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Cross River Rail Environmental Impact Statement

Request for Project Change 14 – Herschel Street Pocket Park

Changes to the Project and changes to the Imposed Conditions

Volume 1 Application

Date: ***April 2024***

Author: ***Cross River Rail Delivery Authority***

Executive Summary

The Cross River Rail (CRR) Project is a Coordinated Project for which an Environmental Impact Statement (EIS) was required under the *State Development and Public Works Organisation Act 1971*. The CRR EIS was evaluated by the Coordinator-General, who recommended the Project proceed, subject to Imposed Conditions and recommendations. Since the evaluation of the EIS, thirteen (13) Requests for Project Change (RfPCs) have been submitted to the Coordinator-General, and thirteen have been evaluated.

The Cross River Rail Delivery Authority (Delivery Authority) is applying to the Coordinator-General to evaluate a Proposed Change to the CRR Project description and associated Project drawings associated with closing Herschel Street to vehicle traffic between George Street and Roma Street and removing the proposal to underground the Roma Street section of the Inner Northern Busway (INB) from the scope of the CRR Project.

Subject to the Coordinator-General's determination, the change to the Project will ensure that the the Project remains consistent with the Government's August 2021 decision and announcement that the Inner Norther Busway (INB) would be retained in its current location and the Roma Street Cross River Rail Priority Development Area scheme that came into effect on 30 July 2021.

Proposed Change to the CRR Project

The Proposed Change to the Project Works at Roma Street station consists of:

- Closing Herschel Street to vehicles between George and Roma Streets and increasing the area available to support the safe and efficient movement of pedestrians and active transport users.
- Adjusting Roma Street/Herchel Street/George Street signalised intersections, footpaths, cycle infrastructure and urban design to accommodate the new pedestrian and traffic arrangements.
- Adjusting road pavement treatments and signals on Makerston Street to add a right turn (east-bound) onto Roma Street, to compensate for the loss of the right turn facility from Herschel Street.
- Removing the proposal to underground the Roma Street section of the INB from the scope of the Project, which also results in retaining the existing Parkland Boulevard / Roma Street intersection alignment.

This Request for Project Change (RfPC) and evaluation of the proposed changes concludes the proposed changes are generally consistent with the Evaluated Project. The details of the Proposed Change is set out in Table 1 below:

Element	Refinement
Herschel Street	• Closure of Herschel Street to vehicles between George and Roma Streets and removal of the ability for vehicles to turn right onto Roma Street (east-bound). • Conversion of this road area to a shared pedestrian and cyclist zone. • Cchanges to the urban design to facilitate an updated pedestrian crossing across Roma Street to the new station precinct. • Enhanced landscaping and relocation of current artwork. • Improved accessibility access for George Street pedestrians to the Roma Street station precinct. • Improved road surfaces.
Makerston Street	• Updates to the signalised intersection of Makerston and Roma Street through the addition of a right-turn from Makerston Street

Element	Refinement
	onto Roma Street so that vehicles can head east-bound on Roma Street (replacing the removal of the right turn from Herschel Street). • Reconfigured Kiss 'n' Ride, rideshare and taxi stopping bays for improved access to the station.
Roma Street	• Altered pedestrian crossing location and configuration from the Courts precinct area across to Roma Street to facilitate more effective pedestrian and traffic movement. • Updated bus and cycle lane configuration adjacent to portion of Herschel Street being closed. • Improved road surfaces.
George Street	• Alteration of the intersection with Herschel Street that both lanes heading north-east bound can only turn left onto George Street. • Removal of right turn ability onto Herschel Street. • Updated bus and cycle lane configurations. • Improved road surfaces.
Inner Norther Busway and Parkland Boulevard	• Removing the proposed Parkland Boulevard alignment and intersection with Roma Street, with Parkland Boulevard to remain on its current alignment. • Removing the proposed relocation of the Inner Northern Busway (INB) underground at the new Roma Street station, with the INB to remain on its current alignment.

Table 1 Proposed changes to the Project

Proposed Changes to the Imposed Conditions

Proposed Change is to Imposed Condition 1 (General Conditions) to include references to the project documentation incorporating the Proposed Changes and removing references to infrastructure no longer proposed to be delivered as part of the Cross River Rail Project.

A number of drawings in Volume 2 for the Cross River Rail Project will be replaced as part of the Proposed Changes.

Reason for the Proposed Change

Further design work has been carried out since 2019 to optimise the Roma Street station pedestrian connection and associated vehicle movement arrangements for Roma Street.

The design solution that is being evaluated in this RfPC, focuses on the closure of Herschel Street to vehicles between George and Roma Streets. The design solution is based on:

- Closing Herschel Street to vehicles between George and Roma Streets and installing pedestrian, active transport and landscaping arrangements to support a safe, effective and efficient movement of passengers from the adjoining Supreme and Magistrate Courts and George Street precincts across Roma Street to the station precinct.
- Optimising the vehicle traffic movements along Roma Street, including adjustments to Makerston Street to provide a right-turn facility for east-bound vehicles on Roma Street (which replaces the right-turn function that will be removed from Herschel Street).
- Only closing the area of Herschel Street between George and Roma Streets to vehicular traffic and retaining the underlying tenure of the area, which is currently designated as 'road'. So as to preserve the Queensland Government and Brisbane City Council's ability to amend vehicle and pedestrian movement arrangements within the Roma Street precinct over time as development within the Roma Street Priority Development Area and planning for the proposed Brisbane Arena progresses.

The design solution is consistent with the finalised July 2021 Roma Street Cross River Rail Priority Development Area development scheme which incorporates the closure of Herschel Street between Roma Street and George Street to vehicles, and the extension of the pedestrian area.

The proposed change also includes removing from the Project description, references to the relocation and undergrounding of the Roma Street section of the INB, as the relocation of the INB is to be removed from the scope of the Project.

In August 2021, the Queensland Government announced its decision to retain the INB at Roma Street on its current alignment and configuration, with no changes from its existing location and configuration. The proposed changes to the Project description are reflective of this decision.

As a result of this decision there will be no requirement to reconfigure the intersection of Parkland Boulevard and Roma Street. Accordingly, this reconfiguration will also be removed from the description of the Project.

Effect of the Proposed Changes

The assessment of any potential effects of the Proposed Changes are set out in detail in Chapters 4 to 7 and the technical reports at Volume 3.

An assessment of potential traffic, noise and vibration impacts has been undertaken, with the predicted impacts evaluated as being consistent with the existing project and can be managed in accordance with the existing Imposed Conditions.

It is proposed that impacts of these works will be managed in accordance with the existing Environmental Management Framework (EMF) that has been established by the Coordinator-General through the Imposed Conditions. The existing EMF continues to be appropriate to manage the environmental effects of the CRR Project, including the Proposed RfPC-14 Project Change.

It is requested that the Coordinator-General evaluate the Proposed Changes as set out in this RfPC and amend Imposed Condition 1 in accordance with the requested changes.

Table of Contents

1. Introduction

The Delivery Authority established by the *Cross River Rail Delivery Authority Act 2016* (Qld) is the proponent for the CRR Project. The CRR Project is a declared Coordinated Project for which an Environmental Impact Statement (EIS) was required under the *State Development and Public Works Organisation Act 1971* (SDPWO Act). The EIS for the CRR Project (2011 EIS) was evaluated by the Coordinator-General, who recommended that the Project proceed, subject to the Imposed Conditions in the evaluation report dated 20 December 2012.

Since the 2012 evaluation report, 13 Requests for Project Change (RfPC) have been submitted and evaluated by the Coordinator-General. This RfPC is proposing changes that alter the project design as proposed and approved in RfPC-4, by reverting to a pedestrian movement design for Roma Street station similar to that presented in RfPC-1 (see Section 1.4.1). These proposed changes will ensure consistency with the existing Roma Street PDA Development scheme that came into effect on 30 July 2021.

In addition, this RfPC proposes the removal of the Inner Northern Busway relocation and associated changes to the Parkland Boulevard/Roma Street intersection from the description of the Project. This proposed change confirms that relocation of the INB at Roma Street does not form part of the Project, consistent with the August 2021 Queensland Government announcement that the INB will be retained in its current location.

Works will be delivered by the Delivery Authority to support the Cross River Rail Project.

The authorised CRR Project is the Evaluated Project as described in Imposed Condition 1 of the Coordinator-General's Project-wide Imposed Conditions.

The Roma Street station works, and its initial pedestrian connections were considered in the 2011 EIS for the CRR Project, RfPC-1 of 2017 and RfPC-4 of 2019..

Works will be delivered by the Delivery Authority to support the Cross River Rail Project.

This RfPC proposes changes to the Evaluated Project for Roma Street station. These changes are the result of further design development and consultation with key stakeholders including Brisbane City Council (BCC) and Economic Development Queensland (EDQ).

The following changes to the Imposed Conditions and the Evaluated Project for Roma Street station are proposed (Proposed Changes):

- Proposed Change to the Project Works at Roma Street station to:
    - Closing Herschel Street to vehicles between George and Roma Streets and installing pedestrian, active transport and landscaping arrangements to support a safe, effective and efficient movement of passengers from the adjoining Supreme and Magistrate Courts and George Street precincts across Roma Street to the station precinct.
    - Optimising the vehicle traffic movements along Roma Street, inclusive of adjustments to Makerston Street to provide a right-turn facility for east-bound vehicles on Roma Street (which replaces the right-turn function that will be removed from Herschel Street).
    - Only closing the area of Herschel Street between George and Roma Streets to vehicular traffic and retaining the underlying tenure of the area, which is currently designated as 'road', to preserve the Queensland Government and Brisbane City Council's ability to amend vehicle and pedestrian movement arrangements within the Roma Street precinct over time as development within the Roma Street Priority Development Area and planning for the proposed Brisbane Arena progresses.
    - Removing from the Project description, references to the relocation and undergrounding of the Roma Street section of the INB, as the relocation of the INB is to be removed from the scope of the Project.
    - Removing the proposed reconfiguration of the intersection of Parkland Boulevard and Roma Street.

- No proposed changes to the Imposed Conditions are being requested as part of this RfPC, apart from Imposed Condition 1. Changes are proposed to Imposed Condition 1 (General Conditions) to include references to a revised set of project documentation incorporating the Proposed Changes and removing scope no longer being delivered as part of the Project.

1.1 Purpose

The purpose of this RfPC is to request that the Coordinator-General assess the Proposed Changes to the Evaluated Project, in accordance with Part 4, Division 3A of the SDPWO Act. This RfPC:

- describes the Proposed Changes and their effects on the Project;
- states reasons for the Proposed Changes;
- includes enough information about the Proposed Changes and their effects on the Project to allow the Coordinator-General to make the evaluation; and
- provides replaced drawings to ensure the Proposed Changes are accurately captured in the Evaluated Project.

1.2 Consultation requirements

Pursuant to the *State Development and Public Works Organisation Act 1971,* s 35G, the Coordinator-General will determine whether the Delivery Authority will be required to publicly notify the Proposed Changes and their effects on the Evaluated Project. If public notification is required, public notices inviting submissions on the request will be published in accordance with the SDPWO Act.

