Exercise	I am a student at Crossway College located at the above address. I live on-site and use the surrounding parkland for exercise and relaxation. As a student, I study here too. For such a project to be implemented in either the dog park or Anzac Park would be detrimental to both the health and environment of the community. There are few enough public spaces for people to exercise in safety without having to watch for cars. Turning the dog park into a car park makes the residential area of the college unsuitable and dangerous for families living there with young kids. Anzac Park is also the location of where many have sprinkled ashes of loved ones and is a commemorative reminder of our 'diggers' in World War 1.
189	16/03/2011			✓				Community, Suitability, Environment, Economic	We don't want a car park around Anzac Park because this would threaten our community and it would be unsuitable for the Toowong environment.
190	16/03/2011			✓				Community, Suitability	No car park North as it will effect my study also there are many children in the area
191	16/03/2011			✓				Community, Suitability	No car park in Anzac Park due to numerous children in the area and the use of the park
192	16/03/2011			✓				Community	I live in the area behind the Anzac Park. There are a lot of children in the area and there is a college with students here as well. Having a car park here will have huge impact on the community. For safety for the children, residents sleeping hours and people's lifestyle will be affected with the noise and traffic level. Please be considerate and respect our community.
193	16/03/2011			✓				Environment	
194	16/03/2011			✓				Community, Suitability, Environment	There are way too many families with children living around Anzac Park. This park has been such a blessing to the community of Toowong and it would be devastating if it was destroyed. Whatever you do please don't build it in Anzac Park.
195	16/03/2011			✓				Community, Suitability	Please don't build the car park in Anzac Park. These options are very close to residential areas and would disturb the local community greatly. Additionally, it would make Anzac Park unsafe for children to play in and ruin an area that is used by many people. Surely the more remote options will disadvantage less people in such a disruptive way.
196	16/03/2011			✓				Community, Suitability	Please don't put a car park in Anzac Park as it will be a great cause of disruption to the community both at Crossway College and the surrounding Toowong residents. Please place the car park in a non residential area so that the least amount of people

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								are inconvenienced and disturbed by this required car park. Thank you.	
197	16/03/2011			✓			Environment	No car park in Anzac Park due to numerous children in the area and the use of the park	
198	16/03/2011			✓			Community, Suitability, Environment	We appreciate the work City Council is doing is improving traffic flow, however whatever you do please avoid using Anzac Park as a venue for car park as it will cause detrimental impact on the local community.	
199	16/03/2011			✓			Community, Suitability, Environment, Economic	A car park in Anzac Park will have a huge impact in our community. Noise, pollution, and safety will become important and significant distractions for us as a college of tertiary education (Crossway College). We live and work opposite Anzac Park. A car park will affect our business and lifestyle significantly. Others, in general, choose to use Scenic Drive in Mt Coot-tha. We have no choice, we cannot go somewhere else.	
200	16/03/2011			✓			Community, Suitability, Environment, Economic	Save the Anzac Park	
201	16/03/2011			✓			Community, Suitability, Environment	Option 4 is dangerous for children. Option 3 gives minimal environmental problems.	
202	16/03/2011			✓			Community	Please don't use Anzac Park-it will have devastating effects on the community, especially concerning young families and their use of the area.	
203	16/03/2011			✓			Environment		
204	16/03/2011			✓			Community, Suitability, Environment		
205	16/03/2011			✓					
206	16/03/2011			✓			Community, Suitability, Environment	Anzac Park is an essential and much loved and used community asset which must not be interfered with. The risk to its heritage and to the safety and amenity of its users and nearby residents is not acceptable. The park and ride is also unacceptable to the community, and is too small. All these options would create major problems in local streets, particularly at change of shift. Any dedicated car park must be situated on the Mt Coot-tha side of the site. Better still, ditch the tunnel altogether. Use the money for an outer ring road.	
207	16/03/2011		✓	✓	✓		Suitability	I can't see why these workers can't use public transport like so many other workers. I know they start early and finish late, but so do others. If Council fixed public transport with earlier and later finishes (and cheaper fares) they would likely solve part of the problem here while also fixing traffic congestion for the rest of us too. My first option for workers car parking is option 4 above. I do not favour option 5 at all. Could not option 2 have a multi-level car park built, which would suit future use also.	
208	16/03/2011			✓			Community		
209	16/03/2011			✓			Community, Suitability	Option 3 seems the most sensible choice so that residents are not affected in and around Anzac Park area. Option 4 is the most unsuitable. The dog park is for recreation. Wool Street is not a suitable exit point as families with young children live on the street.	
210	16/03/2011			✓			Community, Suitability, Environment	A car park in Anzac Park would be detrimental to the community's well being and safety and comfort. This is especially so because of the many families with children that would be put at risk if work is done around Broseley Rd. In addition, this creates noise and pollution, disturbing the community and the environment.	
211	16/03/2011			✓			Community, Environment, Economic	Keep green environment	
212	16/03/2011			✓			Community, Suitability	Please avoid putting car parks in Anzac Park. Keep the park as a community facility for the community to enjoy. It is important to keep as much green space/ park as possible. Your favourable decision is much appreciated.	

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213	16/03/2011			✓				Community	
214	16/03/2011			✓				Community, Suitability, Environment, Economic	Option3 is the most appropriate option. Option 1 and 4 would result in a significant loss of community, which is a vital aspect of this region. Option 4 would increase traffic immensely for the residents of Wool and Cross Street, and for the students of Crossway College, not to mention robbing the staff and students of parking, a right to which they are entitled. Option 1 poses a significant environmental loss to the area, and is an unnecessary option considering the suitability of option 3.
215	16/03/2011			✓				Community	The latter two options, especially option 4 would be severely detrimental to areas of residence in the area around Broseley Road, Wool street and others. There are people who sleep and study within ten metres of the current edge of Broseley Road, who would be adversely affected by continues traffic. The third option would have less impact on Toowong residents, as well as lower environmental and community interference than some of the other options.
216	16/03/2011			✓				Community, Suitability	There are problems with options 4 including traffic and noise in residential area and college for students (Crossway)- particular danger to children. There are advantages for option 3 including minimisation of environmental issues and effects on community
217	16/03/2011			✓					Absolutely no car park on Anzac Park. We have a life to live and a 300 car park nearby will destroy it.
218	21/03/2011			✓				Community, Environment	I would like to state preference for Option 3 because it will have a minimal effect on people living in the area as well as minimal environmental impacts. The problems with Option 4 are primarily a great increase in traffic and noise. Option 4 would also pose a danger to local children. Loss of all public parking space for students of the college would result if Option 4 went ahead.
219	16/03/2011			✓				Community, Environment	My preferred option is option 3 because it will bring minimal environmental problems and also minimal effect on people rather than others. Other options can cause to bring traffic noise in residential area and dangerous for children. Also, as students, we might loss of all public parking spots.
220	16/03/2011			✓				Community, Environment	I enjoy Anzac Park on a daily basis, destroying it with a car park would add more pollution, more traffic, more noise and destroy the peace, serenity and relaxation of the park
221	16/03/2011		✓		✓			Community, Suitability, Environment, Economic	My concern is to retain Anzac Park- it is historical land in an old suburb and needs to be retained to embrace the history and community of Toowong and Brisbane. To park 200 cars on part of it for 4 years would have a permanent impact no matter what 'rehabilitation' takes place. For community reasons options 3 or 1 would be preferable. Obviously cost is an issue- Option 2 or 4 would now be considered, with noise/ disruption to local residents an issue. Option 2 is my preference, however as this is not large enough option 4 could be smaller and take overflow reducing noise/disruption to residents.
222	21/03/2011			✓				Community, Suitability, Environment, Health/Exercise	Re: option 2 park and ride: I am one of many city workers who currently drive in to the park and ride then cycle or walk/ jog to/from the city. Takeover of this facility would impact very negatively on that and the healthy lifestyle it facilitates. What is wrong with the Legacy Way workers using public transport? or walking/jogging/cycling. It would be an excellent reason to increase bus services to/from the city to the western suburbs. Option 3 would not be the cheapest, but would have least negative impact on community user groups during the four year construction.
223	16/03/2011			✓				Community, Suitability, Environment	I believe the best solution is option 3 for various reasons including traffic/noise in residential areas, danger to children in the area, loss of parking for students and residents and park users, loss of dog park and park which is a wonderful asset to the community, loss of parkland, peace, quiet and tranquillity which we need in stressed lives, minimal problems for environment and people.
224	16/03/2011			✓				Community, Suitability, Environment, Economic, Safety	Option 1 is not good due to environmental impact, Option 2 does not sustain the amount of space needed, option 4 destroys the community use of the park, option 5 impacts the well being of the community and should not be considered in the name of Anzac spirit and historic value. option 3 is left to be the most suitable choice.
225	16/03/2011			✓				Community, Environment	There are big problems with option 4. Because there will be traffic jams and noise in residential area and also loss of all public parking space for students.
226	16/03/2011			✓				Community, Suitability	Options 4 and 5 would have a severe impact on the neighbourhood around Anzac Park and especially safety issues with children in the area by an increased volume of traffic. As such I would urge the Council to not, in any way, use Anzac Park for workforce parking.
227	16/03/2011			✓					I'm a student at Crossway College. I disagree to applying most options but in particular to option 4. This option will significantly affect students at Crossway College- eliminating all car parks along Wool St. Furthermore, this option greatly disrupts the local residential community, increasing the traffic, noise and danger for families and children living in the residential area. I favour options 3 as this causes least impact to environment, as opposed to option 1. option 3 is outside of residential areas around Wool Street and does not cause as much disruption to residents in this area.
228	16/03/2011			✓					Anzac Park is a place where families can go and it is also a place to honour our Diggers, it means a lot to a lot of people. Please

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									don't build your car park in Anzac Park.
229	16/03/2011		✓					Community, Environment	I am a member of the Anzac Park Heart Foundation walking group. One of our members has suggested an option which is an enhancement of option 2. The idea is to provide a second storey on the park and ride. This would not need to be removed after the completion of the tunnel. It could remain as a facility for the outer western suburbs. Were the Legacy club consulted about the strange re-naming of Northern Link to Legacy Way?
230	15/03/2011		✓					Community	Anzac Park is an important amenity for my neighbourhood and I personally use the park everyday to walk my dog. The loss of the use of this area due to an increase risk associated with large numbers of cars is up to me both unnecessary and unacceptable. The cost of the shuttle bus is minor in the size of the project and the safety and wellbeing of the local residents must be considered a priority. More work should be done encouraging the use of public transport by the Legacy Way workforce. I feel strongly enough on this issue that it will effect how I vote at next years Council election.
231	14/03/2011		✓	✓				Community, Suitability, Environment	Options 2 and 3 are in areas that seem most suitable. The dog park and park options are highly utilised public spaces for families, couples and individuals. This is the only suitable dog park near us. The Toowong dog park remains contaminated and closed after floods.
232	15/03/2011			✓				Community, Suitability, Environment	This option has minimal impact on local parks and residences and is therefore safer and much less disruptive
233	16/03/2011			✓				Community	My thoughts are with the families of the diggers who fought for our country in WWI. Anzac Park is a memorial for these soldiers and I would strongly object to having Anzac Park ruined for the sake of commercial interests. Nearby to Anzac Park is Crossway College which currently is a very peaceful and reflective place to study. The building of a very large car park will significantly change this community atmosphere for the worse. For both of my reasons above, I strongly object to options 4 and 5 in relation to Anzac Park.
234	15/03/2011			✓				Community, Environment, Road Safety	I think No. 3 is the best alternative as it keeps most of the cars in one place and over all would have least effect on the community/environment. Providing a shuttle bus for the construction works is a small cost compared with the overall cost of the project. workers should not have to walk great distances to and from work. I think that Toowong Round-a-bout is already too busy. If the car park were to come to Anzac Park, workers would most likely have to exit the area via Miskin street to access the Toowong roundabout as there is no right turn access at the bottom of Dean street. Miskin Street is where buses leave the depot and is a busy place for traffic and a main route for bike riders heading towards the Western freeway. Anzac Park is a beautiful oasis in the middle of a busy city and it would be great tragedy for the community to lose the facility or part of - for a number of years. For the animals that call the park their home- the impact will be huge. The park is currently a safe area for women to exercise alone and children to play freely, we want to keep it that way.
235	21/03/2011				✓			Community, Environment, Economic	The high costs associated with bussing employees from sites 1 and 3 plus impacts on flora and fauna, visual amenity and the community (especially recreational cyclists) make these choices unattractive. Site 2 has community impacts (though not popular with commuters, the site is available) especially large numbers of commuting cyclists. Site 5 has significant community impacts, including heritage issues which cannot be managed.
236	21/03/2011		✓					Environment	
237	21/03/2011		✓		✓			Community, Suitability, Environment, Economic	Thanks for the opportunity to provide feedback. My preferred options are option 2 and option 4. My first consideration is environmental and both these options seem to have minimal impact on local flora and fauna. I think that both the options are also of lowest impact on the local community. In terms of suitability both are a healthy walking distance to the worksite and don't require shuttle buses. And in terms of economic considerations, both are the cheapest options. So both are preferred options in my opinion. I know the community is sharply opposed to Anzac Park North and both the remaining options (1 and 3) have too much impact on local fauna and are also too far from the worksite.
238	16/03/2011				✓			Community, Suitability, Environment, Economic	On the proviso that another temporary dog park is set up. Absolutely not option 5.
239	16/03/2011			✓				Community, Suitability, Environment	If parking spaces must be provided for another tunnel (to go broke) it must not be in Anzac Park. This is a community resource which must not be touched. It would be desecration. Has the Council considered bush land available? I n 50 years work I have never had parking provided. Are these workers so frail? At 87 I am the oldest person to live since birth in Wool Street. It must not be used for hundreds of cars.

Form Number	Date	Preferred Option Nominated					Other site suggestions	Concerns	Comments
		1	2	3	4	5			
240	16/03/2011		✓				Community, Suitability, Environment, Economic, Cultural	Strongly recommend public transport for workers and special parking at Park and Ride on Mt Coot-tha Road. Several generations of local families have used public transport to attend work, shift work in hospitals and education facilities. BCC- build your own car parks at the bus depot Toowong and move bus depot to a suitable location as you planned. No car parks in Anzac Park war memorial park Toowong. No desecration of trees, sacred sites, a culturally significant park should not be destroyed. It is not right!	
241	21/03/2011		✓				Community, Suitability	My husband and I have lived for 18 months in this area and we are very upset by Council's proposal which includes the off-leash area and Anzac Park North. With other options available why is Council even considering this? It would be an utter desecration of this sacred area. My grandfather and Great Grandfather would be disgusted at any proposal which interfered in any way with a park named in honour of our fallen ANZACs.	
242	22/03/2011						Community, Suitability, Environment, Economic	Option 2 and or 3 are preferred. I can't understand why current infrastructure can't be improved such as option 2 for a longer term rather than temporary. Regarding options for Anzac Park, I think there has been limited risk evaluations, and this puts any car park in the park as a higher risk.	
243	22/03/2011		✓				Community, suitability, Environment	Save Anzac Park. Why put it in a purpose built place	
244	22/03/2011		✓				Community, suitability, Environment	Parking for bus drivers is currently inadequate, on my morning walk through the park drivers park in the park's car spaces for the duration of their shift. Option 2 may also be able to address this problem by creating a resource that will be used for years to come. This option should also look at the hazardous route cyclist take dodging Miskin St traffic at roundabout and very large bus's entering and exiting the bus depot. It is truly dangerous.	
245	22/03/2011		✓				Community, suitability, Environment	Save Anzac Park	
246	22/03/2011		✓				Community, suitability, Environment	Save Anzac Park	
247	21/03/2011		✓				Community, Environment, Economic	There is only a relatively short period where more than 200 car parks are needed, thus the Mt Coot-tha Rd Park and Ride is our preferred option. Option 1,4 and 5 impact community areas therefore not in favour. Option 1 and 3 would increase traffic - concerns for cyclists. The economic issues relating to option 1 and 4 are also an issue.	
248	21/03/2011		✓				Community, Suitability, Environment	Your stealing our puppy park. Where will the puppies play?	
249	21/03/2011			✓			Community	Anzac Park and Dean Street environs must not be abused by Options 5, 4 and 2. Anzac Park has a sacred place in Australian culture. Secondly from a safety and traffic viewpoint none of options 5, 4 and 2 will allow for safety concerns to be covered and the construction workers like most tradesman will not be driving slowly/carefully at arrival/departure. the Council will be responsible for any injury/death. The residents of Toowong will hold the BCC accountable if Anza Park is not respected.	
250	21/03/2011		✓				Community, Suitability, Environment	Building a car park in the historic Anzac Park of Toowong would not only be a travesty to the history and memories of those whose fought and made this country, but also to the families and citizens and their pets of Toowong. You are stealing our culture and way of life. Where will the families and their dogs and puppies play?	
251	21/03/2011		✓			Work area		I note Cr Matic has said the overflow car park at Mt Coot-tha will be used irrespective. If this is the case then please consider only Mon-Fri and not weekends as it will definitely result in Gardens visitors parking in our narrow side streets. I also request you put yellow lines and residents parking only down side streets to limit this behaviour. Park and Ride is rarely full so is a good option and is already well lit. I also think Transcity should consider parking up the freeway as part of construction. Parking at Ada St overflow should be restricted to 6.30am-6.30pm Mon-Fri shift only.	
252	21/03/2011		✓	✓			Community, Suitability, Environment, Economic		
253	21/03/2011			✓			Community, Environment	My concern is the use any Anzac Park area would adversely impact on that park itself, and result in significant increase in workforce traffic through local suburban streets of west Toowong adversely impacting the amenity of the area.	
254	20/03/2011		✓				Environment		

