Get it Right for Rothwell
11 December 2010

Project Director [Moreton Bay Rail Link]
Transport and Main Roads
Reply Paid 2439
Brisbane QLD 4001

RE: Location of Rothwell Train Station

First off, I apologise for the inundation of correspondence. You may have guessed that I am somewhat passionate about this matter. Yesterday, it came to my attention that the final approval for the Gynther Road end stages of the retirement village in Buchanan Street may not have been signed off on by the Council. If this is the case, may I suggest you look into this, as this is a ‘one-shot’ opportunity to keep your options open for using part of that site as an alternative location for the Rothwell Station. Further, you should also note that this area was contained within Preferred Use Area 4 of the Redcliffe City Planning Scheme 2005, the intent of which is for subject land ‘to be retained in its current state until such time as the future transport corridor is known.’ Under these circumstances, I would question an approval of this stage of that development.

I believe this situation needs to be examined sooner rather than later as I understand this site has already been signed off on for development by the state government. This means that the area that should be considered as one of the most environmentally sensitive areas immediately north of the Transport Corridor has already been approved for development. Having this site approved for development would, in my mind, make it much easier to change the use from retirement village to station reserve and for you to win some points on the environmental front.

Having met with most of the key parties that could influence the outcome of the station and where it is sited, I believe I have a good understanding of the issue. These parties are as follows

... With the
information I have gathered, I have put together a list in no particular order of the issues that I believe will need to be taken into consideration when the final decision is made on the location of the station.

.../2
1. How is it practical to move traffic in and out of the station of McKillop Street given the network of narrow suburban roads around this area?

2. Why would you want to encourage traffic through Finnegan Street to McKillop Street from Anzac Avenue when only a short distance further along Anzac Avenue there is access to the Kinsellas Road station on the way to Mango Hill.

3. The Finnegan Street/Anzac Avenue intersection has been recognized by all including DMR as an intersection that needs to be looked at from a safety point of view and there has always been a plan to change this intersection to left in and left out as soon as the Whitlock Drive to Gynther Road link is built. There has also been contributions taken from developers for this change over many years and also to contribute to the traffic lights at the Gynther Road and Anzac Avenue intersection.

4. Under the McKillop Street station proposal there would need the be a road built through the storm water retention basin to connect Gynther Road and Buchanan Street to McKillop Street. This is completely unnecessary if the station is sited at or near the end of Gynther Road.

5. How do you control traffic near the college in Buchanan Street heading for the station? This could be achieved by traffic calming and by reducing the traffic at the Gynther Road end of Buchanan Road to local traffic only.

6. When you look at the people who would use the Rothwell Station, the catchment would have to cover the area around the Gynther Road/Anzac Avenue intersection including the schools and businesses in the area. Why then would you need to have all that traffic travel across to McKillop Street to access the station when you could enter the station at the end of Gynther Road?

7. If the station is at, or near, the end of Gynther Road it would be close enough for most of the local people to walk to, including students from the local schools, and far enough away to offer the security of distance for Grace College.

8. I believe the opening up of the Gynther Road Anzac Avenue to a four-way intersection would mean the Mewes Road/Anzac Avenue intersection could be made much safer by becoming left in and out with a walk over Anzac Avenue for students and local residence.

There are many other practical questions that need to be answered when planning to move the Rothwell Station out of the middle of Rothwell, but I will leave that to others as they become aware of this plan.

Thank you again and remember there is no-one more aware of my prejudiced view than me. I hope that my points will be considered and may I take this opportunity to wish you a very happy and safe Christmas.

Sincerely