The consultation period is determined by the Coordinator-General and stated on the public notification. If the request is publicly notified, any person, company or organisation may make a submission on the request. A 'properly made' submission:

- is made in writing to the Coordinator-General;
- is received on or before the deadline for submission;
- states the name and address of each submitter;
- is signed by each submitter; and
- states the grounds of the submission, and the facts and circumstances relied on in support of the stated grounds.

It is open to the Coordinator-General to determine that public notification of the Proposed Change may not be required, as:

- The change is consistent with the Project works that were previously evaluated in RfPC-1 (see section 1.4.1).
- Is consistent with existing Roma Street PDA Development scheme description of development in these areas that came into effect on 30 July 2021 (see section 1.4.3).
- Ongoing involvement, collaboration, consultation and targeted engagement with key stakeholders has been undertaken (see section 1.4.1 to 1.4.4, inclusive).

1.3 Structure of this Request for Project Change

The RfPC will consist of the following volumes:

- **Volume 1 – Request for Project Change (this report) -** Volume 1 describes the Proposed Changes, the reasons for the Proposed Changes and the effects of the changes on the Project.
- **Volume 2 – Amended Drawings -** Volume 2 presents a set of changed Project drawings for Roma Street Station area including general arrangement drawings, property impact plans and general site construction plan.
- **Volume 3 – Technical Reports -** Volume 3 provides technical information supporting the Request for Project Change.

1.4 Context of Proposed Changes

1.4.1 Previous RfPC1 changes

RfPC-1 (Whole of Project, 2017) proposed a change to the Herschel Street interchange between George and Roma Streets that is generally consistent with what is being proposed in RfPC-14. This similar change was described as:

The change application also includes variations to the pedestrian access arrangements along Roma Street. The proposed conceptual layout (see Figure 1) includes the creation of a signalised T intersection of George Street and Roma Street that will include a scramble pedestrian crossing. The T intersection would be created through the realignment of George Street and the removal of the short section of Herschel Street between George Street and Roma Street (Cross River Rail Request for Project Change 1, 2017).

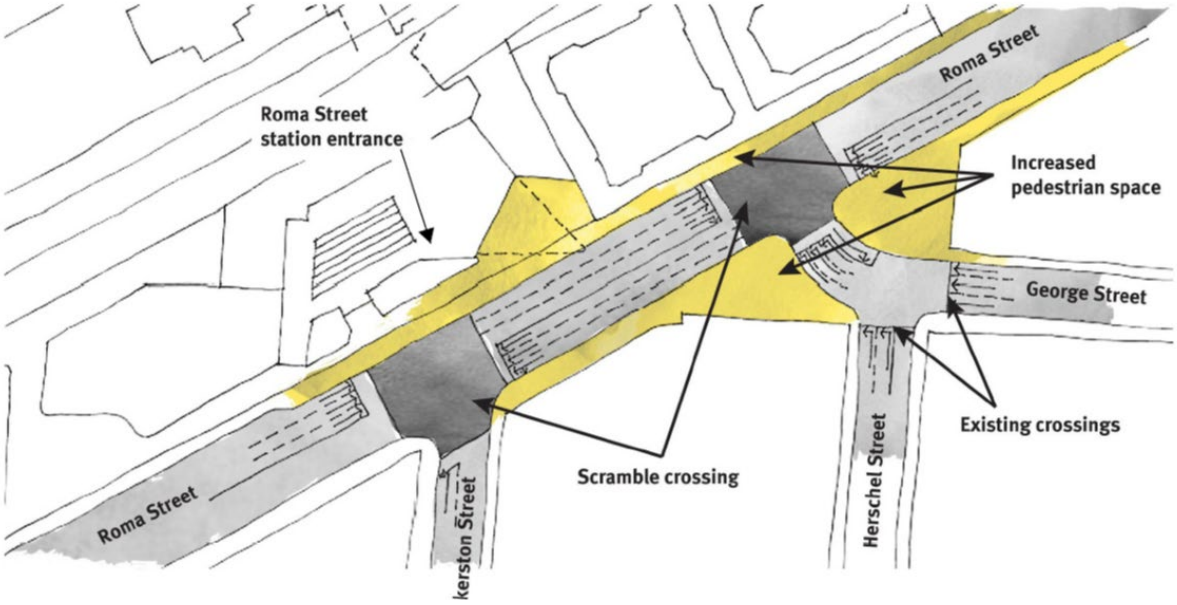

Figure 1 RfPC-1 Proposed Herschel Street Closure and Roma Street Intersection Layout

1.4.1.1 RfPC1 – Consultation process and outcomes

As per Section 1.4.1, a conceptual layout for Herschel Street intersection was included within Request for Project Change – Volume 4 – Technical Reports. The Coordinator-General required this and all RfPC documents to be available for public review and comment between 25 February and 21 April 2017.

In addition to RfPC-1 documents being published on the Coordinator-General's website, hard copies were also made available at the following locations:

- Annerley Library
- Brisbane Square Library
- Fairfield Library
- Hamilton Library
- State Library of Queensland
- Stones Corner Library
- South Brisbane electorate office
- Yeerongpilly electorate office
- Brisbane electorate office
- Griffith electorate office.

Details of how to make a submission to the Coordinator-General on changes to the Cross River Rail project were published in local newspapers, which have a total combined readership of over 600,000 people.

To directly engage with impacted stakeholders and nearby community, a range of traditional and digital engagement activities were used to inform community and key stakeholders about the refined reference design. Activities included:

- letters to 1,488 potentially affected property owners;
- meetings with 60 government departments, key stakeholders, landowners and community groups;
- over 600 properties were doorknocked;
- distribution of over one million newsletters;
- 12,000 flyers distributed at transport interchanges;
- static displays at six libraries and four electorate offices;
- three community information sessions, attended by over 200 people; and
- seven staffed displays at shopping centres, attended by over 500 people.

Tailored and targeted engagement was undertaken at the Roma Street station precinct, including precinct-specific newsletters and information sessions held at Roma Street station. Outcomes from the information session indicated "*there was a high level of support expressed for a potential plaza and improved pedestrian connections in the station precinct."*

The *Cross River Rail Project: Coordinator-General's change report* (June 2017) indicated engagement activities to support the change application, which included the conceptual layout of Herschel Street is *"adequate for the purpose of stakeholder engagement on the change application."*

1.4.2 Previous RfP-3 Changes

RfPC-3 (Roma Street Demolition Works - 2019) proposed changes to the project following engineering investigations, Cross River Rail submitted a request for Project Change. This change was described as:

To demolish the Brisbane Transit Centre (East Tower), Hotel Jen, the pedestrian bridge over Roma Street and to temporarily occupy the open space adjacent to Hotel Jen during these demolition and construction works. The key changes to the project proposed by the proponent in this change application include:

- *the demolition of the Brisbane Transit Centre (BTC) east tower and Hotel Jen, including the removal of the pedestrian bridge over Roma Street linking the BTC to George Street*
- *the utilisation of the open space and carparking area adjacent to Hotel Jen for site access, construction laydown and general worksite requirements.*

The proposed changes to the project at Roma Street are required as the demolition of the BTC west tower and podium in isolation would result in significant structural integrity and continuity impacts to the BTC east tower and Hotel Jen. The demolition of the BTC west tower and podium in isolation would also result in material impacts to emergency, stormwater, sewerage, water, electricity and communications services that are shared between the BTC west and east towers. (*Cross River Rail Request for Project Change 3, 2019).*

1.4.2.1 RfPC-3 – Consultation process and outcomes

The Coordinator-General displayed the Request for Project Change 3 (RfPC-3) for community comment between Saturday 1 December and Friday 21 December 2018.

During consultation, a range of traditional and digital engagement activities were used to inform the community and key stakeholders about the project changes and how to make a submission to the Coordinator-General. Consultation activities included:

- Distributing a letter and fact sheet to 7,227 properties in the Roma Street area;
- Meetings with 49 stakeholders including government departments, key stakeholders and Brisbane Transit Centre tenants;
- Six emails and phone calls received from interested stakeholders;
- Static displays at the Brisbane Square Library and Queensland State Library organised by the Coordinator-General; and

- Hosting eight consultation sessions at the Brisbane Transit Centre and Roma Street Parkland, attended by over 100 people.

Traditional engagement was supported by digital engagement including the project's Facebook page and website. Digital content reached 4,837 people on Facebook and the website had 1,203 page views by 847 individual users.

During the two-week consultation period there were no major issues identified regarding the content of RfPC-3. The majority of feedback received was positive towards the Cross River Rail project and RfPC-3.

1.4.3 Previous RfPC-4 changes

RfPC-4 (Whole of Project Refinements, 2019) proposed a change to the Herschel Street interchange that differs to what is being proposed in RfPC-14. This change was described as:

The proposed changed project also includes works to extend Herschel Street across Lot 60 at Roma Street to connect with Parkland Boulevard. The proposal includes converting the Hotel Jen carpark access from Roma Street into an access which ties into the existing roundabout on Parkland Boulevard. This will allow a connection from Herschel Street via the Hotel Jen carpark access to Parkland Boulevard at the existing roundabout. The Parkland Boulevard roundabout will remain a three-legged roundabout with the existing signalised access to Roma Street removed (see Figure 2) (Cross River Rail Request for Project Change 4, 2019).

Figure 2 RfPC-4 General Arrangements showing Inner Northern Busway Underground Solution

1.4.3.1 RfPC-4 – Consultation process and outcomes

The Coordinator- General required the RfPC-4 documents be available for public review and comment between 20 May and 14 June 2019.

All three volumes of the RfPC-4 report were published on the Coordinator-General and Cross River Rail websites. Hard copies were also made available at:

- Annerley Library
- Brisbane Square Library
- Fairfield Library
- Hamilton Library
- State Library of Queensland
- Stones Corner Library

A Project-wide newsletter providing a high-level summary of RfPC-4 and the consultation process along with details on how to view RfPC-4 and make a submission to the Coordinator-General was delivered to 36,500 properties along the Project alignment.

The Project team liaised directly with potentially affected landowners and provided information to all stakeholders on how to make a submission to the Coordinator-General. Activities included:

- distribution of over 36,500 newsletters;
- 1,487 flyers distributed at 13 key locations across the Project alignment;
- engagement with 14 property owners and 14 tenants regarding potential property acquisition;
- letters to 124 property owners regarding potential volumetric acquisition;
- 83 meetings with government departments, key stakeholders, landowners and community groups;
- static displays at six libraries; and
- seven community information sessions attended by over 180 people.

A total of seven factsheets were developed, each catering for a specific geographic area, including Roma Street station. The factsheets focused on the benefits for the respective precinct along with details on how to view RfPC-4 and make a submission to the Coordinator-General. The factsheets were available at the community information sessions.

