



Brisbane Central Business District Bicycle User Group

CBD BUG

GPO Box 2104

Brisbane Qld 4001

brisbanecbdbug@gmail.com

www.facebook.com/cbdbug/

Brisbane City Council
GPO Box 1434
Brisbane Qld 4001

Dear Sir or Madam

**Brisbane Central Business District Bicycle User Group (CBD BUG) submission re
Development Application: A006099651 - 3 Boundary St Brisbane City Qld 4000**

This submission provides the Brisbane CBD BUG's views in response to Development Application: A006099651 - 3 Boundary St Brisbane City Qld 4000.

The broader context to this submission is the Howard Smith Wharves (HSW) precinct has since the original New Farm Riverwalk was completed in 2003 been a key active transport corridor linking the CBD with Brisbane's north-eastern suburbs.

Council spruiked about the many positives that were to accrue to the community from the privatisation of this publicly owned asset, not the least of which were the new public open green space and increased accessibility to the river's edge. However, these community benefits have not emerged as the developer has been allowed by Council to focus on their private interests, and the promised public parkland appears to be almost entirely commercialised.

Furthermore, since the redevelopment of the HSW precinct the developer has displayed a neglect, if not contempt, for the amenity and safety of the community members simply wanting to travel to or from the CBD via this site. Figures 1 to 3 at the end of this submission show just some of the instances of this routine behaviour. Sadly, this too has been allowed by a supine Brisbane City Council (BCC). While there are numerous examples of BCC's lax attitude in controlling development of this precinct, a key example is how key recommendations from Council's own engineering team on 15 October 2018 (in relation to DA A004897686) were almost completely ignored.

With this background Brisbane CBD BUG members hold the strong view that further changes in the HSW precinct must be focused on benefiting the broader community through improving the pre-existing active travel corridor and delivering the public open space Council originally promised. Council should treat the DA with scepticism, especially as many of the issues being addressed are of the applicant's own making, and should be cautious of granting legitimacy to ongoing non-compliance and bad behaviour.

The follow responds directly to the proposals in the DA A006099651.

Wider path opening

This change formalises current practice and represents an improvement over the status quo. Considering that the current situation, with significant conflict between pedestrians, cyclists, and motor vehicles on the main driveway (especially on busy Friday and Saturday evenings), is due to the applicant deviating from the initial approved landscaping plans, council should insist on further remediations.

Under the current configuration, there is insufficient space for both 2-way motor vehicle traffic, and dedicated pedestrian space. Although such a shared space can work well when motorists and pedestrians cross paths for short distances, such a long stretch with motorists stuck behind people walking is not best practice - as it results in impatience from car drivers and discomfort for pedestrians. By either modifying some of the traffic islands at the pinch point (refer Figure 4 at the end of this submission), or moving the main drop-off area to the underground parking area, for example, this could be greatly improved.

At the minimum, the traffic engineering consultants should provide a formal assessment of this shared space, with respect to these issues, and the following recommendations by Council on 15 October 2018 (in relation to DA A004897686) should be reconsidered:

1. a "speed control platform" to reduce motor vehicle speeds where the bicycle rider traffic emerges out into the shared zone, and
2. a dashed centre line along the active transport corridor.

Lift access

The removal of the low bollards, which represent a hazard, and should not have been installed in the first place, is welcomed. The addition of the timber rail fence would also seem to represent a welcome safety improvement.

Once again, however, these fixes do not go far enough, and do not address the major issue with sight-lines between pedestrians and cyclists travelling east-bound along the path, and patrons exiting the beer garden. Council should insist on affirmative remediations for these sight-line issues, as they appear to have been caused by two significant deviations from the original landscaping plans:

- The original landscaping plans (26 May 2015) appeared to show the lift exiting to the West, instead of to the South, into the fenced off area now used for storage. Even the plans included with this DA fail to show the use of this space for informal fenced storage.
- The original plans for the beer garden (26 May 2015), while indicating a 'raised' garden beds, did not adequately convey the bulk and opacity of the constructed beds.

The sight-line issues were already addressed as part of DA A005092838. In their response on 14 February 2019, Urbis acknowledged the issues, and recommended a number of remedies (such as warning signs for patrons exiting the beer garden, or trimming of foliage). However, none of these remedies appear to have ever been effectively implemented. The foliage does not appear to have ever been trimmed, and the warning signage installed is not actually visible to patrons exiting the beer garden. (Refer Figure 5 at the end of this submission)

At this point, it seems that the most reasonable and effective solution would be to close that access/egress point to the beer garden, except for emergency egress. The viability of this closure has been demonstrated over the last two years, with the exit being closed for extended periods (due to COVID verification and record-keeping requirements), without any apparent ill-effects.

Landscaping

This section of the DA appears to mainly update plans and documentation to match prior changes. Once again, however, it does not go far enough, and Council should insist on an improved outcome for the community.

Of particular note, is the continued use of the poisonous Pink oleander plant near the roundabout (<https://www.childrens.health.qld.gov.au/poisonous-plant-pink-oleander-nerium-oleander/>). (Refer Figure 6 at the end of this submission) While reviewing plantings on the site, this should also be addressed.

Furthermore, the new plans still do not appear to include the raised speed bumps which have been install on the shared path, which CBD BUG believe violates DDA requirements for this type of path, due to the gradients induced. Council should insist on a formal engineering assessment of their appropriateness and DDA issues, with a view to their possible removal.

Refuse and Recycling management

While changes to refuse and recycling management should be seen as an improvement for the site, the framing of this improvement is odd. HSW Nominees, and their professional consultants knew (or should have known) that the main shared pathway would be the main access site, and that there would be potential conflicts with other path users.