Form Number	Date	Preferred Option Nominated					Other site suggestions	Concerns	Comments
		1	2	3	4	5			
255	20/03/2011						Freers, Park and Ride, Sumner Park	Community, Suitability	Why not build a large enough car park for all workers to cater for changeover of shifts, so 600 cars which could later be used as a park and ride for Brisbane commuters. Locate this at Sumner Park and bus employees to and from the site. No single one of these options above will cater for enough car spaces.
256	20/03/2011						Freers, western worksite		Consultation process required in the CG's report not followed. Worksite option is the most suitable for reducing impact of workers cars on local streets and residents. Freers Farm will require bussing workers to worksite but provides adequate space for car parking. Mountain options involve potential conflicts with existing uses (tourist traffic and residential amenity).
257	20/03/2011		✓					Community, Suitability, Environment, Economic	Anzac Park and off-leash area are very important to the residents of this area. Anzac Park needs to be kept as is due to heritage value. Upgrade park and ride which will have ongoing use in the future. Anzac Park contanslty used byfor picnics, playing- our green spaces are very important and should be kept.
258	20/03/2011							Community, Suitability	If I had to choose my first option would be option 3, next option 2 only with a high rise park n ride car park- existing users should not be inconvenienced. With this option at least the community will be left with a piece of infrastructure they can use, as the local area will not be able to access the tunnel. None of the other options are very good as potentially there will be up to 800 car movements extra per day, on narrow winding residential roads. Anzac Park and the off-leash dog area should not be used.
259	20/03/2011			✓				Traffic	This comment is merely to offer a thought about the implementation of option 3 with a view to ensuring maximum separation of construction workforce traffic and general public traffic. The comment relates to the use of the currently 2 lane, 1 way bitumen road that runs roughly parallel to Sir Samuel Griffith Scenic Drive but at a lower level (the alternate road). My suggestion is that the alternate road should be made 2 way, with the necessary consequential changes being made to the intersection of the alternate road with the top of Mt Coot-tha Road. That intersection offers a driver excellent visibility to both the right and the left from the point where the entrance to Mt Coot-tha Road from the alternate road would have to be relocated. The left turn slip lane at that intersection as currently constructed does not offer such good visibility. Traffic associated with the use of both the higher and lower car parks that are currently envisaged for option 3 would be required to use the alternate road to come up the hill. Vehicles using the higher of the 2 car parks would also be required to use the alternate road to go down the hill. Vehicles using the lower of the 2 car parks would presumably have to join in to Sir Samuel Griffith Drive briefly before entering the car park and would have to join in to it again when going down after using the car park. Council engineers might be able to suggest a way of more directly linking the alternate road to the lower car park. All traffic not associated with the use of the car parks would be excluded from the alternate road. Vehicles using the car parks would so far as is practicable be required to fill up the upper level car park first, to minimise use of the lower car park.
260	18/03/2011				✓			Community, Suitability, Environment, Economic	Any alterations to existing parkland should have designation for improvement to its functionality once the use as car park has come to its completion at end of project. i.e. a guarantee the car park will be reinstated and original use returned. This will compensate the local community somewhat.
261	21/03/2011								No preference suggested. See scanned comments.
262	18/03/2011		✓	✓				Community, Suitability, Environment, Economic	Option 2 can be doubled in capacity by clearing site and erecting a steel framed car park which can be retained for future use. Options 1 and 3 cost estimates appear to be greatly exaggerated. There is also no reason why the park side of Wool St can't be used to augment parking. The dog off-leash area and Anzac Park are definitely not acceptable.
263	18/03/2011			✓				Community, Suitability, Environment	
264	22/03/2011			✓			Toowong park and ride	Community, Suitability, Environment, Economic	Car parking facilities should be provided at the existing Toowong bus depot with provision for a massive upgrade to the existing park and ride facilities. The parking provided for construction workers could revert back to public use at the end of construction.

Form Number	Date	Preferred Option Nominated					Other site suggestions	Concerns	Comments
		1	2	3	4	5			
265	21/03/2011			✓				Community	Anzac Park is currently used extensively on weekends by family groups and during the week by kindergarten and preschool groups, casual parent and children playgroups, primary school picnic groups and high school sporting groups as well as many dog owners as a safe area. Options 1, 4 and 5 impinge greatly on safe public use of this valuable resource, particularly groups with children. Option 2 interferes with current users of parking area and does not seem to provide sufficient spaces for workers and current users. Relocation of dog off-leash area to inside the ring road takes too much space in an already small play area for family groups. Option 3 seems to have least disruption to current facilities, using largely open areas that are less used by public at present.
266	22/03/2011								he hoped that "Anzac Park was not going to be desecrated" with the option of the car park being built there. He has not made any lodgements but wanted it known that he is against that option and asked me to refer it also to the Northern Link Consultation Team to be made aware of this.
267	21/03/2011		✓					Community, Suitability, Environment, Economic	
268	21/03/2011		✓				Multi-storey at Park and Ride	Suitability	Options 1 and 3: Will result in introducing more noise into the valley which will reflect off the quarry wall into residents' homes. Options 4 and 5: result in permanent changes when only a temporary car park is needed. Option 2: Building a two-storey car park in the Toowong Park and Ride will result in future benefits to Brisbane's public traffic system - allowing parking for commuters and bus drivers, more temporary use can be made of the BCC Bus Depot car parks which appear empty at weekends. Other Option: 1. Provide a park further west of the worksite with access off the western freeway - cutting out the need for cars to enter Mt Coot-tha Roundabout. 2. Allow onsite parking for cyclist workers.
269	21/03/2011		✓	✓				Community	Anzac Park is a Brisbane icon that must not be compromised by a car park. There is much daily use in a beautiful stress free environment. The sport of orienteering uses Anzac Park on a frequent basis. There is a BCC sponsored active and healthy park schedule event on June 3 2011. So option 4 and 5 are not at all acceptable. Similarly option 3 will spoil the Mt Coot-tha environment. Options 2 and 3 (or even both) appear to achieve minimal impact. Sports such as orienteering, recreational walking and biking will be sorely affected y the park proposals. Anzac Park should not be used.
270	21/03/2011			✓				Community, Suitability, Environment, Economic	I do not believe that all possible options have been considered. Given that the construction site adjoins the Botanic Gardens, Brisbane Forest Park, Anzac Park and other recreation areas, workforce car parking should be well off-site. E.g.5-10ks away with workers bussed to site. This option has not been considered. I'm not concerned about the impacts of parking by workers or those displaced from the overflow car park. There appears to be no satisfactory strategy to prevent workers parking in say Ada Street. This streets is too narrow with no footpaths and too many driveways to allow for additional parking. Option 3 is the best of a bad bunch. I think BCC and Transcity need to re-think the workforce parking issue an come up with a better solution.
271	21/03/2011		✓					Community, Suitability, Environment, Economic	It is obviously the best option in all senses; least costly and least impact on the environment. I am strongly against all other options.
272	21/03/2011		✓					Community, Suitability, Environment, Economic	The option of using an existing parking area seems on all the above grounds the obvious choice. The trade-off of loss of commuter carpking vs the other options esp loss of green areas is disastrous for community/environmental/costs are overwhelmingly favour of Option2. As personal user of all the other areas affected by options 1,4,5 and 3 less so I feel very strongly about dismissing options 1,4,5,3.
273	21/03/2011			✓				Community, Suitability, Environment	Option 3 has a clear area not used by public daily. The extension (widening of Broseley Road) will bring a high level of safety risk for our children. Having the dog park a car park should not happen as it will effect our residential community with pollution of noise, the owners of dogs who have a community relationship to be uprooted and displaced. The hours of change over of staff will be detrimental as the high volume of parking will effect the studying community who live on campus at Crossway. My suggestion and I realise that you are looking for a solution is option 3 for the day workers and maybe option 2 for the night shift workers later on.
274	21/03/2011		✓					Community, Suitability, Environment, Economic	Option 2 seems like the only reasonable solution. Cheaper (by far) with the least disruption to the existing environmental/structures. I really intensely dislike the idea of park/bushland/a natural area being turned into a temporary worker's car park. I understand the necessity of parking but isn't the clear thing to build upon a commuter car park (which is not heavily used at all) rather than jeopardise the natural beauty spots of Toowong. Please do not use any of the other options.

Form Number	Date	Preferred Option Nominated					Other site suggestions	Concerns	Comments
		1	2	3	4	5			
275	21/03/2011			✓				Community, Environment, Other - Heritage	Anzac Park sites are completely inappropriate - far too much impact on community use of the park, the local residents and on the heritage significance of the park. Option 5 is highly destructive; Option 4 seems like a cynical attempt to use Anzac Park in a less destructive but still completely inappropriate way.
276	21/03/2011			✓					
277	21/03/2011			✓				Community, Environment, Suitability, Other - Mt Coot-tha 2030 Future plan	Option 3 - least additional impacts for both community and environment.
278	21/03/2011					✓		Suitability, Environment, Economic	I used to live in West Toowong. Then and now I often walk through Anzac Park (and sometimes over the footbridge to the Botanic Gardens). I've never seen the area north of the ridge in Anzac Park (where the care park is proposed) used recreationally except for people walking or cycling along the park ring road or cycling along the bikeway or crossing the footbridge. I feel Option 5 is best as it is out of site of most park users and all local residents and is close to the worksite. (and better economically and environmentally because a shuttle bus is not being used). I wouldn't be keen on Option 1 because I sometimes go there for picnics, it is a lovely quiet secluded area that is close and easy to get to. (and also I gather option 1 is the most problematic for impact on fauna).
279	21/03/2011						Freers Factory or worksite	Community, Suitability, Environment, Economic	Freer's Factory has not been used for many years and it would be good to see it used again for a worthwhile purpose - then used for another good purpose after the construction of Legacy Way is completed - egg playing fields for Stuartholme School.
280	21/03/2011		✓	✓			Multi-story Park and Ride	Community, Suitability	Opposed to Options 4 and 5 due to impact on community. Option 4 has high impact on residents and air quality. Propose upgrading the Mt Coot-tha Park and Ride so that commuters can still use it and it can continue to exist after construction finishes.
281	21/03/2011			✓				Community, Environment, Suitability, Economic	As there is already concrete in these areas the impact on environment is minimal. This is the option furthest from residents, and I feel that with the shuttle option the workers will actually be motivated to use it so it will not be a waster economically.
282	21/03/2011		✓					Community	Has fewer negative consequences than any of the other options. We are particularly pleased that there will be a minimise noise increase and not a conflict with a heritage listing. Moreover no new construction is required, the area is well within walking distance, little flora and fauna disturbance, no increase in poor quality of air and the overall costs are far superior to other options.
283	21/03/2011			✓				Community, Environment	I am very disappointed that council would even consider Anzac Park North as an option for the carpar. It is used by almost every member of the Toowong community on a regular/daily basis for recreational and sporting activities. Taking part of it away would ruin the integrity of the park and negatively impact on people's lives. The dog park section of Anzac Park is not suitable. I have a dog who, by law, needs to be exercised daily and this off-leash area facilitates that. There are no other enclosed areas in Toowong for my dog.
284	21/03/2011			✓				Community, Suitability, Economic	I prefer option 3.
285	21/03/2011		✓				Multi-story Park and Ride	Community, Suitability, Environment	Realise that Option 2 will accommodate about 110 cars, but another structure (level of car parking) could be built to accommodate extra cars. It is already not a particularly attractive area and money that would be spent on renovating older areas and transportation to the site could be spent here. At a bit of loss to understand the fuss re buses etc to accommodate workers - other places of work have 24hr shifts and the responsibility lies with the worker who takes the job to organise own transportation/parking at work place.
286	21/03/2011		✓				Multi-story Park and Ride	Community, Environment, Suitability, Economic	I believe that the Mt Coot-tha Rd Park and Ride option with a variation is the only option to consider. The variation is the construction of a multilevel car park on this site that will have the capacity to accommodate all parking needs. Although this will cost more initially, long term, it will be very cost effective as it will eliminate the additional expense of BCC worker transport to site and will be a valuable piece of infrastructure especially for people commuting from the fast-growing Springfield areas who would drive to this car park then use public transport to the city etc if confident of parking spaces. In addition it ticks almost every other positive box. Most importantly it will make many Brisbane citizens very happy. Please give this option your serious consideration.

Form Number	Date	Preferred Option Nominated					Other site suggestions	Concerns	Comments
		1	2	3	4	5			
287	21/03/2011			✓				Community, Environment, Suitability, Economic, Safety	1. Minimal impact on the local community because of the distance from residential area. 2. This site is most suited because of being on the same side of the freeway as the worksite with easy access to it. 3. These 2 areas are already cleared and levelled so no trees and bird and animal habitats would be lost to this construction. 4. Because these areas are already cleared, construction has to be less expensive than other sites where the gradient will present drainage/erosion issues. 5. This area is not frequented by children as some other options are. Adults using normal road safety practices will not be seriously affect by this car park location.
288	21/03/2011			✓				Community	Option 3 is the best option as it is already cemented and therefore won't be such a bad impact on the environment. It is the best result for the residents as it is further away from them and therefore the noise impact will be better than having it so close. Safety is a huge issue and so the further away from residential living the better. I visit my family at the Crossway College and have grave concerns for the families with little children that live close to teh road that goes to the dog park. Please not the dog park!
289	21/03/2011			✓				Community	Crossway college concerns. Opposed to dog off-leash option
290	21/03/2011		✓		✓			Community, Environment, Suitability, Economic	The best option in my opinion would be the dog off-leash with overflow going to the Mt Coot-tha Park and Ride.
291	21/03/2011						Freers Farm or worksite		Not enough effort put into making the worksite option work. Freers looks a viable alternative however all 'up the mountain' options would need to include offsets for local residents for the increased traffic on Mt Coot-tha Road and associated noise nuisance. Consultation process as directed by the CG no followed in good faith
292	21/03/2011			✓				Suitability	Traffic congestion coming out of Anzac Park options will be severe for the community and all Anzac Park options are not suitable,
293	21/03/2011			✓				Community, Environment, Suitability	The community has already expressed it's dissatisfaction with options 4 and 5. Council is arrogant in putting them back on the agenda. Option 2 will be used by the construction workers regardless. Option 1 involved unnecessary environmental disruption
294	21/03/2011		✓	✓				Community, Environment, Suitability, Economic	Under no circumstances should there be any development in Anzac Park or dog off-leash park in Anzac Park.
295	21/03/2011		✓	✓				Community, Environment, Suitability, Economic	Use areas which already serve the same function, or similar and don't' require significant earthworks in well patronised community spaces which area valued aspects of living in this area. Cyclists safety is very important and can surely be dealt with creatively given the number of roads in te designated section of Mt Coot-tha Road. The distance of all options from the construction work site seems likely to require the shuttle bus which would make all of them similarly priced.
296	21/03/2011						Extra bus services	Community, Environment, Suitability, Other	Put extra bus services in. Install a bus service up Mt Coot-tha
297	21/03/2011		✓		✓			Community	Oppose option 4. It is totally unjust to expose the residents of Wool St to the traffic of workers cars. Option 5 would be tolerable providing the existing speed limit of 20k was enforced and if the patron parking areas were changed to eliminate the existing all day parkers.
298	21/03/2011			✓				Community, Environment, Suitability,	Option 3 is already cemented so there is minimal damage to the environment than the other options. It is also further away from all the residents in the area so there would be less noise and especially less danger for them and their children.
299	21/03/2011		✓	✓				Community, Environment, Suitability, Economic, Other - Urban Green space	The information brochure indicates no more than 200 workforce daytime for the projects four years, except for one year. Assuming at worst all workforce drive one car, need no more than 200 car parks for three of the four years and 250 car parks for the other year. Maximum night time workforce less than 100. So use the existing car park - Botanic Gardens overflow plus Mt Coot-at Park and Ride.
300	21/03/2011		✓	✓				Community, Environment	I believe a combination of Mt Coot-tha Road Park and Ride plus Scenic Drive combined car park is the best option. No way do I want Anzac Park - it should be retained as a green space for the community and it is a sacred site because of the Anzac tradition for all those who served their country and dies for our community.
301	21/03/2011		✓					Community	Please leave Anzac Park untouched. Anzac Park is the communities local green space which allows us to relax in a park without driving in a car to get somewhere. Please leave Anzac Park untouched.