The community information sessions were also undertaken for the broader community to engage with the Project team and discuss the Project and RfPC process. Each session was a two-hour public event held at locations near the alignment, including Parkland Apartments, which was attended by 71 people.

Outcomes from the information session relating to Roma Street station indicated the community nearby to this station was engaged and had a good understanding of the project, given the precinct has been subject to multiple RfPC processes.

As per the *Coordinator-General's change report – whole of project refinements 2019*, some submissions as part of the RfPC-4 process related directly to the change to Parkland Boulevard proposed within RfPC-4, stating "*submissions raised concerns relating to the proposed alignment of Parkland Boulevard. The proponent responded that as part of the detailed design and construction planning, additional traffic modelling and further refinement will be undertaken for the Parkland Boulevard / Roma Street intersection*."

1.4.4 Roma Street Cross River Rail Priority Development Scheme

The Roma Street Cross River Rail (CRR) Priority Development Area (PDA) was declared by a regulation under the *Economic Development Act 2012* on 13 December 2019.

The Roma Street CRR PDA contains the Roma Street railway station, railyards and busway area, and is generally defined by Countess Street, Roma Street, Albert Street, College Road and Parkland Boulevard. The Roma Street CRR PDA also includes land on the southern side of Roma Street between Makerston and May Streets, and State Government (emergency services) land on the western side of Countess Street.

The Roma Street CRR PDA development scheme was prepared to:

1. regulate certain types of development within the PDA, and

2. coordinate the renewal and repurposing of large government land holdings and assets surrounding the Roma Street Cross River Rail station for economic development and development for community purposes.

The Roma Street PDA Development Scheme describes and considers the Herschel Street portion of this proposed change as per the description of the 'Herschel Street Pocket Park' (Table 8). This is also described within the Proposed Roma Street PDA Development Scheme, as per the Roma Street Cross River Rail PDA Infrastructure Plan and Background Reports. These were available for public comment between 18 February to 1 April 2021, and did not generate any submissions directly related to the 'Herschel Street Pocket Park'. (Refer to the *Roma Street Cross River Rail PDA Submissions Report*).

1.4.5 Queensland Government Position on Inner Northern Busway Solution

On 10 August 2021, the then Minister for Transport and Main Roads, the Honourable Mark Bailey, provided a media statement on 'Cross River Rail breaks through at Roma Street'. Within this statement the then Minister advised:

> *Mr Bailey also announced further upgrades were slated at Roma Street station following a decision to keep the Inner Northern Busway (INB) at Roma Street on its current alignment.*
>
> *"We'd initially proposed putting the busway underground, but further assessment and consultation with the property sector showed commuters were more likely to change between above ground bus and rail services rather than the rail services arriving underground, and that leaving the INB at grade would not compromise future development in the precinct," he said.*
>
> *"As part of the Roma Street Station rebuild, we'll therefore upgrade the busway, including extending the length of bus Platform 1, and refurbish the existing subway that connects all 10 of Roma Street's above ground platforms,*
>
> *"Those refurbishments will bring it in line with the look and feel of the new underground station and the main station plaza, which will be a win for commuters and a better value for money outcome*."

This confirms that the INB will stay in its existing configuration aboveground and will not be relocated belowground as per the RfPC-4 proposal. Works previously associated with relocating the INB, including the reconfiguration of the Parkland Boulevard/Roma Street intersection, are to be removed from the description of the Project.

1.4.6 Roma Street Herschel Street (partial) closure Design Requirements RfPC-14

Roma Street station is a core part of the Cross River Rail project. Roma Street station will become our State's most significant transport interchange and Brisbane's 'Grand Central', connecting passengers with the existing suburban bus and rail networks, as well as regional and interstate bus and train services. By 2036, it is expected that there will be over 46,000 users per day passing through the station precinct.

Ensuring clear, effective and safe connections for users of the station that are travelling into the surrounding areas of Brisbane CBD whilst maintaining efficient vehicle movements along Roma Street is a key part of the station functionality. As detailed design has progressed it has been identified that to optimise the pedestrian connections to Roma Street station from the adjoining Supreme and Magistrate Courts and George Street, that the following proposed changes are required:

- Closure of a portion of Herschel Street that extends between George Street and Roma Street to vehicle traffic movements.
- Subsequent alteration of this area to accommodate increased pedestrian and active transport movements, with an updated pedestrian crossing across Roma Street to the station precinct.
- Adjustment of other associated nearby signalised intersections, footpaths, cycle infrastructure and urban design to accommodate the new traffic arrangement, including changes to

Makerston Street to install a new right-turn facility for east-bound traffic on Roma Street to replace the right-turn functionality that will be removed by the closure of Herschel Street to vehicular traffic.

- Extension and alteration of the existing urban design and landscaping from the existing traffic island between George Street, Roma Street and Herschel Street to increase the space available for pedestrian and active transport movements.

In addition, references to the relocation of the INB, and associated reconfiguration of the Parkland Boulevard/Roma Street intersection are to be removed from the description of the Project.

1.4.7 Physical extent of Roma Street Station Herschel Street Pedestrian Works

The closure of Herschel Street (Roma to George Street), changes to traffic intersections including modifications to the Makerston Street/Roma Street intersection, new urban design, landscaping and street furniture be returned works to Brisbane City Council (BCC).

The portion of Herschel Street between George Street and Roam Street will be subject to closure to vehicle traffic only, with the road remaining open to pedestrian and active transport users. The underlying land tenure, currently designated as 'road', is not proposed to change. Maintaining the underlying tenure as 'road' preserves the Queensland Government and Brisbane City Council's ability to amend vehicle and pedestrian movement arrangements within the Roma Street precinct over time as development within the Roma Street Priority Development Area and planning for the proposed Brisbane Arena progresses.

The proposed Herschel Street pedestrianisation works and associated modifications to the Makerston/Roma Street intersection are already currently included in permissible temporary works footprints for the Roma Street station works component of the Project.

The physical extent of the traffic arrangements proposed as part of RfPC-14 and to be included in the Evaluated Project is depicted below in Figure 3.

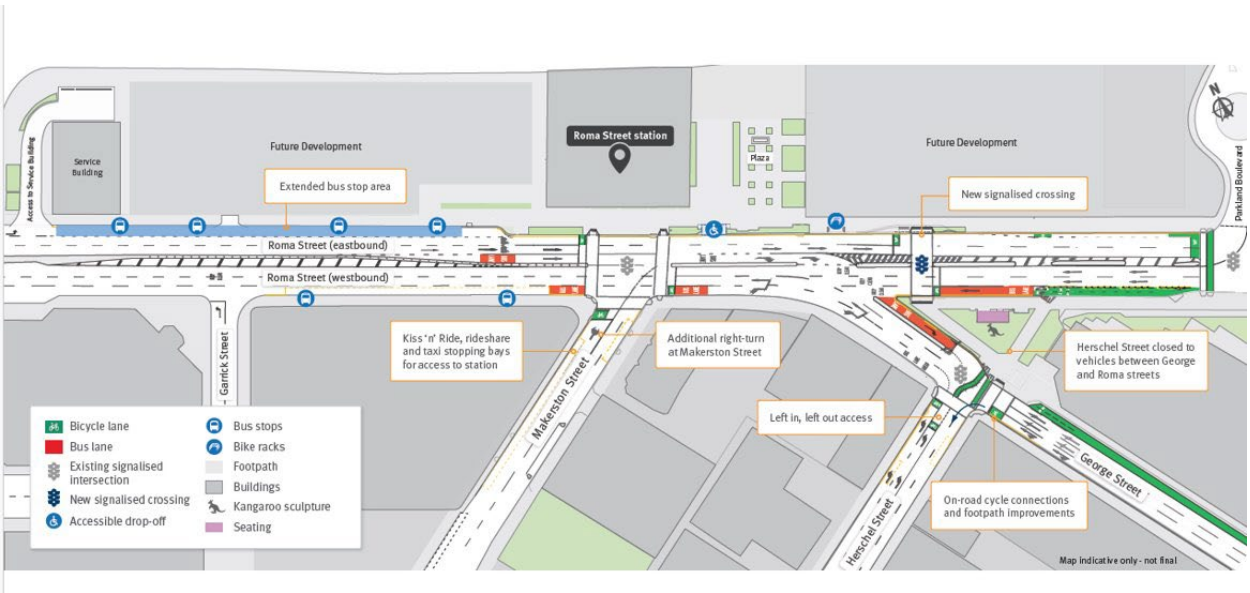

Figure 3 Roma Street Station Herschel Street Traffic Change RfPC

1.4.8 Program of works

The estimated delivery schedule for the proposed Roma Street Station Herschel Street Pedestrian Solution Works for the Herschel Street closure and pocket park is set out in Table 2 and will occur over six stages spread across four months. Where work stages or activities overlap, they have been scheduled to ensure that cumulative environmental impacts are avoided.

The other general road surface, curb and alternation to the Makerston Street traffic arrangement works will occur in the wider Roma Street construction works and phased to manage and minimise impacts on surrounding stakeholders and road users.

Activity	Week 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Site Establishment																
Sub Surface Works																
Earthworks																
Hard Landscaping																
Soft Landscaping																
Fit Off and Finishes																

Table 2 Estimated delivery schedule for Herschel Street Pocket Park Construction

2. Overview of Evaluated Project

The CRR Project is a 10.2 km north-south rail line connecting Dutton Park to Bowen Hills with 5.9 km of twin tunnels under the Brisbane River and Central Business District (CBD). The CRR Project also includes new underground stations at Boggo Road, Woolloongabba, Albert Street, and Roma Street, with rebuilds of the existing Exhibition station and six stations from Fairfield to Salisbury.

Further information on the CRR Project and changes that have occurred since the CRR Project was originally evaluated in 2012 are detailed in:

- The Coordinator-General's evaluation report on the EIS dated 20 December 2012;
- The Coordinator-General's change report dated 9 June 2017;
- The Coordinator-General's change report dated 31 August 2018;
- The Coordinator-General's change report dated 13 March 2019;
- The Coordinator-General's change report dated 26 June 2019;
- The Coordinator General's change report dated 4 October 2019;
- The Coordinator-General's change report dated 8 May 2020;
- The Coordinator-General's change report dated 16 July 2020;
- The Coordinator-General's change report dated 19 November 2020;
- The Coordinator-General's change report dated 7 April 2021;
- The Coordinator-General's change report dated 22 July 2021;
- The Coordinator-General's change report dated 2 February 2022; and,
- The Coordinator-General's change report dated 14 March 2022.

2.1 Environmental Management Framework

The Evaluated Project is managed by the Environmental Management Framework (EMF), which is required by the Coordinator-General's Imposed Conditions for the Project.

The EMF for the Project comprises a number of elements:

- The **Coordinator-General's Imposed Conditions** as set out in Appendix 1 - Project-wide Imposed Conditions - Cross River Rail Project (Imposed Conditions);
- The **Outline Environmental Management Plan (OEMP)** which is required by Imposed Condition 2 and approved by the Coordinator-General;
- The **Construction Environmental Management Plan (CEMP)** (including **sub-plans**) is required by Imposed Condition 4 for all Project Works, and must be endorsed by the Environmental Monitor; and
- **Specific CEMPs** for Project Works in Extended Work Hours.

