



Meeting notes

Kenmore Bypass Planning Study

Community Reference Group (CRG) meeting 2

Date	18 September 2008	Time	7:00pm
Venue	Boulevard Gardens Function Centre, 284 Witton Road Indooroopilly		
Prepared by	Kenmore Bypass Planning Study (KBPS) project team (1800 422 638)		
Attendees	CRG members Kenmore Bypass Planning Study project team Facilitator		

Apologies: Apologies from three CRG members

Meeting purpose: To provide CRG members with an update on the technical and environmental investigations process to date.

Action item	Who	When
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Introductions

- The minutes from CRG meeting #1 were confirmed and accepted by the CRG. Noted by all
- The Project Manager introduced the environmental team to the CRG and advised that the purpose of the meeting was to discuss the technical and environmental investigations process, and that options would not be discussed at the meeting.

Environmental processes

- The project team provided a comprehensive overview of the environmental studies process and advised that the Kenmore Bypass Planning Study is following the process outlined in the *Main Roads Environmental Processes Manual (2004)*.
- An Environmental Approvals Report (EAR) would be prepared as part of the planning study.
- The presentation included overviews of the following investigations: ecology, water quality, groundwater, hydrology and hydraulic modelling, soils, geology and topography, land use analysis, air quality, and a socio-economic analysis.
- The environmental team is working with local catchment groups for the water-related investigations.

Noise investigations

- The project team gave a presentation outlining the noise monitoring investigations.
- Noise measurements have been completed around Kenmore, Indooroopilly, Pinjarra Hills, Fig Tree Pocket and Moggill, starting on 1 September and finishing on 19 September.
- There are 56 noise monitoring sites in total, including schools and childcare facilities.
- A request was made for noise monitoring to be undertaken in the valley near Rafting Ground Reserve, at the Moggill Road end of the corridor.
- **Response:** the noise monitoring undertaken has been extremely comprehensive and sites were selected to ensure a thorough representation of the study area. The team will look at the possibility of further monitoring in that area.
- The project team advised that the purpose of the noise monitoring was to: measure the existing noise levels and compare noise levels once construction is complete; and establish the criteria for operational traffic noise.
- The Main Roads *Road Traffic Noise Management Code of Practice: 2008* criteria is for 60 dB(A) LA10 (18h); i.e. for 90% of the time between the hours of 6am and 12 midnight, the noise level at the façade of a dwelling will not exceed 60 dB(A).
- A question was raised regarding what the noise code outlined for the hours between 12 midnight and 6am.
- **Response:** the team advised that the Main Roads code does not outline criteria for noise levels during these times, but that Brisbane City Council and the Environmental Protection Agency have specified levels that must be met on all projects.
- A question was raised as to whether CRG members could be given a copy of the Main Roads noise code of practice.
- **Response:** the code of practice is available on the Main Roads website. The project team will email the website URL to CRG members. KBPS
project team
- **Action:** Email the URL for the *Main Roads Road Traffic Noise Management Code of Practice: 2008* to CRG members. 25/09/08
- A question was raised regarding whether Main Roads considers perceived noise in the noise monitoring.
- **Response:** only actual noise levels are monitored.
- A question was raised regarding how close actual noise levels generally are when compared to the levels predicted during the modelling stage.
- **Response:** actual noise levels are usually within a few decibels of those predicted. If the project parameters change by more than 1m horizontally or 200m vertically, the noise levels would be re-modelled.
- The project team advised that part of the noise monitoring also included traffic counters to ensure traffic conditions during the noise monitoring times were considered in the modelling.

- The team advised that the modelling for the Moggill Road end of the corridor could not be undertaken until the current construction project is completed, as the construction noise would skew the monitoring. Noise monitoring also cannot be undertaken during inclement weather or school holidays.

Flora and Fauna

- The project team explained that terrestrial flora and fauna surveys were conducted over seven days.
- Flora structure and composition was documented at 25 sampling points along the corridor.
- Fauna surveys have involved a variety of techniques including trapping (catch and release), spotlighting, bird, bat and reptiles surveys.
- Aquatic surveys in Moggill Creek were completed over two days, under a Department of Primary Industries and Fisheries permit, and involved various types of fish trapping and grab sampling.
- A question was asked regarding what time the surveys were undertaken.
- **Response:** the surveys were generally conducted early in the morning or late in the evening.
- A question was raised regarding where the trappings had occurred.
- **Response:** Trappings have occurred all throughout the preserved corridor.
- A question was raised regarding whether a Kenmore Bypass would have an impact on platypus in Moggill Creek.
- **Response:** platypus do not live in the Moggill Creek estuaries near the Kenmore Bypass corridor, as the estuaries are salt water and platypus only live in fresh water.
- A question was raised regarding whether Main Roads anticipates an increase in animal deaths if the Kenmore Bypass was constructed.
- **Response:** This is an important issue that Main Roads considers on all projects. There are various mitigation measures Main Roads has implemented on other roads to avoid animal deaths, and similar methods would be considered for the Kenmore Bypass.

Other investigations

- The project team advised that a visual impact assessment is being undertaken, but cannot be completed in-full until the design options are known.
- The team re-iterated that the process for the environmental investigations is to: determine the baseline; determine the likely impacts of a Kenmore Bypass; and recommend mitigation methods.
- A question was raised regarding whether the proposed speed limit of the bypass was being taken into consideration in the noise modelling.
- **Response:** Yes. The speed limit is also an important factor to consider in the air quality investigations.

Design

- The project team explained that the results of the technical and environmental investigations would be used to help develop the draft planning options.
- Further technical and environmental investigations will need to be undertaken once the planning options are known, in order to determine a preferred option.
- The draft planning options will be presented to the community in November.
- A question was raised regarding what would happen at Gem Road and Kenmore Road.
- **Response:** The project team advised that the options had not yet been finalised and therefore could not be discussed. The options will be discussed in detail at the next CRG meeting.
- A question was raised regarding whether any modelling had been completed for the expected reduction in traffic on Moggill Road as a result of a potential Kenmore Bypass.
- **Response:** the *Traffic Needs Assessment Executive Summary* on the Kenmore Bypass Planning Study website contains some initial modelling.

Date and topics for next meeting

- The next meeting will be held either in the last week of October or the first week of November. The project team will contact CRG members to confirm the time and provide a copy of the draft agenda.
- Meeting closed 8:30pm.