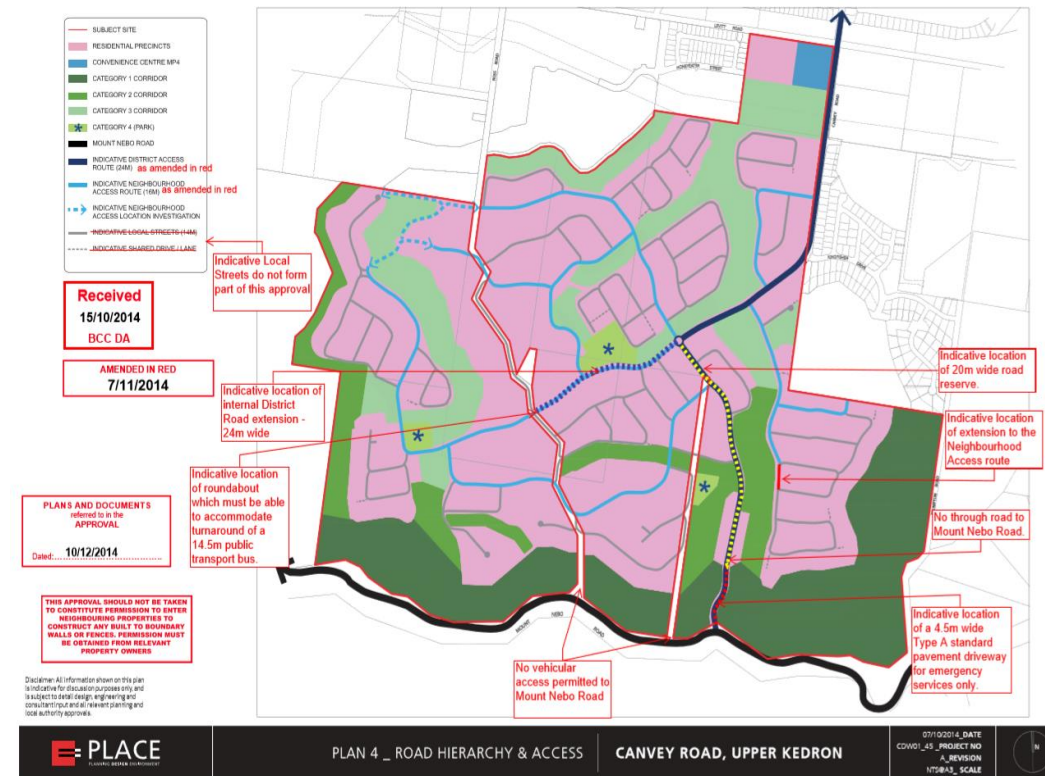


Chronology of facts behind the Minister’s Direction for Upper Kedron Transport Corridor.

The Queensland State Government in response to a **State Interest check** and final endorsement of the Ferny Grove-Upper Kedron Neighbourhood Plan issued an instruction to Council to include a **District Road** between Mt Nebo Rd, Enoggera Reservoir and Canvey Rd, Upper Kedron. This State Government condition was firstly issued to the developer in July 2015 and re issued in May 2018 in despite Councils submission to the Minister achieving the desires of the community with the inclusion of a district road.

<p>2014 December</p>	<p><u>Council Approval</u></p> <p>Council approval A003905687 with conditions and plans. Conditions numbers 10 & 59 limit access via 4.5 meter wide driveway from Mt Nebo Road for emergency services only into the Council owned land along Mt Nebo Road. No road connection between Mt Nebo Rd and Canvey Rd.</p> <p>Council Conditions Approved Drawings</p>	
	<p>10) Restricted Emergency Access Connection to Mt Nebo Road</p> <p>Prior to the completion of 500 lots construct a 4.5m wide Type A standard pavement driveway for emergency services from Mount Nebo Road to the northern boundary of the Category 1 Corridor generally in accordance with Plan 4 – Road Hierarchy & Access, Dwg No. CDW01_45A, dated 7.10.2014 (as amended in red).</p>	As indicated
	<p>59) Restricted Emergency Access Connection to Mt Nebo Road</p> <p>Prior to the completion of 500 lots construct a 4.5m wide Type A standard pavement driveway for emergency services from Mount Nebo Road to the northern boundary of the Category 1 Corridor generally in accordance with Plan 4 – Road Hierarchy & Access, Dwg No. CDW01_45A, dated 7.10.2014 (as amended in red).</p>	As indicated

Council conditioned – no through road



Chronology of facts behind the Minister’s Direction for Upper Kedron Transport Corridor.