The EMF is supported by:

- a compliance and reporting regime, as set out in Imposed Conditions 5 and 6;
- two specific entities required by the Imposed Conditions to provide oversight for the implementation of the Imposed Conditions. Both entities are required to be independent, appropriately skilled and experienced and approved by the Coordinator-General. These entities are:
    - (i) the Environmental Monitor (Imposed Condition 7); and

(ii) the Community Relations Monitor (Imposed Condition 8).

Imposed Condition 2(a) requires an OEMP to be submitted to the Coordinator-General two months prior to the commencement of Project work and the OEMP to be approved by the Coordinator-General.

Imposed Condition 2(b) requires that the OEMP sets the environmental outcomes and performance criteria for the Project, together with possible mitigation measures, monitoring and reporting for each environmental element to achieve the environmental outcomes. The condition also requires specified sub-plans be included as part of the OEMP. These include for example:

- Construction Traffic Management Plan;
- Noise and Vibration Management Plan; and
- Air Quality Management Plan.

The Coordinator-General has approved the OEMP, consistent with Imposed Condition 2. The approved OEMP includes sub-plans that incorporate the environmental outcomes that must be met by the Project. The Approved OEMP is available on the CRR website: https://crossriverrail.qld.gov.au/planning-environment/environment-approvals/environmental-management/

Imposed Condition 4(a) requires that a CEMP must be developed by the Proponent and endorsed by the Environmental Monitor prior to the commencement of relevant Project work. That CEMP:

… must meet the requirements of Imposed Condition 4(c), including that it:

i. *Must incorporate the environmental outcomes and performance criteria of the Outline Environmental Management Plan;*

ii. *Must demonstrate that the Imposed Conditions (Construction) will be complied with during Relevant Project Work;*

iii. *Must incorporate mitigation measures to achieve the environmental outcomes where predictive studies indicate impacts beyond those provided for in the performance criteria;*

iv. *Must be implemented [Imposed Condition 4(d)]; and*

v. *Must be updated and endorsed by the environmental monitor for new or additional Relevant Project Work [Imposed Condition 4(g) and (g)(i)].*

The Environmental Monitor must endorse the CEMP as consistent with the OEMP and complying with the Imposed Conditions (construction) [Condition 7(c)(viii)]. That endorsement cannot be given where the requirements are not met.

The endorsed CEMP contains the detailed mitigation measures that are implemented for relevant Project Works. There are already detailed CEMPs for the Project Works that are underway, including detailed sub-plans and site management plans. The CEMPs include detail of the construction works to be undertaken and program, mitigation measures, monitoring, auditing and reporting.

The existing CEMPs are available on the Delivery Authority's website at https://crossriverrail.qld.gov.au/planning-environment/environment-approvals/environmental-management/.

An overview of the Coordinator-General Imposed Conditions EMF is provided below in Figure 4 .

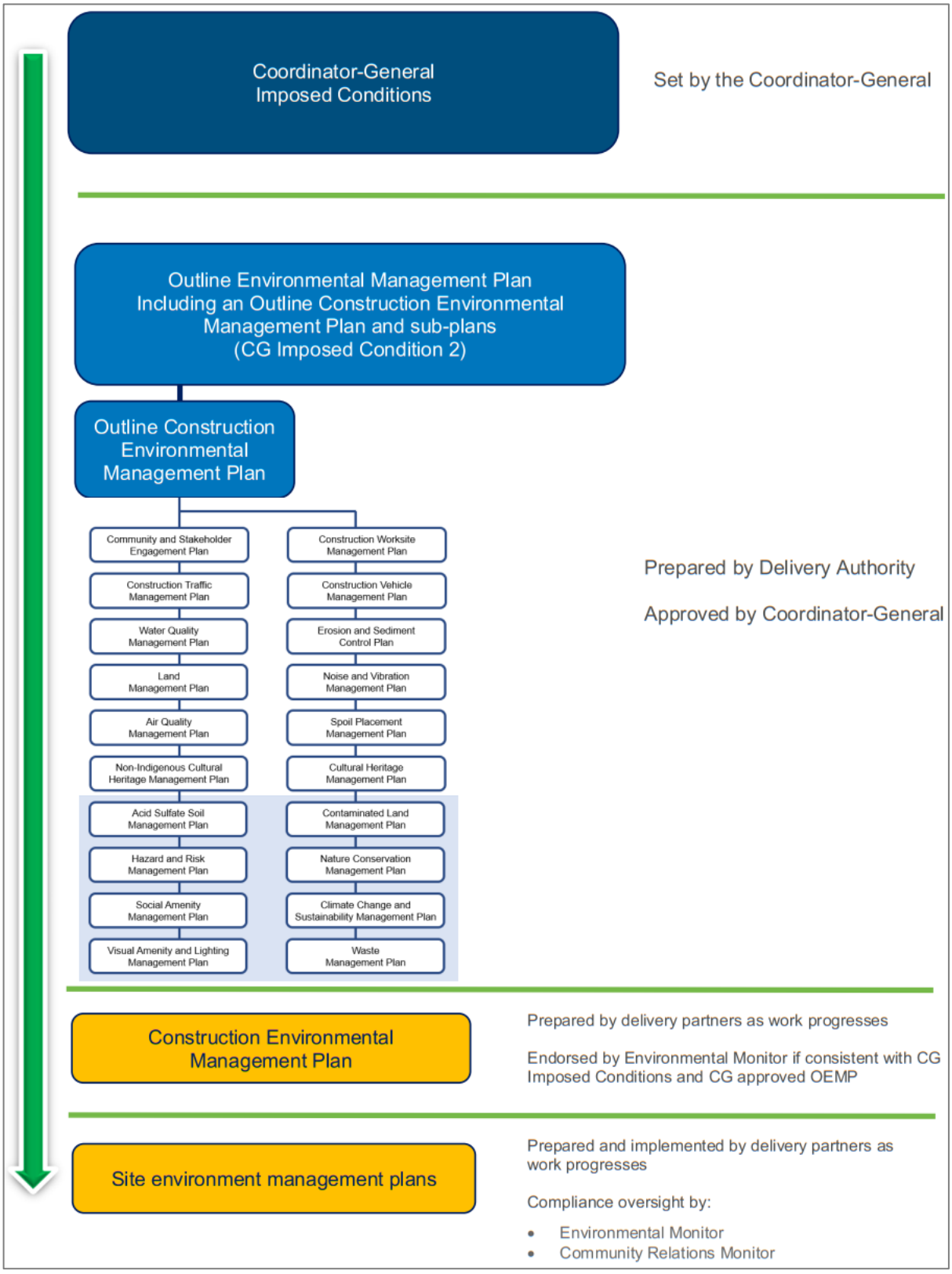

Figure 4 Coordinator-General Imposed Conditions Environmental Management Framework

2.2 Relationship to Environmental Management Framework

The Roma Street station pedestrian connection optimisation works will be undertaken subject to compliance with the Tunnel, Stations and Development (TSD) CEMP that has been endorsed by the Environmental Monitor and that must be consistent with the OEMP under the EMF, including demonstration of how the environmental outcomes are achieved.

3. Amendment to drawings

Table 3 provides the proposed amendments to drawings in Volume 2:

CRRDA Drawing Number	Revision	Title	RfPC-14 Changes	Drawing Changes
General Arrangement Drawings				
CRR-003-AL-GA-217	H	General Arrangement – Sheet 17	Yes	Reconfiguration and update of Herschel Street closure. Removal of Herschel Street extension to Parkland Boulevard. Removal of the INB underground design.
Station Drawings				
CRR-0003-ROM-GA-101	G	Roma Street Station Site Plan	Yes	Reconfiguration and update of Herschel Street closure. Removal of Herschel Street extension to Parkland Boulevard. Removal of the INB underground design
CRR-0003-ROM-GA-102	F	Roma Street Station Platform Plan		
CRR-0003-ROM-GA-103	F	Roma Street Station Sections		

Table 3 Proposed amendments to drawings in Volume 2

4. Proposed Change to the CRR Project – Herschel Street Pocket Park

4.1 Overview of Proposed Change

SDPWO Act requirement	Overview
Proposed change	Proposed Change to the Project Works at Roma Street station consists of: Herschel Street • Closure of Herschel Street to vehicles between George and Roma streets. • Conversion of this area to a shared pedestrian and cyclist access, as well as associated urban design to facilitate an updated pedestrian crossing across Roma Street to the new station precinct. • Enhanced landscaping and relocation of current artwork. • Improved accessibility access for George Street pedestrians to Roma Street station precinct. • Change of Herschel Street traffic arrangements for north-east bound traffic for left turn only onto George Street. • Improved road surfaces. Makerston Street • Updates to the signalised intersection of Makerston and Roma Street through the addition of a right-turn from Makerston Street onto Roma Street so that vehicles can head east-bound on Roma Street (instead of a right turn from Herschel Street). • Reconfigured Kiss 'n' Ride, rideshare and taxi stopping bays for access to the station. Roma Street • Altered pedestrian crossing location and configuration from the Courts Precinct area across to Roma Street to facilitate more effective pedestrian and traffic movement. • Updated bus and cycle lane configuration adjacent to portion of Herschel Street being closed. • Improved road surfaces. George Street • Alteration of the intersection with Herschel Street that both lanes heading north-east bound can only turn left onto George Street. • Removal of right turn ability onto Herschel Street. • Updated bus and cycle lane configuration. • Improved road surfaces. Inner Northern Busway and Parkland Boulevard • Maintain Inner Norther Busway and Parkland Boulevard alignment and intersection with Roma Street in its current configuration. • No relocation of the Inner Norther Busway underground at the new Roma Street Station. Detail of the Proposed Change is set out in section 4.2 below.
Reason	Further information is set out at section 4.3 below.
Effect	The project has completed assessment of proposed works and their potential impacts across applicable environmental aspects. The key aspects of concerns identified, include traffic and transport,

SDPWO Act requirement	Overview
	noise and vibration and air quality. A summary assessment of these potential impacts is presented within Section 4 of this report. More detail is provided within Volume 3 – Technical Reports. These assessments have identified and confirmed that the effects and impacts of this change are no worse than what has been previously assessed and approved as part of Cross River Rail. In some cases, such as operational traffic impacts, marginal improvements are gained by implementing this change. Subsequently, apart from a change to Imposed Condition 1 (General Conditions), there are no other proposed changes to the Imposed Conditions being requested as part of this RfPC. This change requests and amendment to Imposed Condition 1 (General Conditions). This is to include reference to a revised set of project documentation incorporating the Proposed Changes and removing references to scope removed from the Project. These are described further in Section 4.4 below.
Mitigation	The mitigation measures or this Proposed Changes are consistent with the existing EMF and are set out at 4.4 below.

