



Meeting notes

Kenmore Bypass Planning Study

Community Reference Group (CRG) meeting 4

Date	16 June 2009	Time	6:30pm
Venue	Kenmore Tavern Function Room, 841 Moggill Road, Kenmore		
Prepared by	Kenmore Bypass Planning Study (KBPS) project team		
Attendees	CRG members Kenmore Bypass Planning Study project team Facilitator		

Apologies: Apologies from four CRG members

Another CRG member was also unable to attend. This member sent their spouse in their place, who is also a registered member of the community organisation the CRG member represents.

Meeting purpose: To present the CRG with an overview of the Environmental Approvals Report (EAR), prior to its release to the wider community the following day.

Action item	Who	When
Introductions		
<ul style="list-style-type: none">The facilitator welcomed the CRG members and explained the purpose of the meeting.	Noted by all	

Overview of the main findings of the Environmental Approvals Report

- The project team explained the purpose of the Environmental Approvals Report (EAR) and presented the main findings of each chapter
- The project team explained the mitigation measures that have been developed to manage impacts to meet the Department's standards and guidelines, and advised these will be further refined as part of detailed design in future stages should the project proceed to construction.

Key features of the presentation included:

Purpose of the EAR

- The EAR has been prepared in accordance with the Department of Main Roads' *Road Project Environmental Processes Manual*



Action item	Who	When
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- The report identifies existing environmental values, potential impacts or benefits, and mitigation / management strategies for those impacts.

Surface Water

- Potential surface water impacts include temporary increase in sediment run-off, altering water flow and an increase in water-based pollutants
- Management strategies to mitigate surface water impacts include implementation of Water Sensitive Urban Design principles, with a focus on Cubberla Creek tributary, Kingfisher Park drainage and Moggill Creek.

Hydrology and Hydraulics

- Hydrology and Hydraulics investigations focused on Moggill Creek to determine existing flood levels and identify the potential impact of the project on flood levels
- Potential impacts include modifications to the existing natural drainage, flooding levels and times of inundation
- Management strategies include the building of a 325m bridge over Moggill Creek to flood immunity of Q100, retain existing flow regime of Moggill Creek and avoid direct impacts to the Brisbane River.

Fauna

- Both desktop review and site specific land and water fauna surveys were undertaken including trapping, call play-back and hair tubes. The surveys identified a number of protected species likely to occur within the area
- Specific and extensive koala surveys were also undertaken, including a scat analysis, and no presence of a viable community of koalas was found within the preserved corridor
- The project team identified two significant species located within preserved corridor, the Lewin's Rail – a bird species, and the Tusked Frog, and indicated where within the corridor these species were found
- Potential impacts could include the loss or reduction of feeding or breeding habitat and the potential severance of fauna movement corridors
- Management strategies could include avoiding areas of fauna habitat, minimising clearing of fauna habitat, enhancing the fauna corridor along Moggill Creek, salvaging hollows and developing a compensatory habitat program.
- Species specific management plans would be required to be developed for significant species such as the Lewin's Rail and Tusked Frog.



Action item **Who** **When**

Flora

- Both desktop review and site specific flora surveys were undertaken and identified a number of protected species likely to occur within the area
- Also undertook site specific land and water surveys which found that no regional ecosystems were present, although Moggill Creek is part of an important intertidal coastal wetland
- One significant flora species was found to occur within Moggill Creek, the Brisbane River Grasswort (*L.brisbanica*)
- Potential flora impacts could include loss or reduction of flora species, excavation, filling or shading impacts
- Management strategies would need to be implemented to mitigate impacts and could include avoiding areas of vegetation, minimising clearing, seed collection and replanting and weed control
- Species specific measures for *L.brisbanica* could include salvage and replating if necessary.

Noise

- The project team provided an overview of the modelling undertaken and explained the relevant noise criteria as outlined in the Main Roads Noise Code of Practice
- As the bypass is a new road, the model applies a 60dB(A) noise criterion
- The Centenary Motorway intersection involves an existing road, so a 68dB(A) noise criterion has been applied in this area
- With no management strategies, modelling indicates 79 receptor points are forecast to exceed the noise criterion of 60 dB(A) and 68 dB(A) in 2026
- Management strategies could include the use of a 'quieter' road pavement and the implementation of noise barriers of various heights
- There are approximately 22 - 44 receptor points that are likely to exceed the noise criterion even if noise barriers are installed
- In these exceptional circumstances, the implementation of in-house noise treatments will be considered.

Air Quality

- Potential air quality impacts could include increased exhaust fumes from vehicles and dust generation, particularly during construction
- Air quality modelling shows that the EPA quality standards and goals are not exceeded
- Management strategies could include dust suppression, maintenance of construction vehicles and the implementation of landscaping and noise barriers.
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Action item **Who** **When**

Topography, Geology and Soils

- The project team advised the topography of the area was extreme, particularly around the Gem Road and Kenmore Road areas
- Soil investigations identified potential Acid Sulphate Soils (ASS) within the Moggill Creek floodplain, and there are no known contaminated land issues
- The potential impact associated with the discovery of the potential ASS, is that they may be disturbed. An ASS Management Plan could be implemented to mitigate this
- Other management strategies could include design solutions to help slope stability, spill containment strategies and the appropriate storage and handling of chemicals (hazardous material).