2015 July

Queensland Government Instruction

Inclusion of District Road as a condition of pre-approval to the Developer

Deputy Premier Trad MP suspended Council approval and issued a Preliminary Approval to the developer for a 24m wide road connection between Brockman and Mt Nebo Roads.

Reference Documents: MBM 15/729

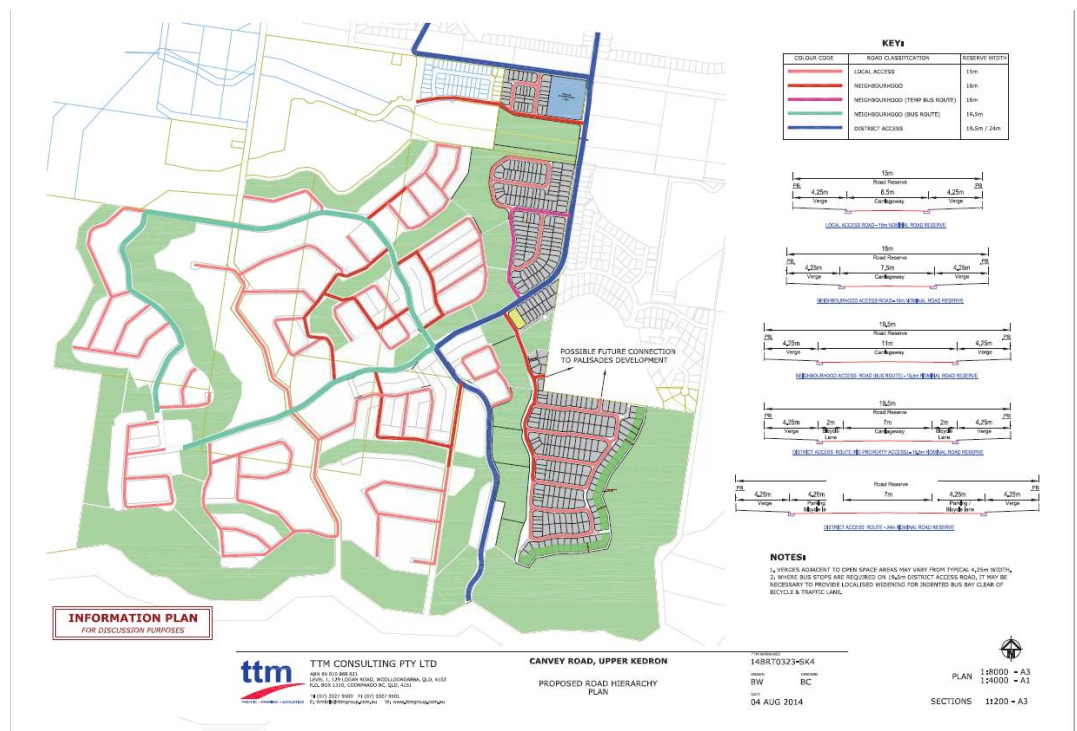
1. Condition 37 – Works for Transport Infrastructure – Non Trunk Internal Roadworks, Item (a) (iv) 19.5 – 24.0m wide road as District Access Route - Bus Route.
2. Schedule 4, Plan 4 - Road Hierarchy & Access, Drawing CDW01_45_A

State Government Conditions

37	<p>Works for Transport Infrastructure - Non-Trunk Internal Roadworks</p> <p>(a) Provide the following Roadworks, Stormwater Drainage, and any associated services in accordance with an endorsed detail design, the relevant Brisbane Planning Scheme codes/policies, Standard Drawings, Reference Specifications and the Queensland Manual of Uniform Traffic Control Devices, and in accordance with the following requirements:</p> <ol style="list-style-type: none"> i) The roads 14 metres wide are to be designed and constructed as Local Access Roads (designed for 85 percentile 50 km/hr maximum); ii) The roads 16 metres wide are to be designed and constructed as Neighbourhood Access Roads (designed for 85 percentile 50 km/hr maximum with provision as an interim bus route, as 	<p>(a) Prior to the sealing of the plan of survey</p> <p>(b) – (d) Prior to site/operational /building work commencing</p> <p>(e) – (f) Prior to On-Maintenance Inspection</p> <p>(g) Prior to On-Maintenance</p>
41		
	<p>may be required, for bus access);</p> <p>iii) A suitably sealed area as may be required for the provision of a temporary refuse vehicle turning area;</p> <p>iv) The roads 19.5-24.0 metres wide to be designed and constructed as District Access Roads – Bus Route (designed for 85 percentile 60 km/hr maximum); and</p> <p>v) Cul-de-sac to be constructed to 9.0 metres radius and constructed as Local Access Roads (designed for 85 percentile 50 km/h maximum).</p> <p>Any need for roadside barriers or pedestrian fencing should be determined from a design safety audit, e.g. w-beam guard fencing, to protect errant road users from roadside hazards such as steep embankments or retaining walls, where clear zones are specified in the relevant design guidelines. If warranted and appropriate, fencing and barriers are to be provided in accordance with TMR design guidelines and Brisbane Standard Drawings (7000 series).</p>	<p>Acceptance</p> <p>(h) On completion of the maintenance period</p>

Chronology of facts behind the Minister's Direction for Upper Kedron Transport Corridor.