Table 4 Overview of proposed change

4.2 Description of the Proposed Change

The Proposed Change to the Project Works at Roma Street station consists of:

- Closing Herschel Street to vehicles between George and Roma Streets and increasing the area available to support the safe and efficient movement of pedestrians and active transport users.
- Adjusting Roma Street/Herchel Street/George Street signalised intersections, footpaths, cycle infrastructure and urban design to accommodate the new pedestrian and traffic arrangements.
- Adjusting road pavement treatments and signals on Makerston Street to add a right turn (east-bound) onto Roma Street, to compensate for the loss of the right turn facility from Herschel Street.
- Removing the proposal to underground the Roma Street section of the INB from the scope of the Project, which also results in retaining the existing Parkland Boulevard / Roma Street intersection alignment.

4.3 Reason for the Proposed Change

Further design work has been carried out since 2019 to optimise the Roma Street station pedestrian connection and associated vehicle movement arrangements for Roma Street.

The design solution that is being evaluated in this RfPC, focuses on the closure of Herschel Street to vehicles between George and Roma Streets. The design solution is based on:

- Closing Herschel Street to vehicles between George and Roma Streets and installing pedestrian, active transport and landscaping arrangements to support a safe, effective and efficient movement of passengers from the adjoining Supreme and Magistrate Courts and George Street precincts across Roma Street to the station precinct.
- Optimising the vehicle traffic movements along Roma Street, inclusive of adjustments to Makerston Street to provide a right-turn facility for east-bound vehicles on Roma Street (which replaces the right-turn function that will be removed from Herschel Street).

- Only closing the area of Herschel Street between George and Roma Streets to vehicular traffic and retaining the underlying tenure of the area, which is currently designated as 'road', to preserve the Queensland Government and Brisbane City Council's ability to amend vehicle and pedestrian movement arrangements within the Roma Street precinct over time as development within the Roma Street Priority Development Area and planning for the proposed Brisbane Arena progresses.

The design solution is consistent with the finalised July 2021 Roma Street Cross River Rail Priority Development Area development scheme which incorporates the closure of Herschel Street between Roma Street and George Street, and the extension of the pedestrian area.

The proposed change also includes removing from the Project description, references to the relocation and undergrounding of the Roma Street section of the INB, as the relocation of the INB is to be removed from the scope of the Project.

In August 2021, the Queensland Government announced its decision to retain the INB at Roma Street on its current alignment and configuration, with no changes from its existing location and configuration. The proposed changes to the Project description are reflective of this decision.

As a result of this decision there will be no requirement to reconfigure the intersection of Parkland Boulevard and Roma Street. Accordingly, this reconfiguration will also be removed from the description of the Project.

4.4 Technical Areas

A summary assessment of main aspects and effects of the Proposed Change is presented below. A risk review was undertaken across all environmental aspects, and it was identified that as these works are within existing assessed footprints and disturbance areas, they are not creating any additional risk for other aspects (e.g. Non-Indigenous Heritage Management). Therefore, they can be managed in accordance with the existing requirements.

Aspect	Phase	Summary of Proposed Change	Consistent with current evaluated project	Key Applicable Imposed Condition	Outline Environmental Management Plan Commitment
Traffic and Transport	Construction	Works, equipment, method and type of construction activities consistent with the impacts that have been presented in RfPC-1, 3 and 4.	YES	Appendix 1, Part A, Condition 14.	Appendix H- Construction Traffic Management Plan, particularly Section 2.1, 3.1, 3.2, 3.3, 3.4, 4.1, 4.2 & 5.4.
Noise and Vibration			YES	Appendix 1, Part A, Condition 10, Table 1, 11, and 12.	Appendix Q- Noise and Vibration Management Plan, particularly Section 2.1, 3.1, 3.2, 3.3, 4,1, 4.2.1, 4.2.2, 4.2.12 & 5.4
Air Quality			YES	Appendix 1, Part A, Condition 13	Appendix E -Air Quality Management Plan, particularly Section 2.1, 3.1, 3.2, 3.3, 3.4, 4.1, 4.2 & 5.4.
Traffic and Transport	Operation	Development of Herschel Street Pocket Park with updated pedestrian connection solution. Removal of the proposed relocation of the Inner Northern Busway underground from the scope of the Project. Removal of the Roma Street/ Parkland Boulevard intersection reconfiguration.	NO[1]	Schedule 1, Environmental Design Requirements Condition 1.	N/A
Pedestrian			NO[1]	Schedule 1, Environmental Design Requirements Condition 1.	

[1] These have not been assessed previously as part of the current Cross River Rail Project. However, they are consistent with the Roma Street Cross River Rail Priority Development Area scheme that came into effect on 30 July 2021.

4.4.1 Traffic and Transport

4.4.1.1 Evaluated Project – Construction Traffic and Transport

In Appendix 1, Part A. Imposed Conditions (General), Condition 14 of the Project-wide Imposed Conditions for the Project, in relation to construction phase Traffic and Transport, provides that:

a) *Project construction traffic must be managed to avoid or minimise adverse impacts on road safety and traffic flow, public transport, freight rail movements, pedestrian and cyclist safety, and property access.*

b) *During construction workforce car parking must be provided and managed to avoid workforce parking on local streets.*

c) *Access for emergency services to project worksites and adjoining properties must be maintained throughout the construction phase.*

d) *Practicable access is maintained to adjacent properties throughout the construction phase.*

e) *Heavy construction vehicles use only designated routes for spoil haulage and deliveries of major plant, equipment and materials, in accordance with the Construction Environmental Management Plan. The designated haulage routes for each worksite must follow major or arterial roads to the extent practicable and be developed in consultation with the Department of Transport and Main Roads and the Brisbane City Council in preparation of the Construction Environmental Management Plan.*

f) *The Construction Traffic Management Plan must be supported by a road safety assessment for the spoil haulage route.*

g) *Construction traffic must operate within the requirements of a construction traffic management sub-plan (Construction Traffic Management Plan) incorporated within the Construction Environmental Management Plan.*

h) *The Construction Traffic Management Plan must include:*

   i. *the proposed access to worksites, with local or minor roads only used where unavoidable to access a project worksite;*

   ii. *a process for advance notice to Directly Affected Persons and local communities within the vicinity of the spoil haulage routes and worksite accesses;*

   iii. *local traffic management measures developed in consultation with Brisbane City Council for key intersections:*

      A. *in Bowen Hills including Bowen Bridge Road, College Road and O'Connell Terrace;*

      B. *in the CBD including Albert Street, Charlotte Street, Elizabeth Street and Roma Street;*

      C. *at Woolloongabba including Leopard Street, Stanley Street, Vulture Street and Main Street;*

      D. *at Dutton Park including Annerley Road, Peter Doherty Street, Joe Baker Street and Boggo Road, as well as Kent Street, Cornwall Street and Ipswich Road;*

      E. *in the area of the Fairfield to Salisbury stations and Clapham Yard works.*

   iv. *specific traffic management measures developed in consultation with other key stakeholders, including:*

      A. *the department administering the Economic Development Act 2012 with regards traffic management in the Queens Wharf Brisbane priority development area;*

      B. *Queensland Rail about maintaining access to railway stations; and*

C. *the department administering the Transport Infrastructure Act 1994 and the Brisbane City Council about maintaining operations for bus services along streets affected by the Project Works.*

i) *Project Works must be designed, planned and implemented to maintain acceptable footpath and cycle paths in areas adjacent to project worksites in terms of capacity, legibility and pavement condition. The proponent must consult with the Brisbane City Council and Queensland Rail about changes in pedestrian and cycle paths required to facilitate Project Works.*

4.4.1.2 Effect of the Proposed Change –Traffic and Transport

The proposed construction traffic and transport requirements to build the aspects of the change as proposed in this Request for Project Change include four aspects:

- Closure of a short (approx. 30m) two-way section of Herschel Street between George Street and Roma Street to use by vehicles;
- Construction of a pedestrian and shared pathway/pocket park in the location of Herschel Street;
- Removal of the proposed relocation of the INB underground and realign Parkland Boulevard from the description of the Project; and
- Minor alterations to the existing traffic configuration and turning lanes and kerbside allocations on Makerston Street.

4.4.1.3 Methodology

The methodology used for the Traffic and Transport analysis included:

- reviewing the approved project scope as described in the Evaluated Project;
- identifying if the works present any new or inconsistent impacts against those already presented and approved as part of the approved project;
- reviewing the current approved Construction Traffic Management Plan (CTMP) Cross River Rail Project – Tunnel, Stations and Development Package (TSD) (Rev 0, 2020) and Construction Vehicle Management Plan (CVMP) Cross River Rail Project – Tunnel, Stations and Development Package (TSD) (Rev 0, 2020) developed to comply with Imposed Condition 14 that relate to these works; and
- reviewing the current proposed construction program for these works, including appropriate traffic impact assessments of any changes to intersection, traffic movement/s and volumes, pedestrian and cyclist movement and available functionality.

4.4.1.4 Construction Impacts

Current staging proposed for the Herschel Street Pocket Park construction can be split into the following three (3) main phases:

- Phase 1 – Site establishment
  - Installation of hoarding
  - Installation of ramps
  - Removal of garden bed to widen footpath
- Phase 2 – Construction
  - Construction site access gate for light vehicles
  - Construction site hoarded off with a combination of solid and temporary fencing
  - Sub surface services
  - Earthworks
- Phase 3 – Construction Completion
  - Footpath resurfacing (night)
  - Construction site (hoarded off)
  - Hard and soft landscaping
  - Fit off and finishes

Similar activities with the same construction impacts for Roadworks in the vicinity of the Herschel Street Pocket Park were assessed previously in RfPC-4. The following activities were associated with RfPC-4:

> "*Roadworks will be required in Herschel Street, Makerston Street and Roma Street to improve footpaths and pedestrian mobility while construction works are underway. Changes to vehicles and pedestrian movements can be incorporated while maintaining an acceptable level of service.* "

Additionally, RfPC-3 assessed the "*demolition of Hotel Jen and the BTC (East Tower), including the pedestrian bridge over Roma Street that links to the BTC*" (Section 3.2 of Cross River Rail – Request for Project Change 3 – Roma Street Demolition Works).

These works, as described in Section 3.2 *Cross River Rail – Request for Project Change 3 – Roma Street Demolition Works* that are in the same locations, consistent with this RfPC, such as:

- *Removal of infrastructure, i.e., seating, foot paths, fencing, rail buffer stop and garden edges;*
- *Earthworks Installation of stormwater controls;*
- *Works associated with public utility plant including disconnection, diversion and protection of assets;*
- *Construction of hard stand, fencing and hoarding;*
- *Installation of site hoardings at or near the back of footpaths allowing pedestrian and cyclist access to be maintained along frontage footpaths;*
- *Site set up including traffic, access and environmental controls;*
- *Upgrading of at grade pedestrian crossing at Roma Street station entrance; and*
- *Removal of pedestrian bridge from George Street to the BTC;*

As these works considered the demolition of not only the pedestrian bridge over Roma Street that links to the BTC but the demolition of Hotel Jen and the BTC (East Tower) itself construction traffic impacts (Section 4.8 *Cross River Rail – Request for Project Change 3 – Roma Street Demolition Works)* far greater than the works proposed in this RfPC.

