



Minister for Main Roads, Road Safety and Ports
Minister for Energy and Water Supply

Our ref: PET 14338

Your ref: 10.4 Petitions

01 JUL 2015

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Mr Neil Laurie
The Clerk of the Parliament
Parliament House
George Street
BRISBANE QLD 4000

Dear Mr Laurie

I refer to a petition number 2387-15 lodged with the Legislative Assembly by Mr Ian Walker MP, Member for Mansfield on 2 June 2015 about the prohibition of right-hand turns into Cremin Street from Kessels Road, Upper Mt Gravatt during morning and afternoon peak times.

The prohibition on right-hand turns into Cremin Street at peak hours is a condition of the planning approval issued under the *Sustainable Planning Act 2009* (SPA) for the development of twin residential unit towers, with offices, located at 1–5 Cremin Street, Upper Mount Gravatt (known as "Skygarden").

As the Member has identified, the condition was imposed by the Department of Transport and Main Roads (TMR), which was triggered as a concurrence agency for the Skygarden development application.

The Skygarden development will result in 112 new residential units, as well as offices, located close to the intersection of Cremin Street and Kessels Road, with related increases to vehicle trips.

The intersection of Cremin Street/Kessels Road is a busy intersection, located within:

- 100 metres south west of the Logan Road/Kessels Road/Mount Gravatt Capalaba Road intersection (these are major arterial roads)
- 100 metres north east of the intersection of Kessels Road/MacGregor Street intersection, a significant intersection for traffic entering Garden City Shopping Centre, or using MacGregor Street as a bypass of signals on Logan Road. MacGregor Street is also the address of one of Brisbane's busiest bus depots and the access road to the South East Busway.

I am advised by TMR that the condition imposed on the Skygarden planning approval was both relevant and reasonably required in respect of the development, given the intersection's location and road safety concerns relating to anticipated increased traffic volumes and queuing at the intersection.

I note that the developer of Skygarden did not exercise its right to appeal the condition to the Planning and Environment Court, and I am not aware of any 'permissible change' application having been made under the SPA to seek to delete the condition.

As a planning and environment law specialist, and former Assistant Minister for Planning Reform, the Member would be well aware of these statutory processes, and that they are the appropriate avenue for changes to be sought to conditions of development approval.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M. Bailey', written in a cursive style.

MARK BAILEY MP
Minister for Main Roads, Road Safety and Ports and
Minister for Energy and Water Supply