Form Number	Date	Preferred Option Nominated					Other site suggestions	Concerns	Comments
		1	2	3	4	5			
302	21/03/2011			✓				Community, Environment, Suitability, Economic	This area is away from residential communities (egg options 4 and 5) and will have least impact on residents.
303	21/03/2011			✓				Community, Safety, Environment	Safety concerns over such a large number of vehicles in Anzac Park. Danger to children and many other park users. Peaceful atmosphere of park would be destroyed. Need to preserve green space buffer between residential area and increasingly busy highway. Increased danger to busy cycle corridor.

Appendix D Car park option risk assessment

D.1 Hoop Pine Picnic Area

The relevant risks, management controls and the evaluation scores for each of the community criteria, suitability criteria, environment criteria and economic criteria are detailed in the tables below in D.1.1 to D.1.4.

D.1.1 Community criteria

The Evaluation against the community criteria is summarised in the below table.

■ Hoop Pine Picnic Area Community Criteria Evaluation

Criteria	Risk / Issue	Control / Management	Evaluation Score
Noise impacts	<ul style="list-style-type: none"> Low risk of noise impacts due to separation distance from residents (approximately 250m to nearest house) 	<ul style="list-style-type: none"> Managed in accordance with Noise and Vibration EMP Sub-Plan, no additional controls required 	7
Land use impacts	<ul style="list-style-type: none"> 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. Potential to also impact events such as the Mt Coot-tha Car Classic event and organised Orienteering, Bushwalking activities Loss of access to public toilet block for a four year period 	<ul style="list-style-type: none"> Public education campaign to advertise alternative areas of Silky Oak picnic area or Slaughter Falls picnic area for a car park meeting point and for alternative access to the Summit track Modify design to maintain existing slab area for public car parking and access to the toilets 	2
Business impacts	Low risk of business impacts	No additional controls required	6
Cultural heritage	<ul style="list-style-type: none"> Mt Coot-tha Forest is listed on the Queensland Heritage register. Potential for cultural artefacts associated with the second world war US Naval and RAAF camps that were located on the site, which could potentially be subject to damage by the car park construction Would require a variation to the Aboriginal cultural heritage management plan area 	<ul style="list-style-type: none"> The existing concrete slab and other constructions should not be removed or damaged Car park grading and surface may be achieved by forming over structures while ensuring their conservation Manage through a Cultural Heritage Management Plan (approval could take several months) 	1
Visual amenity	<ul style="list-style-type: none"> Change in landscape may have visual amenity impact along Sir Samuel Griffith Drive, however this would only be for a short period as people drive past the site Potential for limited views from Stuartholme School 	<ul style="list-style-type: none"> Planning of appropriate areas between the car park and Sir Samuel Griffith Drive to provide semi screening or visual integration 	5

Criteria	Risk / Issue	Control / Management	Evaluation Score
Community values	<ul style="list-style-type: none"> ■ The picnic area is considered a place of amenity and recreation by the wider community and concern was expressed by some community members on the impact a workforce parking area would have on these values. ■ Moderate community value 		3

D.1.2 Suitability criteria

The Evaluation against the suitability criteria is summarised in the below table.

■ Hoop Pine Picnic Area Suitability Criteria Evaluation

Criteria	Risk / Issue	Control / Management	Evaluation Score
Capacity	Approximately 200 car park spaces	N/A	8
Constructability / construction safety	<ul style="list-style-type: none"> ■ Steep grades (max 1:7.5) ■ Erosion run off and sediment control 	<ul style="list-style-type: none"> ■ Standard erosion runoff and sediment control required for steep grades. ■ Construction signage and sight lines to avoid vehicle conflicts ■ Standard WH&S ACT obligations apply to prevent or minimise all risks to health and safety during the design, planning, management and undertaking of construction 	6
Operational safety	<ul style="list-style-type: none"> ■ Design does not comply with gradient (1:7.5) standard specifications. ■ Grades not suitable for safe motorcycle parking. ■ Other safety issues include ineffective and inappropriate guard rails along Ithaca Creek, lack of street lighting and road delineation, roundabout function, and pedestrian, joggers and cycle conflicts on Sir Samuel Griffith Drive. 	<ul style="list-style-type: none"> ■ Orient parking layout to minimise impact of grades ■ Do not provide motorcycle parking ■ Upgrade lighting and signage in accordance with road safety audit 	4
Access to worksite	<ul style="list-style-type: none"> ■ Site is not in walking distance - approximately 1.6km along Sir Samuel Griffith Drive and Mount Coot-tha Road to worksite ■ Site requires shuttle bus transport, does not provide a high level of convenience 	<ul style="list-style-type: none"> ■ N/A 	2

D.1.3 Environmental criteria

The Evaluation against the environmental criteria is summarised in the below table.

■ **Hoop Pine Picnic Area Environmental Criteria Evaluation**

Criteria	Risk / Issue	Control / Management	Evaluation Score
Flora impacts	<ul style="list-style-type: none"> No identified vegetation communities as site is cleared Adjoins remnant regional ecosystem, protected under the Vegetation Management Act and Natural Assets Local Law 	<ul style="list-style-type: none"> Risk of flora impacts due to intrusion into the tree protection zone of several large trees could be managed through avoiding creating new hard stand in these areas 	7
Fauna impacts	<ul style="list-style-type: none"> Light infiltration from vehicle use, car park lighting and vehicle noise may disrupt normal fauna activities including movement and use of the area by small ground dependant fauna such as Bandicoots, nocturnal activities of locally occurring arboreal fauna such as Ringtail and Brush Tail Possums and Gliders and the disruption of the locally occurring vulnerable listed population of Powerful Owls that roost nearby. 	<ul style="list-style-type: none"> Lighting associated with the parking area should 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. Ensure that bins are available for disposal of rubbish, and that workers do not throw rubbish into the surrounding vegetation. 	4
Surface water effects	<ul style="list-style-type: none"> East Ithaca Creek along south eastern boundary. Site is in close proximity to waterway. Standard separation of clean and dirty water / soil erosion control techniques. Consider use of porous pavements 	<ul style="list-style-type: none"> Managed in accordance with CoG Surface Water conditions and Surface Water EMP and Erosion and Sediment Control Plan where applicable to reduce potential for sediment to leave the project construction sites and enter creeks, drainage lines and stormwater systems, and limit ground disturbance where possible. 	6
Traffic impacts	<ul style="list-style-type: none"> Upgraded access point. Some distance from major roads. Potential risks include conflict with traffic at access point, including cyclists. Slow turning shuttle buses. Potential for construction workers to use local streets north of Toowong Cemetery. 	<ul style="list-style-type: none"> Manage through Construction Traffic EMP Sub-Plan 	4
Contaminated land	<ul style="list-style-type: none"> Risk of intersection of hydrocarbon contaminated groundwater 	<ul style="list-style-type: none"> Requires soil testing for human health risks and to determine suitable disposal options for any contaminated spoil. Spoil generated from any works at the site would need to be disposed of in accordance with DERM guidelines. Adequate PPE will be required by construction workers when coming into contact with soils and/or groundwater. Access to underground utility pits and other confined spaces may require ambient air monitoring. 	3
Air quality	<ul style="list-style-type: none"> Approximately 250m to nearest dwelling 	<ul style="list-style-type: none"> Manage through air quality EMP Sub-Plan 	8

D.1.4 Economic criteria

The Evaluation against the economic criteria is summarised in the below table.

■ Hoop Pine Picnic Area Economic Criteria Evaluation

Criteria	Risk / Issue	Evaluation Score
Land cost / availability	Low cost as site is freehold land owned by Council Shortly available	10
Construction cost (comparative budget estimate)	Approximately \$1 million	8
Operational cost	Approximately \$8.2 million (Paid travel costs and \$1 million vehicle costs over the duration of the car park)	1
Rehabilitation cost (comparative budget estimate)	Approximately \$100,000	9

D.2 Option 2 Mt Coot-tha Rd Park and Ride

The relevant risks, management controls and the evaluation scores for each of the community criteria, suitability criteria, environment criteria and economic criteria are detailed in D.2.1 to D.2.4 below.

D.2.1 Community Criteria

The Evaluation against the community criteria is summarised in the table below.

■ Mt Coot-tha Park and Ride Community Criteria Evaluation

Criteria	Risk / Issue	Control / Management	Evaluation Score
Noise impacts	<ul style="list-style-type: none"> Low risk of noise impacts as the site is currently used as a car park 	<ul style="list-style-type: none"> Managed in accordance with Noise and Vibration EMP Sub-Plan, no additional controls required 	10
Land use Impacts	<ul style="list-style-type: none"> Displacement of existing car park users, causing inconvenience to existing users and potentially nuisance in areas receiving displaced parking. 	<ul style="list-style-type: none"> Retain western section of car park (west of entrance from Mt Coot-tha Road) for use as a commuter car park 	3
Business impacts	<ul style="list-style-type: none"> Potential impact on bus patronage 	<ul style="list-style-type: none"> No additional controls required 	3
Cultural heritage	<ul style="list-style-type: none"> Site is not listed on BCC or Queensland heritage registers 	<ul style="list-style-type: none"> No additional controls required 	10
Visual amenity	<ul style="list-style-type: none"> Existing Car Park – New Fencing Adjacent main road / Potential for distant light spill from the Frederick Street Area of Toowong. Able to comply with standards. No significant landscape changes 	<ul style="list-style-type: none"> No additional controls required 	7
Community values	<ul style="list-style-type: none"> The park and ride facility is valued by commuters and cyclists who use the facility to 	<ul style="list-style-type: none"> Retain western section of car park (west of entrance from Mt Coot-tha Road) for use as a commuter car 	4

Criteria	Risk / Issue	Control / Management	Evaluation Score
	park their car and catch the bus to the city or ride their bikes in to the city from the car park.	park	

D.2.2 Suitability Criteria

The Evaluation against the suitability criteria is summarised in the table below.

■ Mt Coot-tha Park and Ride Suitability Criteria Evaluation

Criteria	Risk / Issue	Control / Management	Evaluation Score
Capacity	<ul style="list-style-type: none"> Approximately 110 car parks 	<ul style="list-style-type: none"> Would need to be used in conjunction with another car parking site 	3
Constructability / construction safety	<ul style="list-style-type: none"> Existing constructed car parking area. Within overland flow path. 	<ul style="list-style-type: none"> Standard WH&S ACT obligations apply to prevent or minimise all risks to health and safety during the design, planning, management and undertaking of construction. 	10
Operational safety	<ul style="list-style-type: none"> Fencing may interfere with existing bike/footpath access / potential for vehicle/bicycle conflicts. Possible conflicts with design standards. Potential delays to exit onto the Western Freeway (Mt Coot-tha Road) – leading to frustration seeking alternative on-street parking 	<ul style="list-style-type: none"> Design to maintain cycle path connectivity 	6
Access to worksite	<ul style="list-style-type: none"> 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 However walking distance could be reduced to a maximum of 770m with direct pedestrian access off the overpass into the worksite. 	<ul style="list-style-type: none"> N/A 	3

D.2.3 Environmental Criteria

The Evaluation against the environmental criteria is summarised in the table below.

■ Mt Coot-tha Park and Ride Environmental Criteria Evaluation

Criteria	Risk / Issue	Control / Management	Evaluation Score
Flora Impacts	<ul style="list-style-type: none"> Significant landscape vegetation protected under Natural Assets Local Law 	<ul style="list-style-type: none"> Existing landscape vegetation to be retained 	10

Criteria	Risk / Issue	Control / Management	Evaluation Score
Fauna Impacts	<ul style="list-style-type: none"> Used by common urban species 	<ul style="list-style-type: none"> No additional controls required 	10
Surface Water effects	<ul style="list-style-type: none"> Low risk of surface water impacts as existing car park Significant Overland Flow path. May be subject to flash flooding. 	<ul style="list-style-type: none"> Construct stormwater management infrastructure if required as part of design 	3
Traffic Impacts	<ul style="list-style-type: none"> Existing access points, close to major road network. Displacement of existing car park users. Increased vehicle access across, and pedestrian use of, regional cycle route. Limited weaving distance between car park access and Mount Coot-tha Road roundabout for exit to north and east. Pedestrian safety between car park and worksite with potential conflicts with vehicles on Dean Street and cyclists on shared path. 	<ul style="list-style-type: none"> Provide an alternative cycle path/area for cyclists heading eastbound from Dean St to Miskin St. Assess the suitability of the existing pedestrian path between the car park and the pedestrian/cycle bridge over the Centenary Motorway and provide a dedicated pedestrian connection between the car park and worksite if considered necessary 	3
Contaminated land	<ul style="list-style-type: none"> Low risk of land contamination issues 	<ul style="list-style-type: none"> No additional controls required 	10
Air quality	<ul style="list-style-type: none"> No change expected as site is currently used as a car park 	<ul style="list-style-type: none"> No additional controls required 	10

D.2.4 Economic Criteria

The Evaluation against the environmental criteria is summarised in the table below.

■ Mt Coot-tha Park and Ride Economic Criteria Evaluation

Criteria	Risk / Issue	Evaluation Score
Land Cost / Availability	Cost is relatively low. Site is State owned with Council as trustee. Relatively shortly available.	8
Construction cost (comparative budget estimate)	Relatively low Approximately \$230,000	10
Operational Cost	Shuttle bus would need to be provided, however some workers may choose to walk. Approximately \$2.1 million based on 80 workers catching bus.	5
Rehabilitation cost (comparative budget estimate)	Relatively low Approximately \$25,000	10

D.3 Options 3 Scenic Drive Combined Car Park

The relevant risks, management controls and the evaluation scores for each of the community criteria, suitability criteria, environment criteria and economic criteria are detailed in the tables below in D.3.1 to D.3.4.

D.3.1 Community criteria

The Evaluation against the community criteria is summarised in the table below.

■ Scenic Drive Combined Car Park Community Criteria Evaluation

Criteria	Risk / Issue	Control / Management	Evaluation Score
Noise Impacts	<ul style="list-style-type: none"> Low risk of noise impacts due to separation distance from residential dwellings or other sensitive receptors 	<ul style="list-style-type: none"> No additional controls required 	9
Land Use Impacts	<ul style="list-style-type: none"> The use of the site as a car park may detract from tourist activity and recreational activity (such as cyclists) and events due to increased traffic movements and visual amenity impacts of the car park. Potential conflict with identified use of the upper site for disaster management. Loss of existing informal parking area at the lower site used as a look out area and 'lovers lane' 	<ul style="list-style-type: none"> Identify an alternative site that is usable for disaster management including fire control and flood waste storage 	3
Business impacts	<ul style="list-style-type: none"> Potential impacts on tourist and visitor numbers to Mt Coot-tha summit. 	<ul style="list-style-type: none"> 	3
Cultural heritage	<ul style="list-style-type: none"> Mt Coot-tha Forest is listed on the State Heritage register, however potential heritage impacts from the use of the site would be moderate to low due to the relatively short width of the car park in the context of Sir Samuel Griffith Drive Would require a variation to the Aboriginal cultural heritage management plan area 	<ul style="list-style-type: none"> Manage through a Cultural heritage Management Plan (approval could take several months) 	3
Visual Amenity impacts	<ul style="list-style-type: none"> Visual amenity impacts on tourists using Scenic Drive to access the Mouth Coot-tha lookout. 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 Potential for long distance light spill impacts. 	<ul style="list-style-type: none"> Landscaping along road frontage of the car park where practical to improve amenity Natural and non reflective finishes on fencing Control of night light spill through lighting design 	5

Criteria	Risk / Issue	Control / Management	Evaluation Score
Community Values	<ul style="list-style-type: none"> ■ Approximately half of the feedback forms received from the community during the car park consultation process preferred this option for workforce car parking. ■ Low community value 		6

D.3.2 Suitability Criteria

The Evaluation against the suitability criteria is summarised in the table below.