These works will be planned and constructed in a manner that facilitates appropriate ongoing pedestrian and cyclist connectivity throughout construction. Further detailed information is presented in Attachment A to Volume-3 Technical Reports.

Importantly, this RfPC also removes the significant construction traffic impacts, in relation to both vehicle volumes and alteration to existing traffic configurations, that would have been required for the construction of the INB underground and the works to realign Parkland Boulevard and extend Herschel Street as per RfPC-4.

Therefore overall, this RfPC is not proposing any new or different construction traffic movements and volumes different to what has already been considered and assessed as part of the project changes to existing approved construction traffic impacts.

Additional detail is contained within Attachment A of Volume 3 – Technical Reports.

For the management of construction traffic for the Herschel Street Pocket Park construction, as per existing normal construction planning processes, engagement and approval from Brisbane City Council to finalise the solutions for the:

- safe operation of the signals at the George Street / Herschel Street intersection and safe movement of pedestrians, cyclists (including PMD / e-wheeling users);
- safe access / movement at the entry to the shared path from Roma Street for people walking, riding and using PMD/e-wheeling; and
- safe operation/movement of buses at the George Street / Herschel Street intersection and along Roma Street.

Mitigation Measures – Construction Phase

Recommended mitigation measures for changed traffic impacts are consistent with the Evaluated Project requirements as documented in the existing EMF. As such, the OEMP and TSD CEMP is not required to be updated.

Only amendments will be required to the site-specific Construction Traffic Management Plan including to adjust the description to reflect these RfPC-14 updates.

Updates to the site-specific Construction Traffic Management Plan will be required to consider and incorporate agreed solutions relating to the agreed and finalised solutions for the:

- safe operation of the signals at the George Street / Herschel Street intersection and safe movement of pedestrians, cyclists (including PMD / e-wheeling users);
- safe access / movement at the entry to the shared path from Roma Street for people walking, riding and using PMD/e-wheeling; and
- safe operation/movement of buses at the George Street / Herschel Street intersection and along Roma Street.

This will include any relevant Traffic Guidance Schemes (TGS's) that are developed and approved as part of the works.

4.4.1.5 Operational Impacts

Overall Layout

The detailed design plans for the Roma Street station precinct are shown Volume-3 Technical Reports Attachment B. This includes information and review of the Project applicable aspects of the station design and associated Traffic Impact Assessment (TIA) (Volume -3 – Technical Reports Attachment A).

The proposed infrastructure assessment is summarised below. The new and updated infrastructure is not forecast to have any additional adverse impacts on other car parks, bus stops/bus bays, or drop off facilities in the area, other than the described changes.

Pedestrian Facilities

Pedestrian volumes for the AM and PM peak hour have been modelled and assessed. This includes the pedestrian crossings of a scramble crossing at Makerston Street / Roma Street intersection and a single wide pedestrian crossing linking Roma Street station precinct to the proposed pocket park on the eastern side of the George Street/Roma Street intersection.

A Pedestrian Modelling Report which documents the pedestrian modelling performance results for all Cross River Rail (CRR) stations is summarised in Volume 3 – Attachment B. A review was undertaken on the assessment of Roma Street station to understand the operational performance of the crossing and footpath widths between Roma Street station and the proposed pocket park (i.e., George Street/Roma Street pedestrian crossing).

A station precinct and entrances assessment has been undertaken using expected pedestrian volumes (CRR Background) for 2036 AM and PM peak periods, to determine the minimum walkway widths on the surrounding footpaths and crossings leading to and from Roma Street station. In relation to the connection to the pocket park it was reported that a 7m wide crossing would be required east of the plaza and 4m wide footpaths on George Street.

Further a review of the Project Urban Design and Landscape Report, which is summarised in Volume 3- Attachment B, for the site found that for major events, a width of 7m is to be provided for the pedestrian crossing and 4m for George Street. This aligns with the requirements identified within the Pedestrian Modelling Report for 2036 AM and PM normal operation.

The Project Urban Design and Landscape Report and plans have been reviewed and consulted with various stakeholders (including Brisbane City Council and TMR) and subject matter experts. The designs have included the documented width requirements (i.e., 4m path and 7m crossing width). As such, the proposed pocket park layout and sizing for the primary footpaths and crossings to/from the

pocket park are consistent with pedestrian movement requirements documented within the modelling reports.

Cycling Facilities

As outlined in Volume 3- Attachment B cycling connectivity is proposed to be retained between Herschel Street and Roma Street via a new shared use path through the pocket park. Access to the shared path is as follows:

- From Roma Street, via a short new section of two-way cycle track, for people riding from Roma Street Parklands with bicycle ramps for access to / from Roma Street.
- From Herschel Street, via on-road cycle lanes across the George Street / Herschel Street intersection with bicycle ramps for access to / from George Street and the Copenhagen bicycle facility (towards Tank Street/Turbot Street).

This approach maintains appropriate cycling connectivity through this area.

Drop Off Facilities

These facilities will be provided / accommodated along Makerston Street.

Given the demand for Drop Off Facilities is expected to be low, this change, and subsequent change in route for vehicles accessing these facilities, is not expected to materially impact the results and conclusions drawn in previous traffic impact assessments for the evaluated project. Although it is anticipated that access to these facilities may result in additional turning movements in the precinct.

Commercial Vehicle Facilities

As per the Drop Off Facilities, Commercial Vehicle Facilities will be provided / accommodated along Makerston Street. Given the demand for these facilities is expected to be low this change, and subsequent change in route for vehicles accessing these facilities, is not expected to materially impact the results and conclusions drawn in previous traffic impact assessments for the evaluated project.

Eastbound Roma Street Movements

The proposed closure of the short section of Herchel Street removes the ability to travel eastbound along Roma Street for vehicles travelling from George Street, or North Quay via Herschel Street. Changes proposed to the Makerston Street / Roma Street intersection as part of the project works, enable access Roma Street eastbound. This change is documented within the TIA and included as part of the assessment of intersection performance.

Alternative routes to utilising Makerston Street for vehicles wishing to travel eastbound along Roma Street, or that would have utilised Herchel Street for outbound CBD movements, have been identified at a high level. Some examples have been shown in the appendix for reference with regards to access to the immediate CRR PDA precinct and include consideration of travel via:

- Eastbound – North Quay via Coronation Drive / William Jolly Bridge
- Eastbound – North quay via Turbot Street
- Westbound – Riverside Expressway – Turbot Street – Parkland Boulevard
- Westbound – Riverside Expressway – Turbot Street – Albert Street.

Vehicle Movement Intersection Analysis

Appropriate modelling for traffic and intersection performance has been undertaken and detailed results presented in Volume 3. The “with CRR” modelling was undertaken with a road network that reflected this RfPC.

This assessment reported intersection operations in terms of Level of Service (LOS), which is assessed based on a range of A to F categories in accordance with Austroads Guide to Traffic Management Part 3. Each of the six LOS categories represents a range of operating conditions and the driver’s perception of those conditions.

The results of this modelling highlight that in the opening year (2023, which is equivalent of 2026):

- The Roma Street / Makerston Street, Roma Street / George Street and North Quay / Makerston Street intersections are expected to operate at a Level of Service (LOS) consistent with, or at times better than the 'without CRR' scenario. This equates to a LOS B or better in both the AM and PM peak periods.
- The North Quay / Herschel Street intersection is expected to operate at a LOS consistent with, or at times better than the 'without CRR' scenario. This equates to a LOS A in both the AM and PM peak periods.
- The George Street / Herschel Street intersection is expected to operate at a LOS consistent with, or at times better than the 'without CRR' scenario. This equates to a LOS C in the AM peak period and LOS D in the PM peak period, with queuing improved in the PM peak from the "without CRR" scenario.

The results of this modelling highlight that in the future year (2031, which is equivalent of 2036):

- The Roma Street / Makerston Street and North Quay / Makerston Street intersections are expected to operate at a LOS consistent with, or at times better than the 'without CRR' scenario. This equates to a LOS B or better in both the AM and PM peak periods.
- The Roma Street / George Street and North Quay / Herschel Street intersections are expected to operate at a LOS consistent with, or at times better than the 'without CRR' scenario. This equates to a LOS A in both the AM and PM peak periods.
- The George Street / Herschel Street intersection is expected to operate at a LOS C in the AM peak period and LOS E in the PM peak period, with queuing improved in the PM peak from the "without CRR" scenario. While the intersection operations are considered to be failing, operations are improved against the "without CRR" scenario and the Roma Street station precinct falls within the "highly constrained" area of Brisbane and therefore some relaxation to the LOS targets apply. This change is still an improvement on what would be encountered with a 'without CRR" scenario.

The results of the intersection analysis indicate that the Roma Street station precinct is expected to operate satisfactorily with the closure of Herschel Street between George Street and Roma Street, to enable the pocket park as part of this change. Noting also that the precinct falls within the "highly constrained" area of Brisbane and therefore some relaxation to the LOS targets apply.

4.4.1.6 Mitigation Measures – Traffic and Transport

Operational Phase

As outlined above, the alterations to the operational aspects of the Cross River Rail project as a result of this RfPC are consistent with or no worse than what has previously been assessed as part of the project. As such, no further assessment of operational impacts is required and therefore no changes to the existing Imposed Conditions

4.4.1.7 Evaluation against current Environmental Management Framework

EMF Element	Change required (Y/N)	Description of Change
Imposed Conditions	N	N/A
OCEMP sub-plan	N	N/A
CEMP	N	N/A

4.4.2 Noise and Vibration

4.4.2.1 Evaluated Project – Construction Noise and Vibration

Condition 11 of the Project-wide Imposed Conditions for the Project, in relation to Noise, provides that:

a) *Project Works must aim to achieve the project noise goals for human health and wellbeing presented in Table 5 at a Sensitive Place.*

Table 5 Imposed Conditions - Noise goals (internal) for Project Works

	Monday - Saturday 6.30am - 6.30pm	***Monday - Friday 6.30pm - 10.00pm (Gabba, CBD only)***	***Monday - Saturday 6.30pm - 6.30am Sundays, Public Holidays***	***For Blasting Monday - Saturday 7.30am - 4.30pm only***
Continuous ($LA_{eq\ adj}$) (1hr)	*AS 2107 Maximum design level*	*40 dBA $LA_{eq\ adj\ (1hr)}$*	*35 dBA $LA_{eq\ adj\ (1hr)}$*	
Intermittent ($LA_{10\ adj}$) (15min)	*AS 2107 Maximum design level + 10dBA*	*50 dBA $LA_{10,\ adj}$*	*42 dBA $LA_{10\ adj}$*	*130 dB Linear Peak*

Notes:

1. All goals are internal noise levels for human health and well-being outcomes.

2. Where internal noise levels are unable to be measured or monitored, the typical noise reductions presented in the relevant State guideline, such as the Guideline Planning for Noise Control, Ecoaccess, DEHP, January 2017 (currently under review).