State Government – Conditioned 24m District Road between Canvey Rd and Mt Nebo Rd



Chronology of facts behind the Minister’s Direction for Upper Kedron Transport Corridor.

2016 October	<u>Council Publication – FGUK draft strategy</u> No district road between Canvey Rd and Mt Nebo Rd identified in FGUK draft strategy Draft strategy – Part 2 <ol style="list-style-type: none">1. Identifies community support for emergency services access only to Mt Nebo Road with other road services delivered by improvement to the road network in Ferny Grove (page 20, item 4).2. Identifies a requirement for at least one access point from Mt Nebo for park rangers (page 21) Draft Strategy Part 2
2016 December	<u>Council Publication – FGUK draft neighbourhood plan</u> No district road between Canvey Rd and Mt Nebo Rd identified in FGUK draft neighbourhood plan Draft neighbourhood plan <ol style="list-style-type: none">1. Purpose 7.2.6.1.2(e) (d) Development does not rely on vehicle access to Mt Nebo Rd (page 16).2. PO5/AO5.1 (page 18) - Development provides a road network with a clear, legible and logical hierarchy that supports only emergency services access to Mt Nebo Road in compliance with Figure a, page 21. 2016 Draft Neighbourhood Plan
2017 May	Letter to the ward from Cr Toomey advising the State Government Direction
2017 July	<u>Council Publication – FGUK draft neighbourhood plan</u> No district road between Canvey Rd and Mt Nebo Rd identified in FGUK draft neighbourhood plan Public notification version <ol style="list-style-type: none">1. Purpose 7.2.6.1.2(4) (e) Development does not rely on vehicle access to Mt Nebo Rd (page 23).2. PO5/AO5 (page 26) - Development provides a road network with a clear, legible and logical hierarchy that supports only emergency services access to Mt Nebo Road in compliance with Figure a, page 28 2017 Public Notification Draft Neighbourhood Plan

Chronology of facts behind the Minister’s Direction for Upper Kedron Transport Corridor.

2017

September No district road between Canvey Rd and Mt Nebo Rd identified or requested in FGUK draft neighbourhood plan

Submission from Council to the Minister Dick MP

As submitted to the Minister, endorsed by Council post public notification

1. PO7/AO7.2 (page 11) - Development provides for emergency services access from Mt Nebo Road.
2. Figure a (page 14) submitted to the Minister shows a request for two emergency access points into Council maintained bushland and a walking track from Canvey Rd to Mt Nebo Rd.

[2017 Submission to the State Government](#)