■ Scenic Drive Combined Car Park Suitability Criteria Evaluation

Criteria	Risk / Issue	Control / Management	Evaluation Score
Capacity	Approximately 260 car parks	N/A	9
Constructability / construction safety	<ul style="list-style-type: none"> ■ Steep grades (max 1:7.5) ■ Erosion run off and sediment control 	<ul style="list-style-type: none"> ■ Standard erosion runoff and sediment control required for steep grades. ■ Construction signage and sight lines to avoid vehicle conflicts ■ Standard WH&S ACT obligations apply to prevent or minimise all risks to health and safety during the design, planning, management and undertaking of construction 	6
Operational safety	<ul style="list-style-type: none"> ■ Design does not comply with gradient (1:6 top and 1:10 lower) standard specifications. ■ Grades not suitable for safe motorcycle parking. ■ Sight distance for proposed exit onto Mt Coot-tha Road (upper park) unsafe as is the entry to the lower car park. ■ Lack of existing street lighting and night time delineation along the road. ■ Potential for conflict with high levels of pedestrians and cyclists in early morning / late afternoon periods conflicting with shift changes 	<ul style="list-style-type: none"> ■ Orient parking layout to minimise impact ■ Do not provide motorcycle parking ■ Upgrade lighting and signage in accordance with road safety audit 	4
Access to worksite	Approximately 1.8km along Scenic Drive, Sir Samuel Griffith Drive and Mount Coot-tha Road to worksite Site requires shuttle bus transport, does not provide a high level of convenience	N/A	2

D.3.3 Environmental Criteria

The Evaluation against the environmental criteria is summarised in the below table.

■ **Scenic Drive Combined Car Park Environmental Criteria Evaluation**

Criteria	Risk / Issue	Control / Management	Evaluation Score
Flora Impacts	<ul style="list-style-type: none"> No identified vegetation communities as site is cleared. Site neighbors remnant regional ecosystem. 	<ul style="list-style-type: none"> Avoid intrusion into the tree protection zone of surrounding large trees with new hard stand areas 	7
Fauna Impacts	<ul style="list-style-type: none"> Moderate usage by common urban fauna Occasional usage by uncommon or iconic fauna 	<ul style="list-style-type: none"> Lighting associated with the parking area should 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. Ensure that bins are available for disposal of rubbish, and that workers do not throw rubbish into the surrounding vegetation. 	4
Surface Water effects	<ul style="list-style-type: none"> Sealing of existing grassed area No Significant Overland Flow path 	<ul style="list-style-type: none"> Standard separation of clean and dirty water / soil erosion control techniques. Consider use of porous pavements 	7
Traffic Impacts	<ul style="list-style-type: none"> New access points, away from major roads. Potential conflict with background traffic at access points, including potentially high speed cyclists on Sir Samuel Griffith Drive and Scenic Drive, and complex movements around upper car park access and shuttle bus stop. 	<ul style="list-style-type: none"> Manage through Construction Traffic EMP Sub-Plan 	1
Contaminated land	<ul style="list-style-type: none"> Land parcel is on Environmental Management Register for Mineral Processing but not know for this particular site 	<ul style="list-style-type: none"> A preliminary contaminated land investigation should be undertaken to establish whether the site has historically been used for mineral processing or associated activities. 	6
Air quality	<ul style="list-style-type: none"> Sites are 330m and 700m from nearest residential house 	<ul style="list-style-type: none"> Manage through air quality EMP Sub-Plan 	10

D.3.4 Economic Criteria

The Evaluation against the economic criteria is summarised in the table below.

■ **Scenic Drive Combined Car Park Economic Criteria Evaluation**

Criteria	Risk / Issue	Evaluation Score
Land Cost / Availability	State owned lot. Council is trustee. Higher cost and delay in availability due to need for lease and survey.	7
Construction cost (comparative budget estimate)	Approximately \$1.2 million	8
Operational Cost	Approximately \$8.3 million (Paid travel costs and \$1 million vehicle costs over the duration of the car park)	1
Rehabilitation cost (comparative budget estimate)	Approximately \$91,000	9

D.4 Dog off leash area, Anzac Park

The relevant risks, management controls and the evaluation scores for each of the community criteria, suitability criteria, environment criteria and economic criteria are detailed in the tables below in D.4.1 to D.4.4.

D.4.1 Community criteria

The Evaluation against the Community criteria is summarised in the below table.

■ Dog off leash area, Anzac Park Community Criteria Evaluation

Criteria	Risk / Issue	Control / Management	Evaluation Score
Noise Impacts	<ul style="list-style-type: none"> ■ Based on background noise measurements, the noise criteria is LA1 45dB(A) and LA10 43dB(A). ■ Predicted noise level from the car park is up to LA1 53dB(A). ■ This means the noise criteria may be exceeded by up to 8dB(A). ■ Noise barriers may not reduce noise effectively as the nearest noise sensitive receivers are located up hill from the car park 	<ul style="list-style-type: none"> ■ Undertake detailed noise modelling and design appropriate mitigation to reduce potential noise impacts on near by residents ■ Managed in accordance with Noise and Vibration EMP Sub-Plan 	3
Land Use Impacts	<ul style="list-style-type: none"> ■ Use of the site would result in loss of the existing dog off leash area 	<ul style="list-style-type: none"> ■ Relocate the dog off leash area elsewhere in Anzac Park 	3
Business impacts	<ul style="list-style-type: none"> ■ Potential impact on the Crossways College as the car park would change the campus setting and increase traffic numbers on Broseley Road 	<ul style="list-style-type: none"> ■ Landscaping treatments at car park boundary to improve views towards the car park ■ Undertake any required road works on Broseley Road in consultation with Crossways College 	3
Cultural heritage	<ul style="list-style-type: none"> ■ Part Local Heritage and adjacent to Local Heritage as part of the site is within the Anzac Park heritage listing, however this site area is considered to have lower heritage significance compared to other areas of Anzac Park. ■ May require a variation to the Aboriginal cultural heritage management plan area (CHMP boundary goes through the middle of the area) 	<ul style="list-style-type: none"> ■ Manage through a Cultural Heritage Management Plan (approval could take several months) 	6
Visual Amenity impacts	<ul style="list-style-type: none"> ■ Visually largely hidden from surrounding area, however risk of some visual amenity impacts on residential dwellings along Broseley Road. ■ Risk of headlight spill if Wool Street exit used at night. 	<ul style="list-style-type: none"> ■ Landscaping along road frontage of the car park where practical to improve amenity ■ Control of night light spill through lighting design 	3
Community Values	<ul style="list-style-type: none"> ■ The dog off leash area is highly valued by the local community and was generally not supported as an option in community comments received during the consultation period. 		1

D.4.2 Suitability criteria

The Evaluation against the suitability criteria is summarised in the table below.

■ Dog off leash area, Anzac Park Suitability Criteria Evaluation

Criteria	Risk / Issue	Control / Management	Evaluation Score
Capacity	Approximately 200 parks		8
Constructability / construction safety	<ul style="list-style-type: none"> Access / egress road construction required including either upgrade to Broseley Rd (min 6m width), vegetation clearance, signage and sight lines to avoid local vehicle conflicts – potential conflict with Crossway College parking needs 	<ul style="list-style-type: none"> Standard WH&S ACT obligations apply to prevent or minimise all risks to health and safety during the design, planning, management and undertaking of construction 	3
Operational safety	<ul style="list-style-type: none"> Broseley Road upgrade required, including increased width, guide posts, signage, vegetation clearance, street lighting and delineation. Wool Street entry lighting and signage required Car park safe exit required. Potential for conflict with Crossway College parking off Broseley Road. 	<ul style="list-style-type: none"> Upgrade road, lighting and signage in accordance with road safety audit Construct car park entrances in accordance with road safety audit recommendations 	4
Access to worksite	<ul style="list-style-type: none"> Approximately 650m along new and existing pedestrian pathways when measured to light vehicle access road. This would be reduced to approximately 530m with direct pedestrian access off the overpass into the worksite. 	<ul style="list-style-type: none"> Provide pedestrian pathway along fire access track with lighting 	5

D.4.3 Environmental criteria

The Evaluation against the environmental criteria is summarised in the table below.

■ Dog off leash area, Anzac Park Environment Criteria Evaluation

Criteria	Risk / Issue	Control / Management	Evaluation Score
Flora Impacts	<ul style="list-style-type: none"> Requires removal of at least 6 trees (landscape vegetation) to reach capacity of 200 Regional ecosystem vegetation in the vicinity Partially covered by Natural Assets Local Law Significant Native Vegetation (Anzac Park section). 	Minimise tree clearing as much as practical and restrict clearing to landscape trees only	5
Fauna Impacts	<ul style="list-style-type: none"> Low level habitat reduction affecting iconic native species 	<ul style="list-style-type: none"> Lighting associated with the parking area should incorporate 	6

Criteria	Risk / Issue	Control / Management	Evaluation Score
		<p>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.</p> <ul style="list-style-type: none"> Ensure that bins are available for disposal of rubbish, and that workers do not throw rubbish into the surrounding vegetation. 	
Surface Water effects	<ul style="list-style-type: none"> No Significant Overland Flow path. 	<ul style="list-style-type: none"> Managed in accordance with CoG Surface Water conditions and Surface Water EMP and Erosion and Sediment Control Plan where applicable to reduce potential for sediment to leave the project construction sites and enter creeks, drainage lines and stormwater systems, and limit ground disturbance where possible. 	7
Traffic Impacts	<ul style="list-style-type: none"> Access requires use of local streets by construction worker vehicles. Pedestrian safety between car park and worksite with cyclists on shared path and personal safety on fire trail (isolated and screened from view). 	<ul style="list-style-type: none"> Manage through Construction Traffic EMP Sub-Plan 	3
Contaminated land	<ul style="list-style-type: none"> Site area was historically used as a land fill 	<ul style="list-style-type: none"> Requires soil testing for human health risks and to determine suitable disposal options for any contaminated spoil Spoil generated from any works at the site would need to be disposed of in accordance with DERM guidelines. Adequate PPE will be required by construction workers when coming into contact with soils 	1
Air quality	<ul style="list-style-type: none"> Site is approximately 30m to nearest dwelling 	<ul style="list-style-type: none"> Manage through air quality EMP Sub-Plan 	4

D.4.4 Economic criteria

The Evaluation against the economic criteria is summarised in the below table.

■ Dog off leash area, Anzac Park Economic Criteria Evaluation

Criteria	Risk / Issue	Evaluation Score
Land Cost / Availability	Low cost as site is freehold land owned by Council Shortly available	10
Construction cost (comparative budget estimate)	Approximately \$1.5 million	8

Criteria	Risk / Issue	Evaluation Score
Operational Cost	Relatively low as no shuttle bus is required	10
Rehabilitation cost (comparative budget estimate)	Approximately \$110,000	9

D.5 Anzac Park North

The relevant risks, management controls and the evaluation scores for each of the community criteria, suitability criteria, environment criteria and economic criteria are detailed in the tables below in D.5.1 to D.5.4.

D.5.1 Community criteria

The Evaluation against the Community criteria is summarised in the table below.

■ Anzac Park North Community Criteria Evaluation

Criteria	Risk / Issue	Control / Management	Evaluation Score
Noise impacts	<ul style="list-style-type: none"> ■ Based on background noise measurements, the noise criteria is LA1 45dB(A) and LA10 43dB(A). ■ Predicted noise level from the car park is up to LA1 47dB(A). ■ This means the noise criteria may be exceeded by 2dB(A) with no mitigation 	<ul style="list-style-type: none"> ■ Undertake detailed noise modelling and design appropriate mitigation to reduce potential noise impacts on near by residents ■ Provision of noise barrier around the south western extent of the car park should reduce noise levels to below noise criteria as noise barriers generally can reduce noise levels by 5-10 dB(A). ■ Managed in accordance with Noise and Vibration EMP Sub-Plan 	4
Land use impacts	Potential reduction in park use which currently includes walking, running, playground activity, picnics, family and children play activities due to presence of car park	<ul style="list-style-type: none"> ■ Designed separation of parkland and car parking activities ■ Toilet block will be relocated and access road fenced to avoid potential interaction between children and vehicles. ■ Existing parking for playground to remain 	2
Business impacts	Local businesses unlikely to be affected	No additional controls required	6
Cultural heritage	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. No requirement to vary the Aboriginal Cultural Heritage Management Plan area for the project	Manage through a Cultural Heritage Management Plan (approval could take several months)	3
Visual amenity impacts	Aesthetic values of whole park included in BCC Heritage Register citation Local visual amenity impacts – main visual impact from shared path and overbridge.	<ul style="list-style-type: none"> ■ Some screening shrub planting in selected locations to "soften" views from other parts of the park ■ Control of night light spill through lighting design 	3

Criteria	Risk / Issue	Control / Management	Evaluation Score
Community values	Anzac Park is highly valued by the local community as a recreation area and was not supported as an option in community comments received during the consultation period.		1

D.5.2 Suitability criteria

The Evaluation against the suitability criteria is summarised in the table below.

■ Anzac Park North Suitability Criteria Evaluation

Criteria	Risk / Issue	Control / Management	Evaluation Score
Capacity	Approximately 200 car park spaces	N/A	8
Constructability / Construction Safety	<ul style="list-style-type: none"> ■ Steep grades (max 1:5) ■ Erosion and sediment control ■ Tree protection zone avoidance ■ Pavement design options (excavate and solid pave or porous pavement on top) 	<ul style="list-style-type: none"> ■ Standard WH&S ACT obligations apply to prevent or minimise all risks to health and safety during the design, planning, management and undertaking of construction 	3
Operation / Safety	<ul style="list-style-type: none"> ■ Steep grades (1:5 max) ■ Grades not suitable for safe motorcycle parking. ■ Tree hazards (sight lines and branches), access contrary to public one way circuit. ■ Sight distance clearances at Dean Street may require removal of existing car parks. 	<ul style="list-style-type: none"> ■ Orient parking layout to minimise impact ■ Separation of parkland and construction parking ■ Do not provide motorcycle parking ■ Upgrade lighting and signage in accordance with road safety audit 	3
Access to worksite	<ul style="list-style-type: none"> ■ Walking distance of 430m To Worksite when measured to light vehicle access road. ■ This would be reduced to approximately 300m with direct pedestrian access off the overpass into the worksite. 	N/A	9

D.5.3 Environmental criteria

The Evaluation against the environmental criteria is summarised in the table below.

■ Anzac Park North Environment Criteria Evaluation

Criteria	Risk / Issue	Control / Management	Evaluation Score
Flora Impacts	<ul style="list-style-type: none"> ■ Significant landscape vegetation which must be designed around. ■ Four tree relocations required 	<ul style="list-style-type: none"> ■ Fencing to be provided around tree protection zones ■ A qualified arborist should oversee tree relocations 	5
Fauna Impacts	<ul style="list-style-type: none"> ■ Site provides limited habitat - is used by common urban and iconic native species 	<ul style="list-style-type: none"> ■ Lighting associated with the parking area should incorporate fittings to lights which cause 	6

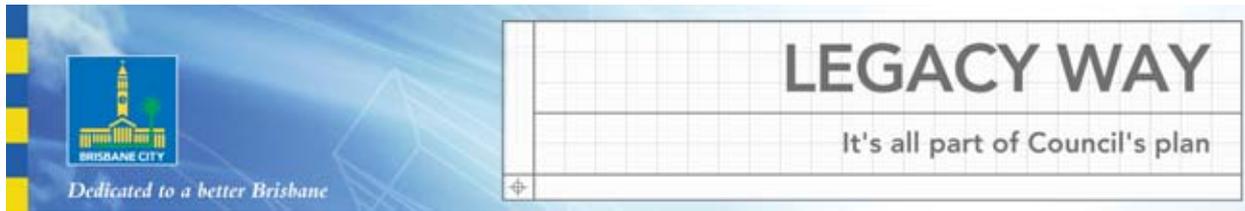
Criteria	Risk / Issue	Control / Management	Evaluation Score
		<p>minimal dispersion of light outside the target area and avoid the use of mercury lamps, to limit insect associated problems such as encouraging fauna to enter close to construction activities and/or traffic areas.</p> <ul style="list-style-type: none"> Ensure that bins are available for disposal of rubbish, and that workers do not throw rubbish into the surrounding vegetation. 	
Surface Water effects	<ul style="list-style-type: none"> No Significant Overland Flow path. 	<ul style="list-style-type: none"> Managed in accordance with CoG Surface Water conditions and Surface Water EMP and Erosion and Sediment Control Plan where applicable to reduce potential for sediment to leave the project construction sites and enter creeks, drainage lines and stormwater systems, and limit ground disturbance where possible. 	7
Traffic impacts	<ul style="list-style-type: none"> Turn restrictions at Dean Street and limited weave distance to Mount Coot-tha Road roundabout affecting exit to north and east. Potential use of local streets between Miskin Street and Dean Street by construction worker vehicles. Pedestrian safety between car park and worksite with cyclists on shared path. 	<ul style="list-style-type: none"> Manage through Construction Traffic EMP Sub-Plan 	6
Contaminated land	<ul style="list-style-type: none"> Some parts of Anzac Park were historically used as a land fill it is considered unlikely that the land fill area would be directly within the car park area 	<ul style="list-style-type: none"> Requires soil testing to determine suitable disposal options for any contaminated spoil 	4
Air quality	Approximately 90m to nearest residents	<ul style="list-style-type: none"> Manage through air quality EMP Sub-Plan 	6

D.5.4 Economic criteria

The Evaluation against the economic criteria is summarised in the below table.