3. Adjustments (adj) will be applied as outlined in the Department of Environment and Science Noise Measurement Manual Version 4 August 2013.

b) *During construction monitor and report on noise and vibration in accordance with the Noise and Vibration Management Plan, a sub-plan of the Construction Environmental Management Plan.*

c) *Project Works predicted to or monitored as generating noise levels more than 20dBA (LA 10 adj (15 min)) above the relevant goal in Table 5. are authorised to occur in a locality only:*

   i. *when advance notification and consultation has been undertaken with Directly Affected Persons or potentially Directly Affected Persons about the particular predicted impacts and the approach to mitigation of such impacts;*
   ii. *where mitigation measures addressing the particular predicted or measured impacts have been developed on a 'case by case' basis in consultation with Directly Affected Persons;*
   iii. *where the mitigation measures are incorporated in a mitigation register and implemented prior to undertaking the Project Works;*
   iv. *between the hours 7:00am to 6:00pm Monday to Friday, with a respite period between 12:00noon and 2:00pm each day with the respite only applying where generating noise levels more than 20dBA LA10 adj (15 min) at a Sensitive Place that is occupied;*

d) *Condition 11(c)(iv) does not apply to Extended Hours Works.*

e) *Project Works must aim to achieve the construction vibration goals in Table 6.*

Table 6 The construction vibration goals

Receiver type	Cosmetic damage			Human comfort (mm/s PPV)		Sensitive building contents (pp/s PPV)
	Continuous vibration (mm/s PPV)	***Transient vibration (mm/s PPV)***	***Blasting vibration (mm/s PPV)***	***Day***	***Night***	
Residential	According to BS7385 reduced by 50%[4]	According to BS7385	50[1]	According to AS2670	0.5[2]	-
Commercial	According to BS7385 reduced by 50%[4]	According to BS7385	50	According to AS2670	-	0.5[3]
Heritage structures	2	-	10	-	-	-

Notes:

1. All residential receivers in the vicinity of the Project blasting sites are regarded as reinforced or framed structures (i.e., BS7385)

2. Residential sleep disturbance

3. Equipment specific vibration criteria are required for highly sensitive equipment (i.e., electron microscopes, MRI systems or similar), as part of future site-specific detailed investigations

4. If resonance is present, or if investigation to detect resonance were not able to be undertaken due to a lack of access

(f) Where vibration protection criteria are available for sensitive building contents, predictive modelling must take into account the manufacturer's specifications for tolerance to vibration. To the extent reasonable and practicable, those specifications apply in lieu of the construction vibration goals in Table 6. Where predictive modelling indicates the specified criteria would not be achieved by the Project Works, such works may proceed only in accordance with specific mitigation measures agreed with the potentially Directly Affected Persons.

(g) Project Works predicted to or monitored as generating vibration levels more than 2mm/s for continuous vibration and 10mm/s for transient vibration may occur only:

a. between the hours 7:00am to 6:00pm Monday to Friday, with a respite period between 12:00noon and 2:00pm each day with the respite only applying where generating vibration levels more than those levels nominated in Table 6 (Human Comfort) at a Sensitive Place that is occupied; or
b. in accordance with the mitigation measures developed in consultation with and agreed by Directly Affected Persons that are incorporated in the Mitigation Register.

4.4.2.2 Effect of the Proposed Change – Noise and Vibration

A Noise and Vibration Technical Report has been prepared to assess the impact of the Proposed Change and is included in Volume-3 of this RfPC.

The major components of the Roma Street Station Pocket Park works relating to Noise and Vibration, including the Proposed Changes, are:

- Removal of hard (road and pavement) surface at the Herschel Street connection between George Street and Roma Street to form a pocket park. The proposed demolition is adjacent to

the Supreme Court and is identified for removal to make way for the proposed landscaped pedestrian space bordered by these streets.

- Revised alignment of the INB through the Roma Street Station precinct from underground to surface level operation (no physical work – reduction of impact from the previously Evaluated Project).
- Maintaining the existing alignment of Parklands Boulevard rather than constructing on a modified alignment (no physical work – reduction of impact from previously Evaluated Project).

4.4.2.3 Noise and Vibration Methodology

A review of the original EIS and previously approved RfPCs for CRR was conducted to assess the proposed changes at Roma Street station outlined in RfPC-14. This documentation of previously approved construction and operation for CRR was obtained from publicly available sources on the Queensland Government (State Development and Infrastructure) website.

The technical note compared all major noise and vibration generating activities proposed under RfPC-14 and identified if an equivalent or greater impact had been previously assessed (and approved) through prior assessments, namely RfPCs-1–4 and the original EIS.

4.4.2.4 Construction Impacts

Closure of Herschel Street and Construction of New Pocket Park (Noise)

The proposed closure of Herschel Street north of George Street under RfPC-14 involves demolition of the existing road surface and remediation of the surface into landscaped pocket park.

RfPC-1 included closure of this section of Herschel Street to improve pedestrianised access to the station, which was considered similar to the proposed works under RfPC-14 requiring removal and re-purposing of hard surfaces.

RfPC-3 included demolition of the former pedestrian footbridge which connected the old BTC to George Street, removal of this footbridge included demolition and reinstatement in the same area as the proposed pocket park under RfPC-14. This was assessed in RfPC-3 as part of the demolition of Hotel Jen and BTC (East Tower) in the noise and vibration assessment with a total sound power level of 121 dB considered for modelling purposes. It was assessed that machinery used for demolition and construction of the new pocket park for RfPC-14 would be no greater than the demolition works proposed in RfPC-3 given that the high noise and vibration activities of breaking out the current hard surfaces were found to be applicable to both.

Figure 5 below shows the extent of construction works proposed under RfPC-3. Of note, the proximity of the demolition area (shown in red outline) to the Supreme Court identifies that intensive construction works approved under RfPC-3 were assessed as occurring at least as close to the Supreme Court as the construction works for the proposed pocket park in RfPC-14.

While the extent of construction area under RfPC-14 does move closer to the Abbey and Meriton Apartments than assessed by previous RfPCs, the construction is indicated to only involve concreting, footpath resurfacing and rehabilitation of the indicated pocket park extents. Similar scenarios (Earthworks, Hardstand Construction, stockpile management, ground remediation and finishing works) have been previously assessed and approved under RfPC-3 and are predicted to be at least 2 – 11 dB quieter than the approved demolition activities. This is expected to offset the slight lateral movement towards these receivers such that no additional noise or vibration impacts would occur.

Figure 5 Proposed extent of construction – Orange/Blue/Northern Green section)

Construction traffic assessed for demolition of both the BTC and Hotel Jen (simultaneously) was less than approved construction movements from the 2011 EIS. While details on construction traffic movement were not finalised for the preparation of the technical note, the proposed works are minor, and it was expected that fewer vehicles will access the site than would be required to remove extensive spoil from demolition of the former BTC and Hotel Jen.

Based on the above, construction noise and vibration impacts from RfPC-14 were anticipated to be lower than has previously been assessed (and approved) and therefore no further assessment has been recommended or considered.

Closure of Herschel Street and Construction of New Pocket Park (Vibration)

Construction of the new pocket park is expected to involve surface preparation, demolition of the existing pavement, grading, and landscaping.

The noise and vibration report for RfPC-3 identified ground remediation as the only activity predicted to exceed human comfort goals from demolition of the BTC East Tower and Hotel Jen (at the Supreme Court, Bank of Queensland (Former) and Baby Clinic (Former)) and building damage goals at King George Chambers and Transcontinental Hotel.

These construction activities at Roma Street station have already been completed in accordance with the existing approved EMF, OEMP and CEMP documents and processes. As such, given that these impacts are likely to be less then what has already been completed to date, it is viewed as appropriate and sufficient that the project be required to continue to comply with existing requirements to manage these works.

Removal of INB (Underground Option) (Noise and Vibration)

New INB alignment

The RfPC-14 proposal to remove the previous proposal for a cut and cover earthworks process and proposed structure for a lowered busway is expected to improve upon previously predicted airborne noise levels from works required at Roma Street Station and the realignment of the INB identified in RfPC-4.

The revised surface construction is comparable to the design and construction required under RfPCs-1 through to 3 and construction noise and vibration impacts are considered comparable accordingly.

As such it was considered that the scenarios assessed in RfPCs-1 – 3 represent the construction noise and vibration impacts that would be associated with RfPC-14 proposal for the INB alignment,

and no further assessment would be required. These works are not changing from their existing configuration.

Accordingly, no further assessment is recommended.

4.4.2.5 Operational Impacts

Closure of Herschel Street and Construction of New Pocket Park (Noise and Vibration)

The closure of Herschel Street, north of George Street, has been assessed in the Traffic Impact Assessment Report (TIA Report) issued by the project contractor design consultants, with relevant exerts provided in Volume 3 – Attachment A, Appendix A.

The summary of the findings indicate that vehicles are expected *to "…utilise Makerston and George Street to access alternative routes"* in lieu of the Herschel Street connection. The TIA Report advises that the road network is assessed as being no worse off with the closure of Herschel Street. As such, operational traffic noise is expected to be no worse than the current traffic network layout.

As such, operational proposals under RfPC-14, which are consistent with previous traffic impact assessments presented under RfPC-1 and 4 do not degrade traffic arrangements from that which existed prior to the Project.

No further assessment is recommended.

Removal of the proposal to relocate the INB underground (Noise and Vibration)

Retention of existing INB alignment

The proposal in RfPC-14 removes from the scope of the Project a proposal to relocate the INB underground, with the INB to remain on its current alignment at surface level.

The existing INB alignment was considered in the 2011 EIS and RfPC1, where the INB was retained on its current surface level alignment.

RfPC-1 noted that there are minimal differences in predicted operational airborne noise and ground borne noise and vibration levels from that previously evaluated as part of the 2011 EIS.

As the INB is to remain on its current alignment and operation of the INB is not changed as part of the Project, no further assessment proposed for RfPC-14.

Retention of Parkland Boulevard on its current alignment (Construction and Operation)

As part of the decision to retain the INB on its current alignment, Parkland Boulevard is no longer impacted, with no realignment of the Parkland Boulevard connection with Roma Street and Herschel Street required.

As such, no further assessment is required.

Rideshare (Kiss 'n' Ride) facility (Construction and Operation)

RfPC-14 proposes the inclusion of a dedicated stopping bay area along Makerston Street to improve access to Roma Street station. Forecast traffic will not increase as a result of this facility and no significant construction activities, i.e., road widening, is required to accommodate parked vehicles. As such, no greater impact than previously assessed is anticipated, and no further assessment of noise and vibration impacts are required.

Lane marking changes (Construction and Operation)

To accommodate connections with public and active transport, there will be alteration to the existing bus stop configuration along Roma Street as has previously been evaluated and a dedicated signalled crossing and an active transport path to integrate with the proposed pocket park created.

