



14 February 2004

SUBMISSION 10

The Hon Judi Moylan MP  
Chair  
Joint Standing Committee on Public Works  
RG 31  
Parliament House  
CANBERRA ACT 2600

Dear Ms Moylan,

**New Housing for Defence Housing Authority (DHA) at McDowell, Brisbane  
Submission No 5 – Councillor Norm Wyndham**

Thank you for the opportunity to respond to the submission of Councillor Norm Wyndham, Councillor for McDowell.

Councillor Wyndham has raised the matter of a proposal by Brisbane City Council (BCC) to construct traffic light controls at the intersection of Rode Road and Ifield Street, McDowell. BCC has, until recently, considered that this would be achieved through resumption of land for the purpose of road construction as well as additional land required for incidental works. BCC has since confirmed that the land acquired for incidental works is required for the purpose of earthworks and batters, and not for carriage of traffic.

The Development Application approved by Council included a Condition 22(a), requiring a 4.266 metre widening along the Rode Road frontage of the site. This condition is imposed on development sites where new roads are required and/or where safety and capacity of existing and new roads are to be maintained. The requirement for road widening in this development was to maintain the future capacity of Rode Road.

Condition 5(a) also requires that vehicular access shall not be permitted to any lots fronting Rode Road. The condition ensures that traffic generated by the development does not directly increase traffic volumes in the vicinity of the Rode Road/Ifield Street intersection.

Discussions were held between DHA and Councillor Wyndham, and Councillor Wyndham and Brisbane City Council, on 8 February 2005 regarding DHA's alternative proposals to accommodate the signalised intersection without the need for land resumption, utilising the land provided for under Condition 22(a).

In a preliminary design review of BCC's proposal, DHA's traffic engineers have noted that it appears to be designed for a greenfield site, in that all dimensions approach the maximum desirable, therefore requiring significant land dedications. The intersection is located in an inner-city location where the proposed land dedication would have a significant impact on the DHA development.

The resumption of land and construction of the intersection proposed by BCC would result in a loss to the development of four housing lots, reduce the development's stormwater detention capability (with the need for a compensatory reduction in parkland area and potential changes to adjoining street and lot layout), increase the acoustic and retaining wall requirement for the remaining blocks and disturb protected re-growth vegetation areas on Rode Road. These impacts are considered significant.

DHA has proposed a number of alternative design solutions to achieve the provision of a signalised intersection without further dedication of land. These options, to be further discussed with BCC engineers, are compliant with Austroads design standards.

Discussions with DHA and BCC are due to take place by the end of February. My experience suggests that a mutually acceptable solution can be achieved in which a cost effective signalised intersection is installed at Rode Road and Ifield Street without the need for further land dedication beyond that provided for under Development Application Condition 22(a).

Yours sincerely



Keith Lyon  
**Managing Director**