■ Anzac Park North Economic Criteria Evaluation

Criteria	Risk / Issue	Evaluation Score
Land Cost / Availability	Low cost as site is freehold land owned by Council Shortly available	10
Construction cost (comparative budget estimate)	Approximately \$1.6 million	8
Operational Cost	Relatively low as no shuttle bus is required	10
Rehabilitation cost (comparative budget estimate)	Approximately \$200,000	8



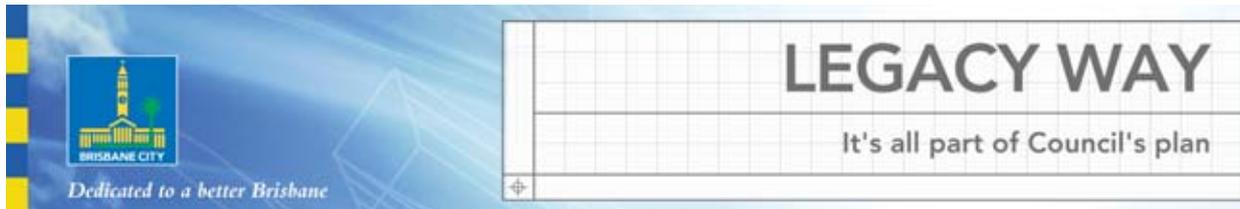
Appendix B – Risk Analysis Matrix and Assessment

Risk Analysis Matrix
Brisbane City Council in accordance with
AS/NZS 31000

					First Determine the Consequence (C)						
					Type	Code					
					Consequence	Rank	1 - Insignificant	2 - Minor	3 - Moderate	4 - Major	5 - Catastrophic
					Health and Safety	H&S	Near miss safety occurrences only	Some injuries to people requiring First Aid assistance	Injuries require expert medical treatment, non-hospitalisation	One or more persons with severe injuries requiring hospitalisation and/or resulting in permanent disability	Fatality or multiple fatalities
Environment	ENV	No impact on the environment	Environmental incident comprising 'environmental nuisance' caused by on-site release with minor short term and negligible cumulative environmental impacts (minor clean-up required); notification to regulator of possible breach.	Environmental incident comprising 'material environmental harm': damage is managed with site resources and procedures; the event may result in action being taken by a regulator as a breach of standards, regulations or licence conditions; moderate impact but short recovery time	Environmental incident comprising 'serious environmental harm'; environmental damage (major, short term or cumulative) will require outside assistance	Environmental incident comprising 'serious environmental harm' of an extensive area where the core environmental values or attributes of the city are threatened; long term damage, require long term recovery (years)					
Social Impacts / Cultural Heritage	COM	Low social impacts leading to mostly repairable impacts on the local community	Some social impacts leading to short term decrease in community and individual well being. Minor damage to item of cultural significance	Moderate social impacts leading to medium term decrease in community and individual well being. Moderate damage to item of cultural significance	Major social impacts leading to medium term decrease in community and individual well being. Major damage to item of cultural significance	Major social impacts leading to long term decrease in community and individual well being. Major damage to structures of cultural significance					
		Likelihood	Description	Frequency	Rank	1	2	3	4	5	
Second Determine the Likelihood (L)	Almost certain	Recurring event during the lifetime of an operation / project	At least one occurrence expected per year	A	Low +	Medium +	High	Very High	Extreme		
	Likely	Event that may occur frequently during the lifetime of an operation / project	One occurrence expected within 1 to 10 projects	B	Low -	Medium -	Medium +	High	Very High		
	Possible	Event that may occur during the lifetime of an operation / project	One occurrence expected within 10 to 100 projects	C	Negligible	Low +	Medium -	Medium +	High		
	Unlikely	Event that is unlikely to occur during the lifetime of an operation / project	One occurrence expected within 100 to 1000 projects	D	Negligible	Low -	Low +	Medium -	Medium +		
	Rare	Event that is very unlikely to occur during the lifetime of an operation / project	Less than one occurrence expected per 1000 projects	E	Negligible	Negligible	Negligible	Low -	Low +		

Risk Level	Required Actions
Extreme	Risks that significantly exceed the risk acceptance threshold. Showstopper.
Very High	Risks that significantly exceed the risk acceptance threshold, potential showstopper and would need urgent and immediate attention.
High	Risks that exceed the risk acceptance threshold and require proactive management. Includes risks for which proactive actions have been taken, but further risk reduction is impracticable. However active monitoring is required and the latter requires the sign-off from business unit senior management.
Medium	Risks that lie on the risk acceptance threshold and require active monitoring. The implementation of additional measures could be used to reduce the risk further.
Low	Risks that are below the risk acceptance threshold and do not require active management. May require additional monitoring.
Negligible	No action required - keep a watching brief.

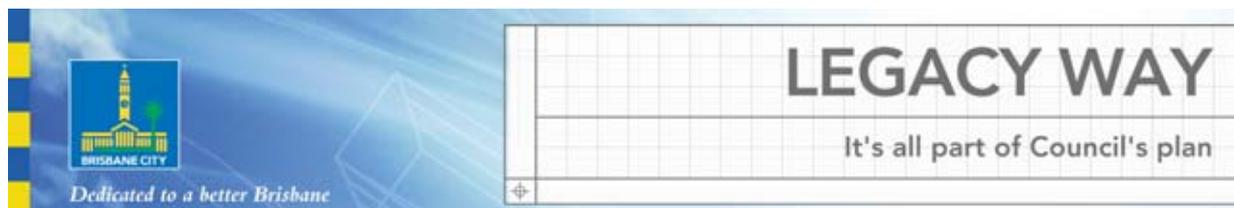
Situation	Hazard	Proposed Controls	Type	Hoop Pine Picnic Area OPTION 1			Park and Ride OPTION 2			Scenic Drive Combined OPTION 3			Dog Off Leash OPTION 4			Anzac Park North OPTION 5			Overflow parking			Recommendations	Person Responsible	Due Date
				C	L	RL	C	L	RL	C	L	RL	C	L	RL	C	L	RL	C	L	RL			
Interference/conflict with existing public use	Loss of carpark & picnic space at Hoop Pine	Off-set loss of existing use / relocate existing use	COM	1	A	Low +																Retain slab area as parking for the community at Hoop Pine, fence off remaining area for Project related activities	Don Cooper / Brad Annakin	
Interference/conflict with existing public use	Loss of 50 parking spaces in park & ride area	Retaining 30 carparks in park & ride and explore additional spaces in the area	COM				3	C	Medium -													Liaise with Brisbane Transport regarding additional parking for bus drivers	James Clements	
Interference/conflict with existing public use	Loss of emergency helicopter landing at the top scenic drive area		H&S							3	A	High										Investigate alternative emergency helicopter landing site and coordinate	Jim Hefferan	
Interference/conflict with existing public use	Loss of hilltop parking area for community		COM							2	B	Medium -										No action required - manage complaints as they come in		
Interference/conflict with existing public use	Loss of existing dog off leash area	Relocation of dog off leash area to Anzac park	COM										3	B	Medium +							Identify an acceptable location within Anzac Park in collaboration with the community	Jim Hefferan	
Interference/conflict with existing public use	Temporary reduced amenity of use (6%) of the existing park Interruption of use of internal road for cyclists/pedestrians	Reinstate after completion - 4 years Mitigation measures - isolated fenced areas	COM													4	A	Very High				Finalise mitigation measures Consider shorter duration of use Consider not using this area Develop reinstatement plan	John Llewellyn	end March
Interference/conflict with existing public use	Loss of 80 parking spaces for the community, visitors to the gardens, cyclists, rest area for daytime use resulting in overflow to local surrounding streets	Available on Sundays and by arrangement for special events	COM															3	A	High		Develop and implement a communication strategy Liaise with Traffic and Transport - ie. Develop local traffic management plan	Jim Hefferan	
Increased traffic on local roads during peak periods (5:30-7:30 am/pm) - Scenic Drive and Sir Samuel Griffith Conflict with pedestrian and cycle movements through car park access / egress	Vehicle & cyclist/pedestrian injury	Road Safety Audit findings & Traffic Management Plan including active control of entry/exit	H&S	4	C	Medium +				4	B	High							4	D	Medium -	Implement safety audit action and safety management plan	Don Cooper	
Increased local traffic along Dean St, Wool St, Broseley St	Vehicle & cyclist/pedestrian injury	Road Safety Audit findings & Traffic Management Plan including active control of entry/exit	H&S						No change in risk from current situation			NIC				3	B	Medium +	3	C	Medium -	Implement safety audit action and safety management plan	Don Cooper	
Increased traffic in park area	Increased road traffic in Anzac Park area - low speed vehicle/pedestrian interaction with serious injuries possible Toddler runs from behind parked car into path of car Child runs in front of car and is run over and killed before driver can take evasive action Child or person is distracted and walks straight in front of car	Fence off and separate construction area from public use areas Segregation between vehicle movement and human movement Timing - limited periods typically between 5.30-7.30am/pm Supervision of traffic management measures - speed limits, speed humps Designated entry point Additional amenities	H&S										4	E	Low -	4	D	Medium -				Communicate traffic management controls to community Reassess and design mitigation measures to address all concerns Redesign new road access to dog off leash area	Don Cooper James Clements Phil Jones	
Increased human activity in park	Increased potential for serious assault postulated - Woman or child is sexually assaulted or abducted	Increased presence/visibility of people in area offers extra personal security	H&S				4	E	Low -				4	E	Low -	4	E	Low -				Consider a dedicated manned security arrangement at each parking area	John Llewellyn	end March
Increased traffic on overpass bridge & shared path - Anzac Park, park & ride, dog off leash, overflow Peak use = 300 people between 5.30-7.30am/pm vs Current use =	Workforce & public sustain injuries from speeding cyclist Cyclists, pedestrians and workforce in the area at the same time - increased use		H&S				4	C	Medium +				4	C	Medium +	4	C	Medium +	4	D	Medium -	Consider segregation of cyclists and pedestrians Include signage and road marking Shared path safety audit	John Llewellyn (Arthur V)	end March
Increased noise levels arising from additional traffic activity between 5.30-7.30am/pm	Projected project level of noise will be above COG acoustic objectives at Hoop Pine and at Scenic Drive	Workforce induction Strategic separation from sensitive receptors Isolation of location (250m away from nearest Hoop Pine property) and (330m to 700m at Scenic Drive)	COM	3	D	Low +				3	E	Negligible												
Increased noise levels arising from additional traffic activity between 5.30-7.30am/pm	Projected project level of noise will be above COG acoustic objectives at residences at Broseley Rd	Workforce induction Anticipating resident based mitigation measures Installation of noise walls	COM										3	A	High							Realigning of access from Wool St to existing 2 way section within Anzac Park Increase separation by reducing number Consider using for daylight only - restricted hours Conduct noise modelling	John Llewellyn	end March
Increased noise levels arising from additional traffic activity between 5.30-7.30am/pm	Projected project level of noise will be above COG acoustic objectives at Anzac Park north		COM													3	B	Medium +				Conduct noise modelling Increase separation by reducing numbers	John Llewellyn (Separation design) / David Harvison (noise modelling)	
Increased noise levels arising from additional traffic activity between 5.30-7.30am/pm	Projected project level of noise will be above COG acoustic objectives at Ada St	Workforce induction Commence noise modelling Site based mitigation	COM															3	A	High		Conduct noise modelling Develop mitigation strategy	David Harvison	
Increased noise levels arising from additional traffic activity between 5.30-7.30am/pm	Projected project level of noise will be above COG acoustic objectives at park & ride	Workforce induction	COM						No change in risk from current situation			NIC												
Removal of mature trees	loss of mature trees and associated fauna habitat	Carpark layout to avoid identified tree protection zones, relocate trees where possible and unavoidable, off set any loss with additional tree planting.	ENV	3	C	Medium -	2	C	Low +	3	C	Medium -	3	C	Medium -	4	C	Medium +	1	A	Low +	Identification and arboricultural assessment of trees to be removed or transplanted	John Llewellyn / David Harvison	
Overland flow and flooding	loss or damage to parked vehicles and re-routing of flood flows off site	construct stormwater management infrastructure if required as part of design	ENV	1	D	Negligible	2	C	Low +	1	D	Negligible	1	D	Negligible	1	D	Negligible	1	D	Negligible			
contaminated land	exposure of contaminants to site workers and possible uncontrolled discharge from site	Material Change of Use development approval required in accordance with COG conditions disposal options for spoil.	ENV	2	A	Medium +	2	D	Low -	2	D	Low -	2	B	Medium -	2	C	Low +	2	D	Low -			



Appendix C – Workforce Parking Consultation Group

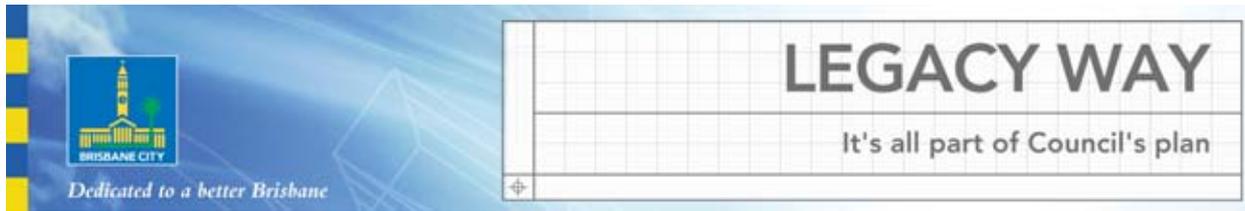
Workforce Parking Consultation Group members

Name	Group
Miranda Cornish	Mt Coot-tha Residents Group
Glenn Townsend	Mt Coot-tha Residents Group
Deanne Morrison	Friends of Anzac Park
Geoff Murray	Friends of Anzac Park
Joanna Freeburn	Friends of Anzac Park
Russell Barrett	Summit Restaurant
Hilda Maclean	Friends of Toowong Cemetery
Iain MacPhail	Friends of Anzac Park
Ben Wilson	Bicycle Queensland
Ross McKinnon	Brisbane Botanic Gardens
Tim Boulton	Stuartholme School
Margot Manning	In-Training (not able to attend workshop but included in all email correspondence).



Council attendees at workshop

Name	Criteria expert area
Jackson Yu	Noise impacts/Air Quality
Catherine Brouwer	Cultural heritage
Hailey Franks	Suitability/Access/
Construction safety	Phil Jones
Operational safety	Arthur Vlahogenis
David Harvison	Environment
Jen Patterson	Traffic impacts
Mercedes Staff	Land tenure
Peter Hatton	Environmental Management Representative
Gregg Buyers	Acting Project Director
Nadeena Whitby	Communications Manager
Jim Hefferan	Deputy Project Director
Bruce Moore	Facilitator
Vanessa Kyle	Communications Officer