Active transport does not materially contribute to noise and vibration impacts over that predicted by vehicles and as such does not warrant assessment.

Vehicles accelerating at this new pedestrian crossing would not materially change the noise levels from those previously approved given the relatively minor nature of realignment, but more importantly, the closure of Herschel Street between Roma Street and George Street to make way for the pocket park does not significantly alter the operation of Roma Street.

Accordingly, no further assessment is warranted for line marking changes proposed under RfPC-14.

Alternation to the bus stopping zone has not triggered an increase in predicted buses accessing Roma Street station in RfPC-14. Operational noise and vibration impacts from this lengthening is expected to similar to prior evaluations of the Project.

4.4.2.6 Mitigation Measures – Noise and Vibration

Construction Phase

The noise and vibration impacts as a result of the Proposed Changes align with the magnitude of the construction noise and vibration impacts assessed within the Evaluated Project for residential Sensitive Places.

Mitigation measures will be applied to manage the impacts of the Proposed Change as per the requirements of the current Coordinator-General's current Imposed Conditions, which include:

- Implementing specific mitigation measures consistent with current CEMP mitigation measures;
- conducting consultation with identified DAPs to provide information on the duration of works and level of noise impacts. This will occur in accordance with the Coordinator Generals Imposed Conditions, Appendix 1 Condition 9 and the current approved TSD Community Engagement Plan;
- monitoring of noise levels during high noise emission works to confirm noise impacts and the accuracy of the predicted noise levels to nearby Sensitive Places and adjust mitigation measures where relevant;
- additional noise and/or vibration monitoring in response to complaints;
- reviewing construction methodologies to assess if alternative equipment can be used (e.g. substituting a 13T excavator for a 6T excavator would theoretically achieve a 4dB(A) reduction for the same Project works within the same footprint); and
- where there is no alternative to undertaking construction works during Non-Standard Hours, noise intensive works planned to be scheduled where practicable during less disruptive periods of the Non-Standard Working Hours shift, such as in the early evening.

As the mitigation measures are consistent with the existing EMFand have been successfully implemented to date during construction of the Project, no changes are required to the Project OEMP, the CEMP nor the Imposed Conditions.

Operational Phase

As outlined above, the alterations to the operational aspects of the Cross River Rail project as a result of this RfPC are consistent with or no worse than what has previously been assessed as part of the project. As such, no further assessment of operational impacts is required and therefore no changes to the existing Imposed Conditions are recommended.

4.4.2.7 Evaluation against current Environmental Management Framework – Noise and Vibration

EMF Element	Change required (Y/N)	Description of Change
Imposed Conditions	N	N/A
OCEMP sub-plan	N	N/A
CEMP	N	N/A

4.4.3 Air Quality

4.4.3.1 Evaluated Project – Air Quality

The Imposed Conditions establish the air quality goals for construction. Imposed Condition 13 Air Quality provides that:

(a) Project Works must aim to achieve the goals in Table 7.

Table 7 Air quality criteria and goals

Criterion	Air quality indicator	Goal	Averaging Period
Human Health	Total Suspended Particulates (TSP)	90 µg/m^3	1 year
	Particulate matter (PM10)	50 µg/m^3	24 hours
		25 µg/m^3	1 year
Nuisance	TSP	80 µg/m^3	24 hours
	Deposited Dust	120 mg/m^2/day	30 days

Notes:

1. When monitored in accordance with the most recent version of AS3580.9.6 Determination of suspended particulate matter – PM10 high volume sampler with size-selective inlet – Gravimetric method. OR AS/NZS 3580.9.9: 2017 Methods for sampling and analysis of ambient air Determination of suspended particulate matter - PM10 low volume sampler - Gravimetric method.

2. When monitored in accordance with the most recent version of AS/NZS 3580.9.3:2003 Determination of suspended particulate matter - Total suspended particulate matter (TSP) - High volume sampler gravimetric method or (TSP) low volume sampler – Gravimetric method.

3. When monitored in accordance with the most recent version of AS3580.10.1 Methods for sampling and analysis of ambient air – Determination of particulate matter – Deposited matter – Gravimetric method

(b) *During construction monitor and report on air quality in accordance with the Air Quality Management Plan, a sub-plan of the Construction Environmental Management Plan.*

4.4.3.2 Effect of the Proposed Change – Air Quality

Air quality impacts as a result of the Proposed Changes are anticipated to be comparable with the impacts as described for the Evaluated Project. An Air Quality Technical Report has been undertaken and is provided in Volume 3 at Attachment E Technical Report: Air Quality. The following sections provide an overview on the change in impacts to air quality for the Proposed Change.

4.4.3.3 Air Quality Assessment Methodology

The methodology used for the assessment of air quality impacts associated with the Proposed Changes consisted of:

- An initial qualitative review to determine which changes would be likely to result in a material air quality impact.
- A comparison of the scale of works of the Proposed Changes with that assessed for the Evaluated Project.
- Consideration of changes to work locations potentially resulting in works being closer to sensitive receptors.

State legislation governing air quality was updated in 2019. The Environmental Protection (Air) Policy 2019 includes relevant air quality objectives, such as particulate matter. This update to legislation has not changed the relevant air quality objectives from that assessed for the Evaluated Project.

4.4.3.4 Construction Impacts

The Air Quality Technical Note found that minor removal works and construction at the Herschel Street site, such as resurfacing of the road and extending the landscaping of the park, has the potential to result in minor dust generation as well as some exhaust emissions associated with

construction traffic travelling to and from the site. Impacts are likely to be similar to those identified in the Evaluated Project, noting that this site is predicted to undertake significantly less dust generating activities than other construction sites associated with the Evaluated Project, and will be effectively managed by the implementation of standard dust management measures as per requirements of the existing Imposed Conditions, EMF and approved CEMP.

With regard to construction traffic, limited vehicle movements are anticipated, and onsite machinery would only be required for short periods of time. These impacts are insignificant compared to the construction traffic movements assessed for the Evaluated Project.

4.4.3.5 Operational Impacts

The Air Quality Technical Note found that the closure of Herschel Street is not anticipated to have an increase traffic volume on the local road network, therefore it is considered to have no significant effect on traffic related emissions and air quality.

4.4.3.6 Mitigation Measures – Air Quality

The Air Quality Technical Note found that the air quality impacts as a result of the Proposed Changes are consistent with the construction air quality impacts assessed for the Evaluated Project.

Dust management measures outlined in the Outline Environmental Management Plan (OEMP) Appendix E Air Quality Management Plan and TSD Air Quality Management Plan would be implemented during the construction phase at the site to manage dust generation and minimise dust spread. Not all measures are likely to be required given the size and scale of construction works for the site, but best practice should be implemented to minimise dust generation as far as practicable. According to the OEMP, dust monitoring would continue as is currently being reported upon within the required Monthly Environmental Reports.

While the predominant wind direction in Brisbane is south-westerly and receptors downwind (i.e., north-east of the site) are likely to be most impacted during construction, the nearest sensitive receptors are south-west and south-east of the site. Site specific dust deposition monitoring would continue as is currently being reported upon within the required Monthly Environmental Reports would be representative of impacts at nearby sensitive receptors. There is no requirement for any additional air quality monitoring to be installed to monitor construction
associated with the closure of Herschel Street.

As the mitigation measures are consistent with the existing EMF, no changes are required to the Project OEMP, the CEMP nor the Imposed Conditions.

4.4.3.7 Evaluation against current Environmental Management Framework

EMF Element	Change required (Y/N)	Description of Change
Imposed Conditions	N	N/A
OCEMP sub-plan	N	N/A
CEMP	N	N/A

5. Proposed Change to Imposed Condition 1 (General Conditions)

5.1 Overview of Proposed Change

SDPWO Act requirement	Overview
Proposed change	Changes to Condition 1 (General Conditions) to require the Project to be undertaken generally in accordance with the project documents, including the Proposed Changes, and to remove redundant references to scope that has been removed from the Project. The Proposed Change is set out below.
Reason	To update the Evaluated Project to reflect this RfPC.
Effect	The Project will be required to be carried out generally in accordance with the updated description of the Evaluated Project, including the Proposed Changes.
Mitigation	As set out in section 4.4 above.

5.2 Description of Proposed Change

The Proposed Change is to ensure that Condition 1 incorporates the Project Changes as proposed by this RfPC, so that the Project will be required to carried out generally in accordance with the updated description of the evaluated Project, to include the Proposed Changes for the Herschel Street Pocket Park element of the evaluated Project.

The Proposed Change is to Imposed Condition 1(a) as follows:

Condition 1. General conditions

a. *The project must be carried out generally in accordance with:*
   - ***i. the Cross River Rail request for Project Change dated April 2024;***
   - ***ii. the drawings provided at Volume 2, Cross River Rail Request for Project Change dated April 2024;***
   - *iii. the Cross River Rail request for Project Change dated April 2021, as amended by the Response to Submissions Report for the Cross River Rail Request for project Change dated June 2021;*
   - *iv. the drawings provided at Volume 2, Cross River Rail Request for Project Change dated April 2021;*
   - *v. the Cross River Rail Request for Project Change dated March 2021;*
   - *vi. the Cross River Rail Request for Project Change dated November 2020*
   - *vii. the Cross River Rail Request for Project Change dated August 2020*
   - *viii. the Cross River Rail Request for Project Change dated May 2020*
   - *ix. amendments to the Project identified in the Cross River Rail Request for Project Change dated June 2018;*
   - *x. amendments to the Project identified in the Cross River Rail Request for Project Change dated November 2018;*
   - *xi. the Cross River Rail Request for Project Change dated April 2019*

b. *The proponent must notify the Coordinator-General and all nominated entities in Schedule 2 in writing of the commencement of Project Works and the commencement of the commissioning and operational phases of each 'construction site' at least 20 business days prior to the relevant commencement date.*

5.3 Reason for Proposed Change

The reason for the Proposed Change to Imposed Condition 1 is to ensure that the Condition reflects the Evaluated Project, including the Proposed Changes.

5.4 Effect of the Proposed Change

The effect of the Proposed Change to Imposed Condition 1 is set out at section 4.4 above.

6. Conclusion

The Proposed Change to the Evaluated Project is proposed to ensure that the Roma Street station precinct elements of the Project, involving the proposed closure to vehicular traffic of Herschel Street between George and Roma Street, the retention of the INB on its current alignment. This results in the removal of the proposed relocation underground of the Roma Street section from the scope of the Project and associated retention of the Parkland Boulevard/Roma Street intersection on its current alignment, remains consistent with current Queensland Government's August 2020 decision and announcement related to the INB and the Roma Street Cross River Rail Priority Development Area scheme that came into effect on 30 July 2021.

The EMF established by the Coordinator-General's Imposed Conditions continues to be appropriate to manage the environmental effects of the CRR Project.

The Cross River Rail Delivery Authority, as the proponent for the CRR Project, requests that the Coordinator-General determines that the Project, including the Proposed Changes, proceed, subject to the Imposed Conditions and the changes to those Imposed Conditions set out in this RfPC.