Land Use, Planning and Scio-economic

- The project team explained that the term 'land use' refers to the zoning of the land based on the planning scheme, not the way in which the land is used day-to-day
- The investigations found the land was mostly zoned as low density residential and emerging communities, and the Kenmore Bypass would not change this land use
- Potential social impacts would be localised to adjacent areas and could include a reduction in access, amenity and public space use
- Management strategies could include opportunities to link access, the development of an off- road pedestrian and cycle facility and the implementation of landscape and visual amenity design
- A potential benefit of the bypass would be reduced congestion on Moggill Road.

Landscape and Visual Amenity

- The project team explained the visual amenity investigations involved identifying viewpoints down the preserved corridor to get an idea of how it will look in the future
- The potential visual amenity impacts were assessed as 'major' due to the major change in the area
- In some areas the visual impact can't be lowered due to the narrow corridor; in these areas, the emphasis would be on enhancing the character and appearance of the corridor
- Management strategies could include the implementation of landscaping and urban design.



Action item Who When

Aboriginal and Historical Cultural Heritage

- The project team explained that the cultural heritage investigations explored both Indigenous and European Heritage and no heritage items of interest were found
- The project team would continue discussions with the local Aboriginal party regarding the management of potential items, should the bypass proceed to construction.

Climate Change

- The project team explained that the potential impact climate change may have on the project is difficult to predict, however higher rainfall and hotter temperatures may impact on the usability and durability of the corridor, they may also impact on the bridge over Moggill Creek and how it functions
- The Kenmore Bypass may contribute to the release of a moderate amount of greenhouse gas emissions
- Potential management strategies could include reduce, re-use and recycle principles, considering climate change impacts on the design elements of the Kenmore Bypass and developing a carbon reduction strategy.

Preliminary Evaluation

- The Project Manager advised that once the preferred option has been finalised, a preliminary evaluation would be undertaken to facilitate an assessment of the priority and affordability of the project and the strategic decision of whether to invest in fully developing a business case.

Group discussions

The CRG separated into two groups to discuss the EAR findings with other CRG members and ask detailed questions of the project team. An overview of key questions raised is detailed below:

1. Have the findings of the EAR altered the design of the Moggill Creek bridge?
 - **Response:** yes, the bridge is now bigger at a revised length of 325m, spanning a longer distance. This is to prevent the interruption of flows up and down stream in Moggill Creek.
2. Would the bigger bridge create more noise than the road?
 - **Response:** no, the noise impact would be the same as the road as it would be built with the same road surface materials. There is the potential to install noise barriers on the bridge, however this level of detail will be looked at in developing the preferred option in Stage 3.
3. A question was raised regarding the construction impact on the Lewin's Rail and how this would be managed.
 - **Response:** if the bypass did proceed to construction, a compensatory habitat could be created prior to construction, to relocate the animals.
4. A question was raised regarding Gem Road, and whether it will still be separated?
 - **Response:** Gem Road was a significant issue raised by the community and the project team are still looking at potential options surrounding Gem Road.



Action item	Who	When
5. What would the height of the bypass be at the Gem Road Hill?		
▪ Response: the bypass would be built at the current pavement level, at that point.		
6. A question was raised regarding the material to be used for the noise barriers and the visual impact of the barriers		
▪ Response: there are a number of materials that can be used for the noise barriers, with glass and perspex options having the potential to add extra visual security for the off-road pedestrian and cycle paths. The recommended material for the noise barriers will be looked at as part of the detailed design stage.		
7. A question was raised regarding Kenmore Road and how that will be impacted.		
▪ Response: the bypass would run underneath Kenmore Road, and Kenmore Road would need to be realigned over the Centenary Motorway. As the planning options take into account a six lane Centenary Motorway, the Kenmore Road bridge would need to be longer due to the expanded Motorway width. The existing Kenmore Road bridge would be kept in service whilst the new bridge is built.		
8. What is the estimated cost to build a Kenmore Bypass?		
▪ Response: a cost estimate is not yet possible as detailed design of the bypass has not been completed.		
9. Does the Kenmore Bypass project include a widening of the bridge over the Brisbane River?		
▪ Response: no, this is outside the scope of the Kenmore Bypass Planning Study.		
10. With regards to the fauna management strategies, what does the term 'salvage hollows' mean?		
▪ Response: a 'salvaged hollow' is a tree hollow that has been removed from site and relocated to an adjacent area as an alternate habitat.		
11. A comment was made that any increase in air quality and noise impacts from traffic using the bypass, would have the equivalent reduction of air quality and noise impacts in central Kenmore, particularly around schools, due to the traffic congestion.		
▪ Response: the Kenmore Bypass does have the potential to reduce traffic congestion on Moggill Road through Kenmore, thus also potentially reducing the impact of car emissions and traffic noise in that area.		