Appendix D – Community Submissions on the Park and Ride

Workforce Parking Consultation Feedback					COMMENTS	
DATE	Preferred Option					
	1	2	3	4		5
15/03/2011	1	1	1			I believe any option is preferable to using our one large park in the area. (1) Park and Drive: make a multilevel car park which will provide more spaces and possibly use extra area below toilets and bike path for additional spaces, not part of main Anzac Park (2) Hoop Pine/Scenic Drive: Although cost involved of bus trips for workers, this is preferable to using Anzac Park. Anzac Park is a sacred site and should not be used under any circumstances
17/03/2011	1	1	1			Land Use: I do not believe Anzac Park North is a suitable option. It is not suitable firstly due to the impact a car park and cars driving through the park would have on recreational activities in the park. This is a large inner city park heavily used by the community (e.g. exercise groups, walkers, cross-country running groups, scouts etc) and should be kept as a green space. It is also a sacred site (ANZACs). Operational Safety: I do not believe that children will be safe playing in the park with a car park and increased traffic even with increased signage and fences. I would be satisfied with any of options 1-3.
15/03/2011	1	1	1			Anzac Park is one of the few parks open at the moment with most other local parks closed due to flooding. Additional cars would make it dangerous for small children, especially when managing multiple children. My children love the uniqueness of Anzac Park. The space is wonderful for them to run around in. I can play, push the pram around the circuit. The park is always packed after school and on weekends. It would be a tragedy to destroy this park. Could Milton Tennis courts be a temporary car park instead?
21/03/2011	1	1	1			The main argument against 4 and 5 is impact on a popular park and a showpiece dog park- the original pilot for off-leash areas. It is a social good. There would be no comparable area for dogs and this would raise safety issues. It would ruin amenities the Council has already invested in-children play areas, area for dogs. It would also cause congestion problems for Wool st and other adjoining residents, who deserve consideration with those on the other side of Milton. The main argument for 1, 2 or 3 is proximity to the worksite. In terms of justice the problem is on that side of Milton Road and the solution should be focused there.
21/03/2011	1	1				There is a great community spirit in Anzac Park and the Anzac Park dog park. Our children play there, meet their friends there and we walk the dog there. Increased traffic would make the park user unfriendly and cause safety issues for our children.
18/03/2011	1	1				Anzac Park is a place of historical significance and a venue for people to socialise, play, exercise and enjoy nature. A carpark is incompatible with these activities and the heritage and community use of the Park. Traffic congestion which will impact on local and through traffic as well as safety within and around the park; loss of amenity; subversion of the system of heritage listing and the actual distance from the actual work-site and lack of consultation with unions regarding whether this is an acceptable option are just some of the issues the Anzac park option raises. There is a nearby existing car-park which could be enhanced. The Park and Ride could be upgraded (e.g two stories or given the availability of tunnel machines – an underground level) and the Bus Depot site may have available land. An additional secondary carpark utilising a smaller area of the Hoop Pine Park would complement the Mount-Cootha Road Park and Ride option. There are also other sites around Mt Cootha which should be considered.
18/03/2011	1	1	1			I have heard that the many parks closed since the flooding may remain closed for 3 to 4 years due to no available budget for replacing the black rubber matting. If this is case, Anzac Park is even more critical as it is the only large park in the greater area of the western suburbs to be open. Indeed Anzac Park has been very busy for the last two months. It is the only park open to be suitable for picnics, parties, sports for kids etc. The community can't afford to lose this green space community facility - for a carpark. It is so important for kids to remain active and in the fresh air, rather than cooped up inside. Families and groups need places to meet and socialise. Anzac Park also provides important shade, enabling the park to be used all day long. Many parks do not have this shade.
19/03/2011	1	1	1			Options 1 and 3 are totally inconsistent uses of the park
20/03/2011	1	1				Based on the BCC information fact sheets for each of the options and assuming the information is accurate my feedback is as follows: Community: A comparison of the Community impact criteria that appears on the facts sheets supplied for each of the options indicates that a combination of Options 1 & 2 has less impact on the Community than each of the other 3 Options. There is no mention on the Option 4 fact sheet of the impact of car noise and exhaust emissions on the residents at Banyan Gardens at 111 Elizabeth St and those at the Bible College which are situated just metres from the Dog off-leash area at Anzac Park (car park option 4). Option 5 represents disrespect to those who fought and died in wars past and it also thumbs its "nose" at the local residents and many others who enjoy the park as a safe haven for family recreation, exercise and fun. Suitability: Capacity. A combination of Options 1 & 2 provides spaces for 310 cars which is 50 more than Option 3 and 110 more than each of Options 4 & 5. Although access to the work site for Option 1, according to the fact sheets, requires a shuttle bus, consideration could be given to absorbing the cost of the shuttle bus into the BCC's total public transport budget and recouping this cost over a number of years to minimize the financial impact on the rate payers of Brisbane. It is Environment: Under this heading, noise and air pollution is a major concern for me and my family as well as contamination of the land. Our preferred option, Option 1 combined with Option 2, is immeasurably better for those of us situated very close to Anzac Park. Economic: [table included] The table above sets out the costs for each of the options based on the criteria from the Fact Sheets. The table also shows the cost of a combination of Option 1 and 2 being my preferred option and a comparison of the different options excluded.
21/03/011	1	1	1			Anzac Park options should not be considered as this is a major breach of all conditions of acceptance by the Convener General's report.

Workforce Parking Consultation Feedback						COMMENTS
DATE	Preferred Option					
	1	2	3	4	5	
17/03/2011	1					Anzac Park should not be an option - it is an important and well used greenspace and has significant heritage value. The scenic drive option would not be suitable due to the high usage by cyclists - particularly at 6am. Hoop Pine is a possibility if the Park and Ride falls through. Negotiations between Council and Stuartholme should continue regarding the use of the Freer's Chip Factory site
14/03/2011	1					Please just use the cheapest option! No one has a lazy \$5m to waste protecting a park.
1/03/2011	1					I'll keep my nose out of this one NAdeena, but had a look at the sites on the weekend - and unless traffic modelling shows something starkly different, we'd favour using slightly 'outer' parking locations with either a walk or bus ride to the site, to keep cars out of the hill area - which is not designed for major traffic, and it's slightly wrong to use it as a car park when other car parks exist. So for most we support both A & B: A. parking at the Park and Ride (75% or 225 cars) which seems to be mostly a car park for bus drivers, come locals, some park and bike ride (some sympathy for them obviously but they can park nearby and ride to town or up the hill pretty easily) and a few park n riders. but from my count there only seemed to be 110 spots there? Is it to be re-jigged? It was half full. Workers could walk from there - we can work with them being all over the pathway - although with the lights for the bus exit (which many cars use too) it is a shame a special arrangement couldn't be made to extend the lights to the cemetery side and cross workers there - halving the distance. ANDB. Purtell Park (25% or 75 cars). It's only 600m to Simpsons Rd/Freers Farm and less involved with the road system. These options would help reduce the traffic volume on Mt Coot-tha rd and Sir Samuel Griffith Drive - a benefit for cyclists, existing through traffic and for locals too. If walking from the Park n Ride proves a burden for some
17/03/2011	1	1				Options 4 and 5 would affect the local community the most and our quiet lifestyle that is valued by all. Options 2 and 3 would have the least impact and the infrastructure is already in place to support the car park required.
15/03/2011	1	1				No parking station in Anzac Park or the Anzac Park dog park. It is an historic site and an important and heavily used public facility. It is ironic and devious to change the name of the Northern Tunnel to Legacy Way. In no way does that compensate for the desecration of Anzac Park or deceive the electorate
17/03/2011	1	1				Option 4 and 5 should not be used because they will negatively effect the community. Option 1 and 2 are the best because they seem to have the least negative impact on the community
14/03/2011	1					I am in the Dean Street Toowong area . My vote is for Option2. Thanks
15/03/2011	1	1				With many other folk, I walk around the park road, Six days per week for daily exercise. I enjoy the quiet environment, bird life, trees and to see other folk doing the same - people exercising their dogs around the track, groups with their personal trainers, young families with children playing on equipment. the small number of people driving cars to take their dogs to the dog park are disruptive enough without having workers' cars on the inner road. At least they are considerate of other and drive slowly so walkers can move away.
15/03/2011	1					Option 2 would be my preferred option
17/03/2011	1					
14/03/2011	1					Option 2 is the most suitable choice as it will have a very low impact upon the environment and NO impact upon Anzac Park and the various groups that use it. There will be no need to use buses for transporting workers to the site (\$300,000 + \$8.2 million for shuttle buses is outrageous as I know of no job which provides workers with free transport from where they park their cars to the worksite. This is a luxury we cannot afford). We do not regard using any part of Anzac park as an option. This is an inner city suburb with few green areas and Anzac Park is regularly used by our community for recreational purposes.
15/03/2011	1					Why has the BCC not considered other options, eg the old Milton tennis courts (lying vacant) on Milton Road? Plus shuttle bus or further development of Option 2 or land owned by Stuartholme School (old Freer's chip factory land) plus shuttle bus in Mt Coot-tha area (sir Samueal Griffith Drive) with negotiations with State Government to reduce/waive land tax issues. Desecration of a picturesque memorial park should not have been considered in the first place and is a blight on the environmental concerns of this BCCC the tunnel as has been the case elsewhere e.g Sydney will prove a financial disaster in any event.
17/03/2011	1					ANZAC Park is not an option!! I hope negotiations re Freer's Factory continue. I consider the Park n'Ride and the Hoop Pine area as the best combination to provide the required spaces. I have to take a shuttle bus to my owrkplace during a major construction project at Uni of Queensland: it works OK.
17/03/2011	1	1				Option 3 allows for developmet of a car park that maybe continued after the project is completed. Option 2 already uses an existing car park. Option 4 is my least favourite as we have a dog and the plan will block easy access for us to the park.
21/03/2011	1	1				I am a mother of 2 small boys. We use Anzac Park on an almost daily basis. We use the ring road for me to push my jogger stroller to get exercise, and my boys use the playground all the time. I am concerned about traffic around and in the park. I prefer an option away from residents. My first preference would be Freers Farm, since it does not require publically used land. We also use the Hoop Pine picnic area on a monthly basis.
11/03/2011	1					Mt Coot-tha Rd Park and Ride is under-utilised as a car park at present, is the cheapest option and would have little impact on locals, flora and fauna. This option should be considered with the addition of one other carpark- preferably one of the two Scenic Drive carparks (option 3). I am strongly opposed to using Anzac Park (either option 4 or 5). This option would have a detrimental impact on both the park and our neighbourhood. We already have to put up with the Bus Depot and the traffic, parking issues etc that that entails!

Workforce Parking Consultation Feedback						COMMENTS
DATE	Preferred Option					
	1	2	3	4	5	
21/03/2011	1					Consultation form states "would require an additional carpark location" for option 2. Why not consider putting another level onto the existing park and ride? This would almost double its capacity and the area would have the long term benefit for (1) increased park and ride numbers as Brisbane grows (2) Bus Depot staff who currently park in Wool Street and anzac Park bays (3) Parking for large events in both Anzac Park and Botanical Gardens. It may be more expensive but surely cheaper than any temporary carparks elsewhere. Some greenery would be lost initially but you already have those hideous large billboards in the area plus the ugly flyover. Trees could be replaced along the street edge.
21/03/2011	1					I live 50m from the Anzac Park dog off-leash area. Proposals 4 and 5 will have a devastating impact on the quality of life of local residents during the construction period. I also ride through Anzac Park to work twice daily and would have serious safety concerns about doing so with a carpark in the park. The economic and environment cost of options 1 and 3 are just too great (although preferable to options 4 and 5). I also ride around Sir Samuel Griffith Drive and think that it would definitely be more dangerous for cyclists and runners around Mt Coot-tha if there are construction workers driving through there.
11/03/2011	1					In these high density suburbs, the few available parks are sacred, especially an ANZAC (memorial) park. Please use the existing car park and make it multi-level if necessary. It will pay for itself in the future and provide extra parking. BCC Bus Depot employees could also use it instead of blocking streets in the area.
14/03/2011	1					I am in my nineties and a long-term resident of Toowong until a few years ago. Please do not consider using existing park land for parking, especially Anzac Park. A multi-story car park could be built on the 'Park and Ride' site and could then be used for future parking needs in the area including for bus depot staff.
21/03/2011	1					With the high density development in suburbs along railway lines, it would be 'criminal' to use existing parkland. I am in my late eighties and have enjoyed Anzac Park for the last fifty years with my family. Please use the existing car park facility even if that means building a multi-level car park on the site.
21/03/2011	1	1				According to the distributed information, the number of car spaces required prior to mid-2012 seems to be about 180. This could be achieved between the Mt Coot-tha Gardens overflow area and the Park and Ride. Following this period up to 300 spaces may be required. To prevent major disruption to the activities of the local community, the Scenic Drive combined carpark should provide the excess, around 120 spaces. This number for this time period should not cost the entire \$9 million predicted, closer to half of that if not less. To prevent excessive damage to local ecosystems, a fence should be erected around the Scenic Drive car park to deter wildlife from the area to be removed later, and extensive weed management should occur after the project is finished.
21/03/2011	1					Money which is available would be best spent making a permanent addition to this facility. If land is not available for at grade extensions, additional levels may a viable option. Anzac Park is one of the only parks in the Toowong area that doesn't flood (i.e Perrin Park)
14/03/2011	1					
14/03/2011	1	1				Options 2 and 3 provides sufficient parking space. There would be no interference with the use of Anzac Park and is pedestrian friendly.
21/03/2011	1					I use the dog off-leash area everyday anywhere between 5 and 7pm. The volume of people (and dogs) that utilise the dog park per day would far surpass the daily people use of any of the other areas proposed as options. In the 1hr time I am there, there are at least 10 other people with their dogs. Given some people go before work, others after, I would estimate 50 minimum use the park with their dogs per day. It becomes a wonderful social network for dog owners. So in terms of passive quality of life issues vs active quality of life, the dog offleash area is unprecedented in its contribution to community participation and health.
11/03/2011	1	1				1. These are not the only or the best options 2. The Freers site, and the duplicated section of Sir Samuel Griffith Drive are better options. 3. You have not supplied sufficient information. 4. I am particularly concerned about safety- how can the safety of children be guaranteed when they are going to be interacting with construction workers vehicles? 5. Destroying greenspace in a heritage park (it is on your own heritage register) should not be an option.
11/03/2011	1					I cannot see why the park and ride carpark cannot be used in conjunction with the car park opposite the Garden's entrance. Both of these car parks are only a short walk to the construction site and need no start up costs whatsoever. What has to be looked at is how many car park spaces are actually needed as not everyone would own a car and drive to this site.
10/03/2011	1					Lowest cost. Close to site- could be combined with Option 3. Less disruption to community.
10/03/2011	1					Option 2 is the best and only option as there is already a carpark, therefore having minimal impact on all areas, i.e. community, environment etc. Most importantly it is the most cost effective option. Option 4 and 5 should not be an option at all. These options will impact all aspects of the community it is too close to residential property which will effect air quality and noise. Children play in Anzac Park and with increased traffic it is putting their lives at risk. No other dog parks close without Anzac Park.
10/03/2011	1					Mt Coot-tha Road Park and Ride is the best option as it is already a car park therefore having minimal impact on community re: noise/land use as it is already a car park. It is also the cheapest. Option 4 and 5 should not be an option at all. It is too close to residents homes and will impact all aspects of the community. Children play in the park and lowered air quality will be dangerous to their health. With this increase in traffic it is also putting the children at risk as they are unpredictable and could be injured by a worker in their car. There are no other dog parks around locally within walking distance.
21/03/2011	1					As a resident who lives and studies in the area, this carpark will be a huge impact on me.
21/03/2011	1					I believe that option 2 is the best choice since it involves minimal disruption to nearby businesses and residents, is one of the lowest risk options as far as pedestrians and road users are concerned, and is also one of the most economical choices (only \$555, 000 in total). I would strongly object, in particular to options 4 and 5 (both of which involve using Anzac Park). This is because I live and study at 1 Cross Street (which is quite close to the park) and to have the carpark here would cause significant disruption and even safety issues for me and the many other students, staff and residents here (as well as residents in surrounding streets). Finally, Anzac Park is a very important part of the Toowong community and environment, and I would like to see it left alone! Thank you