The main issue with motor vehicle access through the site is that HSW Nominees (and/or their tenants) appeared unable or unwilling to comply with the original approved design intent for the shared path. In TTM's Traffic Engineering Report from April 2015 (pp. 47), it was claimed that "... this spine road/pathway will convert to exclusive use for pedestrians and cyclists; apart from occasional service vehicles performing deliveries to eastern Buildings 2 and E, parkland maintenance/refuse collection vehicles and emergency vehicle access. The occasional **service vehicle movements along this section of the internal spine road/pathway, however, will be strictly controlled to occur outside periods of peak pedestrian/cyclist movements.**"

The proposed improvements to operations appear to give the applicant an opportunity to finally comply with the original plan, and to reduce usage of the path during peak periods. However, the engineering report states that deliveries will occur 'approximately twice / day between Monday and Friday prior to 10am', precisely during the morning commuter peak for both pedestrians and cyclists. Council should insist HSW change their delivery strategy to comply with existing DA conditions that deliveries happen outside of peak periods.

Yours faithfully



Paul French
Co-convenor
Brisbane CBD BUG
3rd October 2022

Figure 1: Overhead view of bollard hazard and informal storage with gate typically left open

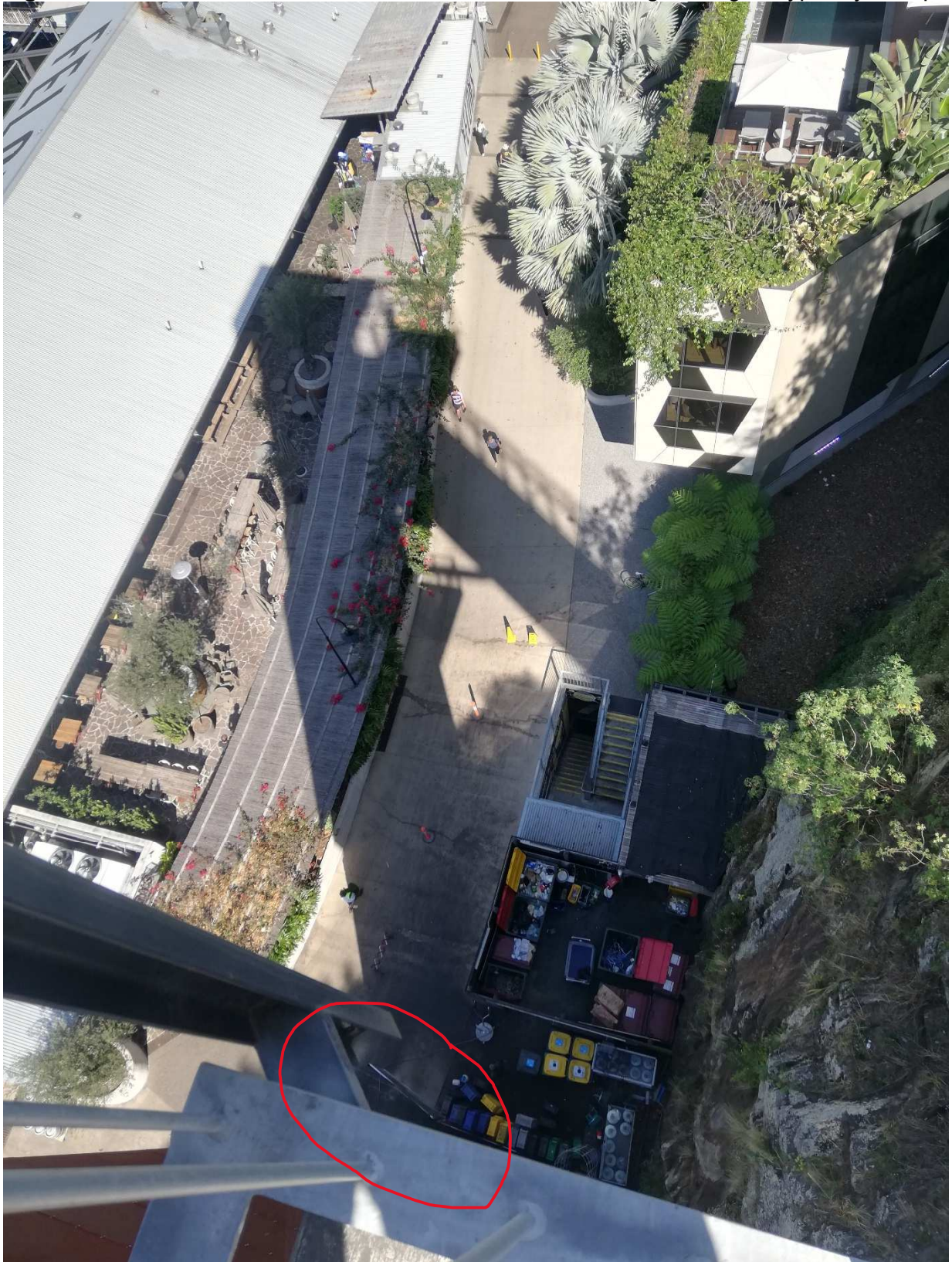


Figure 2: Ground level view of bollard hazard and informal storage with gate typically left open



Figure 3: Ground level view of bollard and equipment hazards and informal storage with gate typically left open



Figure 4: Pinch point on driveway



Figure 5: Ineffective warning signage not visible to patrons exiting the beer garden



Figure 6: Poisonous Pink oleander plant near roundabout