Action item	Who	When
<p>12. A question was raised regarding the selection of pedestrian and cycle overpasses at Gem Road, and whether one has been chosen.</p> <ul style="list-style-type: none">▪ Response: the pedestrian and cycle overpasses are being looked at by the project team as part of the investigations into the options surrounding Gem Road.	Noted by all	
<p>13. A question was raised regarding what type of investigations were undertaken to search for koalas.</p> <ul style="list-style-type: none">▪ Response: a preliminary investigation was undertaken as part of the normal studies for the EAR. Following the receipt of a report by a local ranger, the project team undertook further and more extensive investigations, including reviewing all locations identified in the report, to look for koala scats. No koalas were identified and no evidence was found to demonstrate the current presence of a viable community of koalas living within the corridor. Research also demonstrated that the last recorded sighting of a koala in the corridor was in 1980. It was noted that there are koala communities further west of the corridor and that at times, a koala may stray into the area. Management plans and fauna spotters would be put in place during construction to ensure protection of any koalas that might stray into the corridor from time to time.		
<p>14. A question was asked regarding how many houses in total were monitored for noise?</p> <ul style="list-style-type: none">▪ Response: the exact figure was not available at the time, but modelling was generally undertaken within a 150 metre radius of the corridor. <i>(Note: noise monitoring was undertaken at 49 properties to generate a noise model which covers a larger range of homes. It is not necessary to take measurements from all properties potentially impacted by noise.)</i>		
<p>15. Would the new bridge to be built over Moggill Creek be above the level of the recent flooding in Kenmore?</p> <ul style="list-style-type: none">▪ Response: yes, the new bridge will be built to Q100 standards. The recent storm that caused flooding in Kenmore was considered a Q20 weather event.		
<p>16. A question was asked regarding whether the bridge over Moggill Creek would add more to the project cost?</p> <ul style="list-style-type: none">▪ Response: yes, a bridge would add to the project cost but is considered necessary to ensure the best bypass design.		
<p>17. Is the EAR a final document?</p> <ul style="list-style-type: none">▪ Response: the EAR is a living document that will continue to be revised as more detailed planning and design occurs and more information becomes available.		



Action item

Who

When

General comments/questions and answers from CRG members

1. A comment was made that it appears the project is being put on the backburner which does not provide a resolution for local residents.
 - **Response:** the planning study is being undertaken to determine potential land requirements, impacts for construction and costings for a potential Kenmore Bypass. The preferred option is currently being developed and a preliminary evaluation will be undertaken to submit to the Minister. There is currently no funding to build a Kenmore Bypass.
2. If there is no funding allocated for the Kenmore Bypass, and it is reconsidered in five years time, does the planning study have to be re-done?
 - **Response:** there would have to be some work done to review the environmental and technical concept planning to ensure it is still relevant and current, however the studies would not be at the same level of detail as this planning study.
3. A CRG member commented that upon seeing the planning options in more detail, it has become clearer that the bypass would cause a reduction in noise and air pollution in central Kenmore, particularly around the schools.
4. Two CRG members commented that the longer bridge over Moggill Creek resolved their concerns regarding potential flooding in that area.
5. A comment was made that the decision to close Gem Road was a very untidy solution.
 - **Response:** the project team are still looking at options surrounding Gem Road in response to the large amount of feedback received from the community.
6. A CRG member asked what the main issue was with cutting Gem Road.
 - **Response:** there are two key issues: 1. In case of emergency, it is generally preferred that there are two access points into and out of an area. The severance of Gem Road would reduce access to only one point to areas south of the bypass. 2. Brisbane City Council bus routes use Gem Road to service the local area and these would be impacted by the severance of Gem Road, which has been a significant issue raised in the feedback received from the community.
7. A CRG member asked if Main Roads was considering a tunnel option.
 - **Response:** a tunnel is not being considered as an option for the Kenmore Bypass, however options to link Gem Road are still being considered.



Action item	Who	When
<p>8. A CRG member commented that the project has changed a lot since the feasibility stage.</p> <ul style="list-style-type: none">▪ Response: the pre-feasibility study was a basic look at the general feasibility of the bypass. The planning study involves much more detail and may change elements from the feasibility study. For example, due to the extensive technical and environmental investigations undertaken as part of the planning study, we now know the best option for a bridge over Moggill Creek is an extended 325m bridge. Community feedback has also been integral in shaping the development of the planning options.		
<p>9. Several CRG members commented that they were pleased with the level of detail provided in the EAR, the way in which it was presented, and also with the professionalism of the project team.</p>		

Meeting conclusion

The facilitator thanked the CRG members for their attendance. The meeting closed 8:00pm.