Workforce Parking Consultation Feedback						COMMENTS
DATE	Preferred Option					
	1	2	3	4	5	
16/03/2011	1					Please save our park! We don't need to disturb the environment just to park a few cars
16/03/2011	1					I have considered the latest options presented by Council, and I am absolutely appalled that Council would consider either Option 4 or 5. I have only lived in Elizabeth Street for 18 months, but in this time my family and I have grown to love this special park, which if I am not mistaken, is not merely ANZAC in name but also in spirit. I would severely object to any and all proposals which would interfere with any part of this sacred place!
14/03/2011	1					Option 2 is my preferred option as the most cost effective, least disruptive on residents and the environment option. It's also only a short wk for workers- no shuttle. Thank you for allowing me to provide feedback.
11/03/2011	1					I'd like Option 2 to be extended and a multi-storey car park built in the existing car park and ride spot. This could then accommodate all 300 workers vehicles and could be used into the future as a park and ride commuters carpark. It's a win-win for BCC and for the community and the environment.
21/03/2011	1					Option 2 - Mt Coot-tha Rd Park and Ride is the obvious choice, however, please, please, please could some spaces be reserved for correct regular users of this car park?! I am 55 years old and drive in from Mt Crosby every day to park and then cycle into the city to work. I enjoy a longer cycle ride in the morning but the reason I find this car park ideal is that in the afternoons, when I'm often very tired, it is not too far from the city to cycle. To lose it completely would seriously affect my lifestyle and health.
17/03/2011	1					Under no circumstances should Anzac Park be desecrated by a carpark. Roads and tunnels are for cars. The park is for people and dogs. Many more people are using Anzac Park since the floods when their local (dog) parks were put out of use. Option 2 is already a carpark. It would make good sense for the future for Council to build a multi-storied carpark. This would encourage more people to park and use the buses.
17/03/2011	1	1				Many children use Anzac Park daily and if a large amount of traffic builds up in the circular road then children would be unable to use it. A combination of options 2 and 3 would be a good choice as options 1, 4 and 5 is a park that is vital to our ever growing community.
19/03/2011	1	1				
19/03/2011	1	1				Please don't use Anzac Park, it's just not worth it. My strong preference is that ANZAC park is not utilised in any way. I also note that you have not considered utilising shuttle buses from the city, Toowong rail station or other public transport hubs; given that the majority of us use public transport to get to work, I see no reason why the tunnel workers cannot also use public transport. I'd also argue that major fly in fly out mining operations do not require construction workers to drive to site; if you can construct a major multi billion dollar mine in the Pilbara without the workers driving to site, surely we can do it in Brisbane.
20/03/2011	1		1			We will, hopefully, not be impacted directly by worker parking. However, we have had over 12 months of private building work in our street, and we are fully aware of the massive disruption this causes. Residential streets throughout this area are narrow and often steep. Access for residents is never easy, and the use of local streets for worker parking will create massive problems for local residents, as well as traffic hazards. Cars parked opposite driveways restrict or block access to their properties for property owners, and frequently prevent access to streets by wide vehicles. In the event of an emergency, emergency vehicles such as fire trucks and ambulances need to be able to access all local streets, and not be blocked by cars whose owners have disappeared to work a 12 hour shift on the tunnel. Rubbish trucks also need access, as do other large service vehicles. This is generally a quiet and treed area, and rates are quite high. Residents are paying for a degree of amenity, which will be seriously threatened if workers are allowed to park outside the designated areas. It is therefore essential that sufficient parking is provided to cover their needs, though why they can't cycle to work we don't know, since there is a massively expensive cycle path to the door. Provision of adequate parking needs to be combined with a penalty or disincentive scheme to discourage or prevent workers parking in adjacent residential streets. This will require enforcement!
20/03/2011	1					I believe that the MT COOT-THA ROAD PARK AND RIDE option WITH A VARIATION is the only option to consider. The variation is the construction of a MULTILEVEL CAR PARK on this site that will have the capacity to accommodate all parking needs. Although this will cost more initially, long term it will be very cost effective as it will eliminate the additional expense of worker transport to the site and will be a valuable piece of infrastructure long into the future - especially for people commuting from the fast growing areas around Springfield. These commuters would drive to this car park and then use public transport to the city if confident of a parking space, thus reducing pressure on the CBD. Please give this option your serious consideration.
20/03/2011	1	1				From initially being in favour of the tunnel I am now of the view it should not proceed in light of the floods. Toomuch now has to be done and it is financially foolhardy. It is apparent that the public amenity issues have not been fully costed as well. My preferred options are chosen predominantly upon community and environmental issues. BCC should publicly state the cost to withdraw from their contractual obligations to build.
20/03/2011	1	1				Option 2 is the least disruptive to local community and environment. It doesn't say how many carparks Ada St will contribute towards the 300 needed, but perhaps just the crescent shaped carpark in option 3 would suffice to make up the shortfall. A cost effective way to transport workers to site could be BCC buses rather than a private bus company if the BCC drivers started their shift earlier and altered or created a new route.
21/03/2011	1					
22/03/2011	1	1				There may exist considerable uncertainty in the workforce numbers that actually opt to use any of the proposed options. Commencing with Option 2 initially, and engaging part or all of Option 3 on a needs basis has the highest strategic value given management flexibility. Subsequently a review may be possible of the actual usage of the existing Mount Coot-tha Road park and ride (Option 2) site in 2012, which may provide robust precedent evidence of the number of further workforce carparks actually required. I would also like to thank the Legacy Way consultation team members that we met. They were highly professional, informative, non-adversarial and pro-actively sought diverse feedback from the majority of concerned public, rather than an overly passionate minority.

Workforce Parking Consultation Feedback						COMMENTS
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	1	2	3	4	5	
16/03/2011	1	1				I am a student at Crossway College located at the above address. I live on-site and use the surrounding parkland for exercise and relaxation. As a student, I study here too. For such a project to be implemented in either the dog park or Anzac Park would be detrimental to both the health and environment of the community. There are few enough public spaces for people to exercise in safety without having to watch for cars. Turning the dogpark into a carpark makes the residential area of the college unsuitable and dangerous for families living there with young kids. Anzac Park is also the location of where many have sprinkled ashes of loved ones and is a commemorative reminder of our 'diggers' in World War 1.
16/03/2011	1	1				I can't see why these workers can't use public transport like so many other workers. I know they start early and finish late, but so do others. If Council fixed public transport with earlier and later finishes (and cheaper fares) they would likely solve part of the problem here while also fixing traffic congestion for the rest of us too. My first option for workers car parking is option 4 above. I do not favour option 5 at all. Could not option 2 have a multi-level carpark built, which would suit future use also.
16/03/2011	1	1				My concern is to retain Anzac Park- it is historical land in an old suburb and needs to be retained to embrace the history and community of toowong and Brisbane. To park 200 cars on part of it for 4 ywears would have a permanent impact no matter what 'rehabilitation' takes place. For community reasons options 3 or 1 would be preferable. Obviously cost is an issue- Option 2 or 4 would now be considered, with noise/ disruption to local residents an issue. Option 2 is my preference, however as this is not large enough option 4 could be smaller and take overflow reducing noise/disruption to residents.
16/03/2011	1					I am a member of the Anzac Park Heart Foundation walking group. One of our members has suggested an option which is an enhancement of option 2. The idea is to provide a second storey on the park and ride. This would not need to be removed after the completion of the tunnel. It could remain as a facility for the outer western suburbs. Were the Legacy club consulted about the strange re-naming of Northern Link to Legacy Way?
15/03/2011	1					Anzac Park is an important amenity for my neighbourhood and I personally use the park everyday to walk my dog. The loss of the use of this area due to an increase risk associated with large numbers of cars is up to me both unnecessary and unacceptable. The cost of the shuttle bus is minor in the size of the project and the safety and wellbeing of the local residents must be considered a priority. More work should be done encouraging the use of public transport by the Legacy Way workforce. I feel strongly enough on this issue that it will effect how i vote at next years Council election.
14/03/2011	1	1				Options 2 and 3 are in areas that seem most suitable. The dog park and park options are highly utilised public spaces for families, couples and individuals. This is the only suitable dog park near us. The toowong dog park remains contaminated and closed after floods.
21/03/2011	1					
21/03/2011	1	1				Thanks for the opportunity to provide feedback. My preferred options are option 2 and option 4. My first consideration is environmental and both these options seem to have minimal impact on local flora and fauna. I think that both the options are also of lowest impact on the local community. In terms of suitability both are a healthy walking distance to the worksite and don't require shuttle buses. And in terms of economic considerations, both are the cheapest options. So both are preferred options in my opinion. I know the community is sharply opposed to Anzac Park North and both the remaining options (1 and 3) have too much impact on local fauna and are also too far from the worksite.
16/03/2011	1					Strongly recommend public transport for workers and special parking at Park and Ride on Mt Coot-tha Road. Several generations of local families have used public transport to attend work, shift work in hospitals and education facilities. BCC- build your own car parks at the bus depot Toowong and move bus depot to a suitable location as you planned. No car parks in Anzac Park war memorial park Toowong. No desecration of trees, sacred sites, a culturally significant park should not be destroyed. It is not right!
21/03/2011	1					My husband and I have lived for 18 months in this area and we are very upset by Council's proposal which includes the off-leash area and Anzac Park North. With other options available why is Council even considering this? It would be an utter desecration of this sacred area. My grandfather and Great Grandfather would be disgusted at any proposal which interfered in any way with a park named in honour of our fallen ANZACS.
22/03/2011	1					Save Anzac Park. Why put it in a purpose built place
22/03/2011	1					Parking for bus drivers is currently inadequate, on my morning walk through the park drivers park in the park's car spaces for the duration of their shift. Option 2 may also be able to address this problem by creating a resource that will be used for years to come. This option should also look at the hazardous route cyclist take dodgin Miskin St traffic at roundabout and very large bus's entering and exiting the bus depot. It is truly dangerous.
22/03/2011	1					Save Anzac Park
22/03/2011	1					Save Anzac Park
21/03/2011	1					There is only a relatively short period where more than 200 car parks are needed, thus the Mt Coot-tha Rd Park and Ride is our preferred option.Option 1,4 and 5 impact community areas therefore not in favour. Option 1 and 3 would increase traffic - concerns for cyclists. The economic issues relating to option 1 and 4 are also an issue.
21/03/2011	1					Your stealing our puppy park. Where will the puppies play?

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	1	2	3	4	5	
21/03/2011	1					Building a carpark in the historic Anzac Park of Toowong would not only be a travesty to the history and memories of those whose fought and made this country, but also to the families and citizens and their pets of toowong. You are stealing our culture and way of life. Where will the families and their dogs and puppies play?
21/03/2011	1					I note Cr Matic has said the overflow carpark at Mt Coot-tha will be used irrespective. If this is the case then please consider only Mon-Fri and not weekends as it will definitely result in Gardens visitors parking in our narrow side streets. I also request you put yellow lines and residents parking only down side streets to limit this behaviour. Park and Ride is rarely full so is a good option and is already well lit. I also think Transcity should consider parking up the freeway as part of construction. Parking at Ada St overflow should be restricted to 6.30am-6.30pm Mon-Fri shift only.
21/03/2011	1	1				
20/03/2011	1					
20/03/2011	1					Anzac Park and off-leash area are very important to the residents of this area. Anac Park needs to be kept as is due to heritage value. Upgrade park and ride which will have ongoing use in the future. Anzac Park contanslty used byfor picnics, playing- our green spaces are very important and should be kept.
18/03/2011	1	1				Option 2 can be doubled in capacity by clearing site and erecting a steel framed car park which can be retained for future use. Options 1 and 3 cost estimates appear to be greatly exaggerated. There is also no reason why the park side of Wool St can't be used to augment parking. The dog off-leash area and Anzac Park are definitely not acceptable.
21/03/2011	1					
21/03/2011	1					Options 1 and 3: Will result in introducing more noise into the valley which will reflect off the quarry wall into residents' homes. Options 4 and 5: result in permanent changes when only a temporary carpark is needed. Option 2: Building a two-stoery carpark in the Toowong Park and Ride will result in future benefits to Brisbane's public traffic system - allowing parking for commuters and bus drivers, more temporary use can be made of the BCC Bus Depot carparks which appear empty at weekends. Other Option: 1. Provide a park further west of the worksite with access off the western freeway - cutting out the need for cars to enter Mt Coot-tha Roundabout. 2. Allow onsite parking for cyclist workers.
21/03/2011	1	1				Anzac Park is a Brisbane icon that must not be compromised by a car park. There is mich daily use in a beautiful stressfree environment. The sport of orienteering uses Anzac Park on a frequent basis. Thjere is a BCC sponsored active and healthy park schedule event on June 3 2011. So option 4 and 5 are not at all acceptable. Similarly option 3 will spoil the Mt Coot-tha environment. Options 2 and 3 (or even both) appear to achieve minimal impact. Sports such as orienteering, recreational walking and biking will be sorely affected y the park proposals. Anzac Park should not be used.
21/03/2011	1					It is obviously the best option in all senses; least costly and least impacy on the environment. I am strongly against all other options.
21/03/2011	1					The option of using an existing parking area seems on all the above grounds the obvious choice. The trade-off of loss of comuter carpark vs the other options esp loss of green areas is disastrous for community/environmental/costs are overwhelmingly favour of Option2. As personal user of all the other areas affected by options 1,4,5 and 3 less so I feel very strongly about dismissing options 1,4,5,3.
21/03/2011	1					Option 2 seems like the only reasonable slution. Cheaper (by far) with the least disruption to the existing enviornment/structures. I really intensely dislike the idea of park/bushland/a natural area being turned into a temporary worker's car park. I understand the necessity of parking but isn't the clear thing to build upon a commuter carpark (which is not heavily used at all) rather than jeopardise the natural beauty spots of Toowong. Please do not use any of the other options.
21/03/2011	1	1				Opposed to Options 4 and 5 due to impact on community. Option 4 has high impact on residents and air quality. Propose upgrading the Mt Coot-tha Park and Ride so that commuters can still use it and it can continue to exist after constructon finishes.
21/03/2011	1					Has fewer negative consequences than any of the other options. We are particularly pleased that there will be a minimise noise increase and not a conflict with a heritage listing. Moreover no new construction is required, the area is well within walking distance, little flora and fauna disturbance, no increase in poor quality of air and the overall costs are far superior to other options.
21/03/2011	1					Realise that Option 2 will accommodate about 110 cars, but another structure (level of car parking) could be built to accommodate extra cars. It is already not a particularly attractive area and money that would be spent on renovating older areas and transportation to the site could be spent here. At a bit of loss to understand the fuss re buses etc to accomodate workers - other palces of work have 24hr shifts and the responsibility lies with the worker who takes the job to organise own transportation/parking at work place.
21/03/2011	1					I believe that the Mt Coot-tha Rd Park and Ride option with a variation is the only option to consider. The variation is the construction of a multilevel carpark on this site that will have the capacity to accommodate all parking needs. Although this will cost more initially, long term, it will be very cost effective as it will eliminate the additional expense of BCC worker transport to site and wioll be a valuable piece of infrastructure especially for people commuting from the fast-growing Springfield areas who would drive to this carpark then use public transport to the city etc if confident of parking spaces. In addition it tickes almost every other positive box. Most importantly it will make many Brisbane citizens very happy. Please give this option your serious consideration.
21/03/2011	1		1			The best option in my opinion would be the dog off-leash with overflow going to the Mt Coot-tha Park and Ride.
21/03/2011	1	1	1			Under no circumsntances should there be any development in Anzac Park or dog off-leash park in Anzac Park.

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	1	2	3	4	5	
21/03/2011	1	1				Use areas which already serve the same function, or similar and don't require significant earthworks in well patronised community spaces which are valued aspects of living in this area. Cyclists safety is very important and can surely be dealt with creatively given the number of roads in the designated section of Mt Coot-tha Road. The distance of all options from the construction work site seems likely to require the shuttle bus which would make all of them similarly priced.
21/03/2011	1					Oppose option 4. It is totally unjust to expose the residents of Wool St to the traffic of workers cars. Option 5 would be tolerable providing the existing speed limit of 20km was enforced and if the patron parking areas were changed to eliminate the existing all day parkers.
21/03/2011	1	1				The information brochure indicates no more than 200 workforce daytime for the projects four years, except for one year. Assuming at worst all workforce drive one car, need no more than 200 car parks for three of the four years and 250 carparks for the other year. Maximum night time workforce less than 100. So use the existing car park - Botanic Gardens overflow plus Mt Coot-tha Park and Ride.
21/03/2011	1	1				I believe a combination of Mt Coot-tha Road Park and Ride plus Scenic Drive combined carpark is the best option. No way do I want Anzac Park - it should be retained as a green space for the community and it is a sacred site because of the Anzac tradition for all those who served their country and dies for our community.
21/03/2011	1					Please leave Anzac Park untouched. Anzac Park is the community's local green space which allows us to relax in a park without driving in a car to get somewhere. Please leave Anzac Park untouched.
21/03/2011						Option 4 and 5 severely impact on the existing use of Anzac Park. The noise level will be greatly increased at shift change times. Option 2 - Re utilises an underutilised facility but needs the support of one or both elements of Option 3. Could be a bonus as workforce fluctuates from start through and tapers off as project is completed. Option 3 OK and far enough away to be noise neutral. Option 1 - Is the best of the BCC options. Needs transport support but is remote so noise should be satisfactory. Alternative - The Freers site obviously is far superior from the number of car parks and noise locals.
21/03/2011				1		Firstly, I would like to thank Council for giving me the opportunity to provide feedback on the five proposed options. Options 1 and 3 are too expensive. Although Option 2 is the cheapest, as a 'park and rider' I would not want to see this carpark go. It is also not big enough to be used on its own and would still require additional carparking. That leaves options 4 and 5. Option 5 is the closest to the planned construction site and is my preferred option. The parkland can quickly be developed as a carpark and following completion of construction of Legacy Way can be returned to parkland in a relatively short time.
14/03/2011			1			Anzac Park options are totally unacceptable to residents, especially as requirement during peak period will surpass provisional capacity of approximately 200. Option 2 is not suitable as it is an incomplete option and is not viable on its own.
20/03/2011		1				I believe option 3 would be the best option as it is not a memorial, park or picnic area as options 1, 4 and 5 are. Option 2 would also be suitable but seems to provide less car parking space. Considering the cost of the overall project and the fact that the winning tender's design has taken \$300 million off the price, any of the listed costings for the carpark are a drop in the ocean by comparison. There can be no justifications ever for removing/ damaging a park, as community and environment must come before economics if we are to survive as a race. We constituents are not your enemy Lord Mayor/ Cr Matic, we are your employers, who have given you great responsibility to look after the people of Brisbane's best interests.
21/03/2011		1				Considering the five options presented it is difficult to find a fully satisfactory solution. Option 2 is totally unsuitable in that it is too far away for workers to walk, and too small; you would require a third car park to support it and Ada Park. In addition this park is currently well supported by those who are parking and catching a bus to their destination (hopefully it is not only BCC bus drivers using this space!). This is an ideal use of this facility, one that reduces cars on our roads helping Brisbane to become greener and remain friendly. The need for a third car park site increases the cost and disturbance generated by car park construction. Construction workers would be expected to walk to the construction site alongside the bike path and over the bike/pedestrian bridge. This will only lead to conflict between pedestrians and cyclists as is seen along the Bicentennial Bikeway between the river and coronation drive. This bike path is a well used cycle commuter route and any inconvenience that results in less commuter cyclists is a bad thing for Brisbane and the planet in general. At over 700m to its western end and over 800m to the eastern end of this park the walking distance is too great for a construction worker. These workers would be parking in the streets closer to the construction site in an effort to reduce their walking distance. The union would be demanding a shuttle bus and this would remove any Options 4 and 5 are totally unsuitable as they desecrate ANZAC Park, the FIRST memorial to our ANZAC diggers, a place of commemoration, and a place of quiet reflection. Option 4 totally destroys an extremely popular off-leash dog park at Option 5 is the worst option for the greatest number of people. This option makes ANZAC Park an untenable community space. It desecrates the memory of our ANZAC Diggers and destroys the first memorial to our ANZAC Diggers. On the 6 There are other factors that make this a bad option. The car park is to be located beside a popular children's play ground. The safety concerns are extreme, the consequences of an accident catastrophic. A professional and complete safety audit There is wide spread public comment about the behaviour of workers around car parks for the Airport Tunnel construction. Workers having after work booze ups by their cars, arriving early and general unsocial behaviour. As well as safety concerns Option 1 appears to be a suitable and viable option. It does concern me that this is potentially a site for those using Mt Coot-tha and use of this site would be their detriment. The two Mt Coot-tha options have concerns about increased traffic on the Mt Coot-tha roads. I would hope that adequate measures are taken to ensure that those who use Mt Coot-tha are not inconvenienced or their safety not considered.
						The shuttle bus costs are small compared to the whole project costs (about 0.5% of \$1.7b) and at \$2m per year are small compared to the total BCC annual parks budget (1.6% of \$124m). This would appear to be a small price to pay for what is a national treasure, the first memorial to our ANZAC Diggers, a small price to pay for one of Brisbane's oldest parks, a small price to pay for a beautiful and popular established green space in our congested city, and a small price to pay to ensure cycle commuters are not discouraged from this vital transport option in a project that is all about better transport options
21/03/2011		1				My preference is in order of consideration: Option 3, Option 1, Option 2. My reasons are as follows: Option 4 and 5 are out of the question as they would directly affect the residential community who live around Anzac Park and all the other thousands of residents who use Anzac Park and the Dog Park as a recreation and relaxation area. I bought in this area 15 years ago because of its proximity to local parks and bushland. I hope I can trust the city council to make a logical and considerate choice; not to ignore the local residents for the sake of the cheaper options. The impact on people using the park for running, walking, children parties, health and recreation would be a small minded and selfish choice that will alienate the community. Anzac Park has the ashes of the fallen scattered here and holds memories for many, many people. The council would be showing a great disrespect for the ANZACs if they go ahead with this. The strong feeling attached to these options would result in protests and a fight for our park which would halt any development. What is desperately needed by the community is park and ride facilities that can be used after the construction has been completed.

