

# Cr Nicole Johnston

## Councillor for Tennyson Ward



28 July 2017

Witton Barracks Park Project Team  
City Projects  
Brisbane City Council  
GPO Box 1434  
Brisbane Qld 4001

Tel (07) 3403 8605  
Mail 180 Fairfield Road, Fairfield, QLD 4103  
Email [tennyson.ward@bcc.qld.gov.au](mailto:tennyson.ward@bcc.qld.gov.au)  
Web [www.nicolejohnston.com.au](http://www.nicolejohnston.com.au)

Dear Team

I am writing to make a submission to the Witton Army Barracks Park Masterplan project.

Firstly, the failure to notify me at all about the Witton Army Barrack Park as an immediately adjoining Councillor is pathetic.

Are you planning to put a toll on the park to stop residents from the southside from using it? If you are not planning to then I suggest including us in future planning.

The Barracks are a stone's throw from Chelmer and Graceville residents, whose children go to schools on the north side of the river under the State Government catchment areas. In addition, children from both sides of the river go to private schools on the northern and southern sides of the river.

Council policy further notes that district level parks should be within 800m walking distance of homes and that includes ensuring that residents in Chelmer and Graceville on the southside of the river have access to the new park and are included in any planning.

What is clear from the masterplan is that Council has no intention of properly planning for bridge, road, pedestrian and bikeway connections to the southside.

The dotted arrow, showing a future bridge alignment is ambiguous and unclear. It appears to show traffic being funnelled up Railway Ave to Westminster St, a tiny narrow street, to a congested intersection with a no right turn ban onto Coonan St. Funnelling traffic from any new bridge back into the massively congested Coonan St corridor makes no sense from a traffic management point of view.

This appears to be reinforced by the Lambert Rd precinct design, which is designated as a shared slow zone, for local traffic, pedestrians and cyclists.

Bridge footings appear to be in the middle of the internal road, car parking, playgrounds and heritage listed buildings and will significantly overshadow and disrupt their use, if proper spatial planning and design is not undertaken now for any future bridge.

Again, because the plan images are so unclear and there is no detail on future road connections at all, it is very difficult to understand Council's intentions for a future bridge connection. Based on the masterplan I can only presume Council is deliberately obfuscating with respect to proper, clear planning for a future bridge.

Council should make all future bridge, road and bikeway connections clear in the masterplan. Safety issues around providing for pathways, playground and parking under a bridge may be a future issue that should be properly factored into planning now to ensure no future CPTED issues arise.

Similarly connections to the existing Jack Pesch Bridge appear ambiguous and unclear with respect to the Lambert Rd precinct as well as future connections. The link in the images appears to show a path oriented for pedestrians and cyclists travelling north to south into the park and proposed commuter bikeway link, but no loop oriented for southern riders to access the parklands or future river boardwalk/bikeway heading north and west.

Some provision for commuter rail parking should be provided on the site, as there is none at the site currently. This is an obvious opportunity to provide for commuter parking for both the rail and bus hub at nearby Indooroopilly Shopping Town. Inadequate parking for the parkland and historic buildings, which are being reused, has not been provided.

The location of public toilets, if any, is unclear. Provision should be made for public toilets and their location shown in the plans.

There is a huge demand for community use space and Council should not sell out to commercial operators regarding the use of the heritage buildings.

Provision should be made for a basketball/netball court.

Provision should be made for a new pontoon for river access (as Council failed to replace the public pontoon in Taylor Bridge Park after the 2011 floods) and seating along the River's edge.

Dedicated, separated off-road bike lanes should be included on all streets leading to the Witton Army Barracks. The Lambert Rd precinct design is ambiguous and may be unsafe given the high number of cyclists and pedestrians in this area now and in future.

The images appear to show the removal of significant mature vegetation along the River's edge and within the site which is not supported. All mature trees should be preserved and protected and Council should be honest about the extent of tree removals.

Interpretative signage regarding the Barracks military history should be provided on the site, including all heritage listed buildings. Complementary community uses for military history, military history groups and local history groups should be included in any future reuse of the heritage listed buildings.

The biggest failure of this plan is to properly plan for future bridge, road and pathway connections from the southside. That needs to be urgently addressed and a revised plan released for further community consultation.

Yours sincerely



**Nicole Johnston**  
**Councillor for Tennyson Ward**