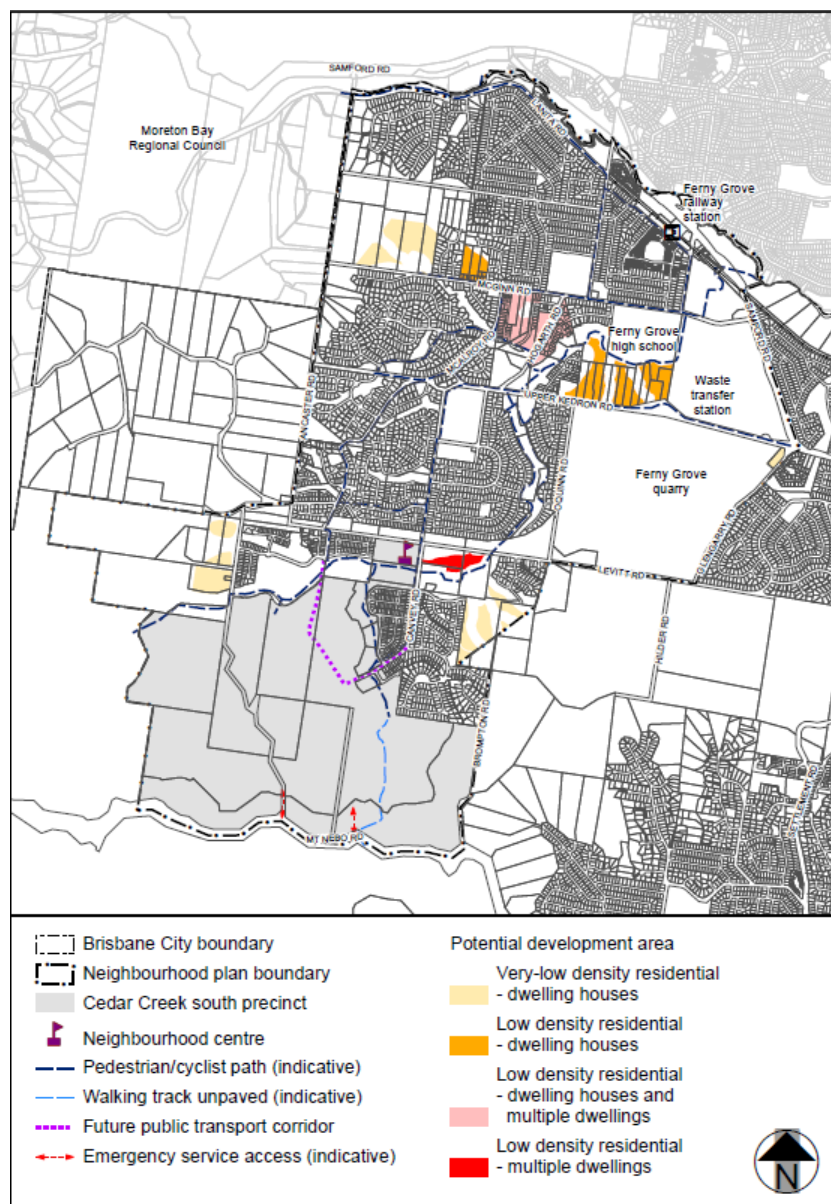


Figure a – submission from Council to Queensland State Government

Chronology of facts behind the Minister's Direction for Upper Kedron Transport Corridor.

2018 May **Condition to inclusion of District Road as conditioned in pre-approval to the Developer**
Ministerial Conditions

2. State interest – State transport infrastructure

- (i) Amend Map 6—OM-018.2 Road hierarchy overlay map and Figure a—potential development areas and indicative layout to:
 - (a) reflect the Department of Transport and Main Road's alignment of the transport link, for the purposes of emergency access and active transport solutions, between Cedar Creek south precincts and Mount Nebo Road (refer **Enclosure 4**)
 - (b) include a footnote for amendment 2(i)(a) above that states: *Subject to further detailed transport planning and community consultation.*
- (ii) Amend:
 - (a) **Section 7.2.6.1.2 (a) (i)** to include the following wording – achieves effective active transport connections within this catchment, including emergency access and active transport access only to Mt Nebo Road.
 - (b) **Table 7.2.6.1.3.A – A07.2** to include the following wording – Development excludes general traffic access from Mount Nebo Road and exclusively supports emergency services and active transport use only.
 - (c) **Table 7.2.6.1.3.A** – to include the following – A07.4 Development does not rely on private vehicle access to Mt Nebo Road.

Dated this 27th day of May 2018


CAMERON DICK MP
Minister for State Development, Manufacturing,
Infrastructure and Planning

Enclosure 4 - Preferred alignment of indicative future emergency services and active transport link



New transport link indicated in Blue

[Ministerial Conditions](#)

Chronology of facts behind the Minister’s Direction for Upper Kedron Transport Corridor.

**2018
September** Rataffied Ferny Grove-Upper Kedron Neighbourhood Plan with Ministerial conditions.

[Ferny Grove-Upper Kedron Project Page](#)

[Ferny Grove Upper Kedron Neighbourhood Plan](#)

Supporting Documentation

[Cardno report](#) – Upper Kedron Technical Engineering Peer Review of Development Proposal said the following.

This report, commissioned by the Cedar Woods concluded the following.

- A bus connection between Ferny Grove Train Station and the City has been mentioned on many times as solution to the high level of patronage on Ferny Grove rail line.

Public Transport

As part of developing a robust assessment for traffic movement, the TIA does not consider the potential effect of public transport in terms of reducing the reliance on the car. A significant portion of peak hour trips can be expected to be travelling between the site and the Brisbane CBD and surrounds. The Ferny Grove rail line provides a direct connection between the two. The upgrades at Ferny Grove rail station enable both bus connections and park and ride for residents at the proposed development. The provision of a southern connection will allow better connectivity to the rail station for existing residents of The Gap either by car or new bus shuttle services.