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	1	2	3	4	5		
							Options 1, 2 and 3 would all be able to provide this without impacting the community. Options 3 and 1 would help to ease the already crowded parking for Mt Coot-tha Summit and walking tracks without impacting residential properties. Option 2 poses many problems - having to cross Miskin Street heavy traffic, use of the overpass which is used by walkers, runners, cyclists, children and dog owners. My first choice would be option 3 for the least impact on the community. This time it may pay to listen to the locals or you may end up with another white elephant like the Clem Jones tunnel. Tax payers are getting very tired of having their tax dollars wasted due to false economy and not enough prior research. Think very carefully before you consider impacting Anzac Park.
21/03/2011			1				<p>Thankyou for the opportunity to provide feedback in relation to the construction workforce parking options for Legacy Way. I am a local resident of Toowong and my family and I use Anzac Park and Mt Coot-tha picnic grounds (including Scenic Drive) on a regular basis. We are cyclists, playground users and dog walkers, so all parking options nominated by Brisbane City Council are of concern to us. We of course recognise the need for a dedicated construction workforce car parking solution for the construction of Legacy Way.</p> <p>On balance, given the options presented, my preference is option 3- Scenic Drive combined car park. My concern with nominating Option 2 is that Brisbane City Council have stated in their information leaflet that another dedicated carpark would be required (in addition to the area off Ada St), but have not stated where that space would be located, and on that basis I cannot support Option 2 as there is insufficient information to determine its suitability. Under no circumstances would I consider Option 4 or Option 5 as put forward by Brisbane City Council as suitable for a construction workforce car park. More specifically, I have the following feedback in relation to each Option:</p> <p>Option 1: The Hoop Pine picnic area is not my preferred site for the construction workforce carpark on the grounds of community and environment. All Mt Coot-tha picnic areas are important recreational areas for the people of Brisbane and we should not lightly destroy their amenity value. This particular area is also located not far from housing which would be impacted by the additional noise and air pollution generated.</p> <p>Option 2: In terms of community, suitability, and environment this option is appealing as the site is an existing carpark (and from my observation, largely underutilised). Any approval conditions would need to take into account the safety of users of the existing bikeway and those people accessing busstops adjacent to the bus depot. However, I cannot fully support Option 2, given that the Council has indicated a further carpark would be required (in addition to the area of Ada Road), but they have not committed to where this site might be located (Anzac Park?)</p> <p>Option 3: This is my preferred option, primarily because it has the least impact on local residents due to its distance from the nearest neighbour and (if I understand the map correctly) is currently not green space but two largely unused gravel areas already suitable for vehicle access. The main concern presented by Council in relation to this option is the additional cost of the project, however at less than 0.5% of the total capital expenditure of the project the additional costs to shuttle workers is insignificant. Incidentally, at approximately \$8M it is equivalent to the amount budgeted by Council over a similar period for capital expenditure on its bike hire program (Courier Mail 10/08/10) – a largely unpopular and unsupported program in Brisbane which delivers far fewer long term benefits for residents than leaving an historic area like Anzac Park untouched. Any approval conditions should take into account the fact Scenic Drive is used by cyclists and their safety should be a paramount concern.</p> <p>Option 4: This option, due to its impact on local residents and the heritage value of the park (community and environment concerns) is the most obnoxious proposed by Brisbane City Council. The noise wall and plantings proposed are ridiculous (and I suspect would largely be ineffective for local amenity). It is also highly concerning that Council would suggest the dog park can be safely relocated elsewhere within Anzac Park inside the ring road. Three great aspects of this dog park are its considerable size, its separation from the areas used by children within the park and its dedicated carpark for dog owners. There is nowhere else within the park where it could be relocated without unreasonably compromising safety and its amenity. With regards to heritage, Council seems to have completely discounted the heritage value of this park to the people of Brisbane because of its concern to save less than 0.5% of the capital expenditure of the Legacy Way project on shuttle buses. This park was named after WW1 and became a memorial to soldiers who had fought for this country in that war. Creating a 200 capacity construction carpark within its grounds is not compatible with its heritage value and is astounding given the renaming of Northern Link to 'Legacy Way'. This is not just a local resident issue, but one for all of Brisbane. Hands off Anzac Park.</p> <p>Option 5: Where to begin. Option 5 is of most concern to me on heritage and safety grounds (community and suitability). With regards to heritage, please see comments under Option 4 above. With regards to safety, it is apparent to anyone that uses the park (even on a casual basis) that the ring road is not suitable for high volume non-recreational user traffic. The ring road, while designed for one way vehicular traffic is in reality shared with joggers, walkers, children with training wheels on their bikes, dog walkers and occasionally, the odd child darting across to run after a ball or Frisbee. All road users must be and to my observance are vigilant to the specific safety concerns of driving on that road. Currently road users are for the most part, parents with young children or dog owners accessing the off-leash area and are therefore aware of and sympathetic to the specific risks posed by vehicular traffic in a recreational park. On the contrary, construction workers who utilise the ring road to get to work (and in fact as part of their worksite) could not reasonably be expected to have the same regard to the health and safety of joggers, cyclists and young children within the park and on the ring road. Doubling the section of road between the Dean St entrance and the proposed car park so that this section is 'two-way' will not alleviate this safety concern. The actual location of the proposed carpark, being on t</p>
21/03/2011			1				Re: option 2 park and ride: I am one of many city workers who currently drive in to the park and ride then cycle or walk/ jog to/from the city. Takeover of this facility would impact very negatively on that and the healthy lifestyle it facilitates. What is wrong with the Legacy Way workers using public transport? or walking/jogging/cycling. It would be an excellent reason to increase bus services to/from the city to the western suburbs . Option 3 would not be the cheapest, but would have least negative impact on community user groups during the four year construction.
16/03/2011			1				Option 1 is not good due to environmental impact, Option 2 does not sustain the amount of space needed, option 4 destroys the community use of the park, option 5 impacts the well being of the community and should not be considered in the name of Anzac spirit and historic value. option 3 is left to be the most suitable choice.
22/03/2011							Option 2 and or 3 are preferred. I can't understand why current infrastructure can't be improved such as option 2 for a longer term rather than temporary. Regarding options for Anzac Park, I think there has been limited risk evaluations, and this puts any car park in the park as a higher risk.
20/03/2011							If I had to choose my first option would be option 3, next option 2 only with a high rise park n ride carpark- existing users should not be inconvenienced. With this option at least the community will be left with a piece of infrastructure they can use, as the local area will not be able to access the tunnel. None of the other options are very good as potentially there will be up to 800 car movements extra per day, on narrow winding residential roads. Anzac Park and the off-leash dog area should not be used.

Workforce Parking Consultation Feedback					COMMENTS	
DATE	Preferred Option					
	1	2	3	4		5
21/03/2011			1			Anzac Park is currently used extensively on weekends by family groups and during the week by kindergarten and preschool groups, casual parent and children playgroups, primary school picnic groups and high school sporting groups as well as many dog owners as a safe area. Options 1, 4 and 5 impinge greatly on safe public use of this valuable resource, particularly groups with children. Option 2 interferes with current users of parking area and does not seem to provide sufficient spaces for workers and current users. Relocation of dog off-leash area to inside the ring road takes too much space in an already small play area for family groups. Option 3 seems to have least disruption to current facilities, using largely open areas that are less used by public at present.
21/03/2011			1			Option 3 has a clear area not used by public daily. The extension (widening of Broseley Road) will bring a high level of safety risk for our children. Having the dog park a car park should not happen as it will effect our residential community with pollution of noise, the owners of dogs who have a community relationship to be uprooted and displaced. The hours of change over of staff will be detrimental as the high volume of parking will effect the studying community who live on campus at Crossway. My suggestion and I realise that you are looking for a solution is option 3 for the day workers and maybe option 2 for the night shift workers later on.
21/03/2011			1			The community has already expressed it's dissatisfaction with options 4 and 5. Council is arrogant in putting them back on the agenda. Option 2 will be used by the construction workers regardless. Option 1 involved unnecessary environmental disruption
18/03/2011						A multi-level car park at the Park and Ride would service all construction workers' vehicle and create minimum or no negative impact to humans, fauna or flora. It should avoid the necessity of destroying an existing natural environment or inconveniencing local citizens with traffic hazards, noise or physical exclusion from favourite social and recreation places, namely ANZAC park.
14/03/2011			1			I am firmly opposed to Anzac Park being used as a car park. It would negatively impact the landscape. Using the Mt Coot-tha Rd Park and Ride could inconvenience other workers and that would not be fair to them.
11/03/2011			1			Firstly, I don't agree with the idiocy of wasting billions on road infrastructure. Any available public money should be put towards fast public transport. Specifically, don't use Mt Coot-tha Rd Park and Ride. I live right out at Mount Crosby and work in the city. It is too far to ride my bike from Mt Crosby so I put my bike on the back of my car and park at Mt Coot-tha Park and Ride and then cycle into the city. This gives me free parking and some exercise each day. I have been doing this for 7 years. It would be devastating to my lifestyle to lose this. Many other people do the same (25+) and also many park and catch the bus. Parking hubs into public transport and cycleways are VITAL.
16/03/2011			1			I commute by car park and use the Toowong Park and ride on Mt Coot-tha Road. This is the most efficient form of travel to get to work as I can get the P458 express that takes me directly to QUT. Alternatively, I park here and ride my bike into Gardens Point campus. It is a safe flat ride from here. Previously, I parked at West Leagues on Sylvan Road but there are never parks available there. My daughter is at Stuartholme so I need to drop her off at school because there are no direct buses for her. Hence, I need the park and ride and would be seriously disadvantaged if this was taken. Indeed there is no other parking available. If additional parking was provided on Sylvan Road I would happily park there.
16/03/2011			1			Anzac Park is an essential and much loved and used community asset which must not be interfered with. The risk to its heritage and to the safety and amenity of its users and nearby residents is not acceptable. The park and ride is also unacceptable to the community, and is too small. All these options would create major problems in local streets, particularly at change of shift. Any dedicated car park must be situated on the Mt Coot-tha side of the site. Better still, ditch the tunnel altogether. Use the money for an outer ring road.
22/03/2011			1			Car parking facilities should be provided at the existing Toowong bus depot with provision for a massive upgrade to the existing park and ride facilities. The parking provided for construction workers could revert back to public use at the end of construction.
31/03/2011	1		1			The Mt Coot-tha Park and Ride is already well utilized by local workers, including Council bus drivers, and is a thorough fare for hundreds of cyclists who use the bikeway along the Western Freeway each day. Loss of this car park to the local community would create a huge problem - where would these people park - in the streets of course, if any street parking can be found! Also the safety of the cyclists would be compromised. I cycle to work through this area each day and increasing the car park will only add to car/cycle conflicts and create stress points
31/03/2011	1					Option 2 should remain as currently utilised - provides park and ride cycling option as well as bus. Usage has increased lately with increased traffic from western suburbs in 2011 since schools resumed. Park and Ride should be off limits to workers as parking. Option 1 would place all works to the west of the main traffic thoroughfare
21/03/2011			1			The high costs associated with bussing employees from sites 1 and 3 plus impacts on flora and fauna, visual amenity and the community (especially recreational cyclists) make these choices unattractive. Site 2 has community impacts (though not popular with commuters, the site is available) especially large numbers of commuting cyclists. Site 5 has significant community impacts, including heritage issues which cannot be managed.
20/03/2011			1			I think that this is the best option because the people don't have to wreck a great community park for a car park. Many children, families and even the elderly use the park for different meanings, walking picnics and just to let children run. But this will all change if there are up to 300 cars driving through per day. This could pull this community apart. The 2nd option does not have enough car parks for 300-200 cars. It gets used by the public and that takes up more parks. The 1st option is an area used by many for picnics. If you used this you would be killing animals and peoples memories. This is why I think this is the best option.
20/03/2011	1					We strongly object to the two proposals (4 and 5) to use large sections of Anzac Park for a car park for workers employed on the construction of Legacy Way. Anzac Park is a very important part of the Toowong suburb, contributing a clean, green and necessary relief from the intense housing development in the suburb. It performs numerable functions such as a haven for families with young children, picnic areas, playground facilities, ideal area for walkers, cyclists and location for functions and celebrations. Incidentally, how does Council propose to stop workers from parking in the Park and Ride commuters car park and in and around Anzac Park?
20/02/2011	1					In relation to the Park and Ride I object - I live in Middle Park, drive to Stuartholme to drop off three students to school (we car pool) and then up to 4 days per week I then park at the Park and Ride and catch a bus from there to work. If this area is used as a Legacy Way workforce car park - how will I be compensated - car parking in the city, even earlybird is more than my return busfare. Many cyclists drive to here and then ride to the city. I suggest that commuters be compensated by free car parking at King George Square carpark if a car space is not available at the current park and ride.
21/03/2011	1					The Park and Ride is shown as exiting onto Dean Street, where it conflicts with cyclists entering or exiting the bus and bike lane on their way from or to the Centenary bike track. This could be mitigated by providing a separate two way bike track within the bus and bike lane, together with improved lighting on both sides of Dean Street. On traffic criteria the Park and Ride site and Hoop Pine site are acceptable (with mitigation measures of a separate bike lane and lighting).
21/03/2011			1			I prefer option 3. Option 2 Park and Ride conflicts with current usage which is reducing traffic flows by encouraging use of public transport

Workforce Parking Consultation Feedback						COMMENTS
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	1	2	3	4	5	
17/03/2011	1		1			Option 2 is already being used as the park and ride and wouldn't provide enough spots. Option 4 and 5 would disrupt residents as both sites are closest to residents out of the 5 options. Workers arriving and leaving worksites would clog local streets around Anzac Park that already have significant traffic on them. Noise levels from both options would be unacceptable because both sites are too close to residential areas
17/03/2011	1		1			OPTION 2 ONLY: This "feedback" is provided despite a scarcity of information. Community: Not necessarily ok. Where do people displaced from the car park park? No information???? Suitability: Not suitable really as only provides 60 or so places as verbally advised at community sessions. Environment: No environmental issues. Economic: Can't look good economically because of small numbers and big distance to site. Bussing for sure?? Other: ANZAC tradition ashes - not an issue on this site