By providing the southern connection via Mount Nebo Road, the potential for bus routes to connect the site, The Gap park and ride facility and the Ferny Grove rail station is enabled. This allows the potential for a direct bus service to the Brisbane CBD and surrounds connecting directly with the proposed site. For buses, this is a better option than any outcomes that provide connections via the north only. Bus connections to the north are generally local and connecting routes rather than direct services to the CBD.

Chronology of facts behind the Minister's Direction for Upper Kedron Transport Corridor.

[Aurecon report](#) – Technical Assessment Report of the Minister

This report, commissioned by the Department of Infrastructure, Local Government and Planning concluded the following.

- Speeds would need to be reduced east between the access point to Mt Nebo Rd.
- Upgrading Mt Nebo Rd would require to realign the road.
- Upgrade Settlement Rd, Waterworks Rd and Illowara St intersection
- Therefore does not support the a road connection and access to Mt Nebo Rd.

5.3.2.3 Findings

The TIA Report has been undertaken to seek to identify road network mitigation measures required to cater for the additional traffic generation of the development. The analysis focuses on the performance of key intersections within the local and wider (to Settlement Road) road networks. The specific mitigation measures required at the impacted intersections have been derived through the testing of intersection improvements within the modelling software.

It is noted that the proposed mitigation measures generally provide for signalisation of local T-intersections and lane configuration improvements at intersections within the wider road network. Furthermore, the proposed access arrangements for the Ultimate Development within the TIA Report incorporate a new connection onto Mt Nebo Road and provides through connectivity from the wider Upper Kedron area. From undertaking this review, the conclusions of the report with respect to the provision of a through connection and access onto Mt Nebo Road cannot be supported. The evidence provided within the TIA Report is insufficient to justify the through connection and Mt Nebo Road access due to the additional traffic that would travel via Mt Nebo Road to/from the subject site and the existing Upper Kedron area through the connection. This is due to geometric challenges presented by Mt Nebo Road itself east of the proposed site access, and capacity constraints at the Settlement Road/Waterworks Road/Illowara Street intersection (in that the identified works within the TIA Report are not considered to be deliverable) and Waterworks Road.

In order to justify access onto Mt Nebo Road and introduction of additional traffic onto Mt Nebo Road, identification of specific ameliorative works would be required. It is expected that these ameliorative works may include reduction of the speed limit on the section of Mt Nebo Road to the east of the site access, along with upgrading of the curvilinear alignment in accordance with Austroads design standards. As noted, a suitable suite of works in this regard has not been proposed within the application. Accordingly such an access is not able to be supported at this time.

Extrapolating from the above, it is acknowledged that there may be some prospect for access onto Mt Nebo Road for a modest amount of vehicular traffic, such as a self-contained catchment, and/or public transport/active links or even a through link with sufficiently circuitous internal connectivity (to deter 'rat-running' from the existing Upper Kedron area), provided that appropriate ameliorative works are

able to be identified. Given the anticipated complexity of such ameliorative works, and based on the available information, we are currently unable to conclude that approval of such an access should be provided without additional information being provided illustrating the deliverability of such works. It is anticipated that ameliorative works may be necessary at the following locations:

- Speed limit reduction on Mt Nebo Road east of the proposed site access;
- Appropriately designed access intersection suitable to accommodate the forecast level of traffic use, in terms of safety, traffic volumes and vehicle type;
- Upgrading of Mt Nebo Road east of the proposed site access to a standard consistent with Austroads design standards, or at a minimum to a standard considered to be acceptable to Council;
- Further analysis of, and identification of suitable deliverable works at the intersection of Settlement Road/Waterworks Road/Illowara Street taking into account geometric constraints at the intersection.

With respect to Stages 1 and 2, the mitigation measures ultimately included in Council's approval are considered appropriate for the increased traffic demands and the hierarchy of the local and wider road network for the level of development contained in the development approval. It is noted that this differs from the works recommended in the TIA Report – refer to sections 5.3.3 and 5.3.4 of this report for further information in relation to this. It is also noted that the approved works are considered to be sufficient to ameliorate the traffic impacts imparted on the local and wider road network associated with the northern connections from the subject land in the ultimate case.

One reservation needs to be made regarding the proposed improvements at the Waterworks Road/Settlement Road/Illowara Street intersection. The TIA Report states that the incorporation of a short left-turn lane on the eastern Waterworks Road approach is feasible. However, subsequent to desktop analysis and a site visit, the provision of this additional short left-lane is not considered practical based on the proximity of pedestrian paths, services and a retaining wall on the adjacent property. An altered intersection layout was assessed as part of a subsequent information request (see Section 5.3.3) and ultimately included within the conditions of approval. As discussed in section 5.3.3, consideration of the modified yield options for the development and our review of these analyses allowed the conclusions contained therein to be reached.