

Our ref: D2019/36412

23 September 2019

Ms Toni Power
Coordinator-General
PO Box 15009
CITY EAST QLD 4002

Dear Ms Power

Application to the Coordinator-General for a change to a condition of the Cross River Rail Project – Request for Project Change 5

The Cross River Rail Delivery Authority (Delivery Authority), as proponent of the Cross River Rail project, applies to the Coordinator-General to assess a proposed change to a condition of the *Cross River Rail Project (CRR Project) Coordinator-General's change report – whole of projects refinements, June 2019*.

Description of the proposed change

The Delivery Authority requests that Imposed Condition 10: Hours of Work in Appendix 1, Part B of the Project wide Imposed Conditions - Cross River Rail project, as set out in the Coordinator-General's Change Report dated June 2019, be amended to accommodate rail possessions at Exhibition Railway Station and Mayne Railway Yard as Extended Work Hours.

Specifically, the amendment would be to update Condition 10, Table 1: Construction Hours as follows:

Table 1: Proposed amendment to Imposed Condition 10 - Table 1 Construction hours

Worksite	Surface works—standard hours	Extended work hours	Managed Work	Spoil haulage and materials/ equipment delivery
Exhibition Railway station	Monday to Saturday, 6.30am-6.30pm	For approved rail possession—80 hrs continuous work (Other extended work) 6:30pm - 10:00pm, Monday to Friday	24 hours, 7 days	Monday to Saturday: 6:30am - 6:30pm
Mayne Railway Yard	Monday to Saturday, 6.30am-6.30pm	For approved rail possession—80 hrs continuous work (Other extended work) 6:30pm - 10:00pm, Monday to Friday	24 hours, 7 days	24 hours, 7 days

Reason for requested change to condition

In order to complete works required for the CRR Project at both Exhibition Railway Station and Mayne Railway Yard, rail possessions will be required. Rail possessions can only be undertaken with the consent of Queensland Rail, and are programmed with a view to:

- minimising interruption to rail services; and
- providing sufficient time for works to be completed and the rail network to be safely reinstated for railway services.

To the extent possible, rail possessions for the CRR Project will be programmed to coincide with existing planned rail possessions, to minimise disruption to the rail network.

The Delivery Authority, through the Rail, Integrated and Systems (RIS) Alliance contractor, has recently received the schedule of proposed rail possessions from Queensland Rail. In order to undertake works within the railway corridor, extended hours work will be required to be undertaken at both Exhibition Railway Station and Mayne Railway Yard.

The proposed change to the condition is consistent with the permitted extended work hours for other rail possessions for the CRR Project across the Project corridor, as set out in the balance of Condition 10, Table 1: Construction hours.

Information about the change and its effects on the project

Noise and vibration impacts for both Exhibition Railway Station and Mayne Rail Yard have been assessed as part of the Environmental Impact Statement, as well as Request for Project Change 1 (RfPC-1) and RfPC-4. Further reviews of noise and vibration impacts from the proposed extended work hours at Exhibition Railway Station and Mayne Railway Yard has been undertaken by the Delivery Authority.

In respect of extended work hours at Exhibition Railway Station and Mayne Railway Yard, the Delivery Authority's reviews found that the Imposed Conditions do not only manage construction hours through Table 1. Other relevant conditions that operate to moderate construction hours include:

Imposed Condition 4(a) requires that a Construction Environmental Management Plan for relevant project work must be developed by the proponent and endorsed by the Environmental Monitor;

Imposed Condition 4(d) requires that the Construction Environmental Management Plan must be implemented for the duration of Relevant Project Work;

Imposed Condition 9 requires a community engagement plan as part of the Construction Environmental Management Plan, including a complaints management system;

Imposed Condition 11(a) that sets out the Noise Goals (internal) for Construction Works. Relevantly, Imposed Condition 11 requires that project works must aim to achieve the project noise goals for human health and well-being presented in Table 2 of the Coordinator-General's imposed conditions. Table 2 includes noise goals for the period '*Monday – Saturday, 6:30pm – 6:30am, Sundays and Public Holidays*';

Imposed Condition 11(c) limits the time periods for works that are predicted to or monitored as generating noise levels more than 20dBA (LA eq 10 min, adj) above the goals in Table 2;

Imposed Condition 11(d) sets out the construction vibration goals that Project Works must aim to achieve;

Imposed Condition 11(e) limits the time periods for works that are predicted to or monitored as generating vibration levels more than 2mm/s for continuous vibration and 10mm/s for transient vibration.
Impact Assessment.

For all construction, typical construction noise levels without noise attenuation, such as acoustic hoarding surrounding the site, have been predicted at the nearest noise sensitive receivers (at ground floor level) and are presented in **Table 2**.

Table 2: Predicted Noise Impacts

Work Site	Receiver Area	Noise Goals (Condition 11: Intermittent LA ₁₀ (15 min))	Maximum Noise Level (Condition 11(c) + 20 dBA)	Predicted Noise Level (dBA) (without attenuation)	Typical Noise Reduction based on Mitigation Measures (dBA)	Location Relative to Major Worksite (m)
Exhibition	A - Residential North-east	42	62	47 - 65	5-10	60
Exhibition	B – Residential North-west	42	62	46 – 60	5-10	220
Exhibition	C – Royal Brisbane & Women’s Hospital (RBWH)	42	62	59 - 61	5-10	300
Mayne Yard	Residence on Western side of Breakfast Creek (Gallway St)	42	62	48 – 62	5-10	170
Breakfast Creek Bridge	Residence on Grafton Street (Grafton St)	42	62	56 - 67	5-10	175
Mayne Yard North Stabling Yard	Residence on Western side of Breakfast Creek (Somerset St)	42	62	50 -65	5-10	230

The noise level identified in **Table 2** represent a maximum predicted level for the construction of the Exhibition Station and Mayne Railway Yard. The noise levels will be intermittent in nature and therefore a noise goal of 42 dB(A) has been used for comparison.

A maximum allowable noise level has been assessed, based on Condition 11(c), as 42 dBA + 20 dBA = 62 dBA. While noise attenuation has not been included in the noise model, an indicative reduction of 5 – 10 dB from mitigation measures would typically be feasible and therefore considered when assessing potential impacts.

Exhibition Station

For Exhibition Station, while the unmitigated maximum noise levels at Receiver Areas A, B and C exceeded the maximum noise level, the highest unmitigated exceedance is 3 dB(A).

It has been assessed that the Intermittent Noise Goal LA10adj noise level will be below the maximum allowable noise level of 62 dB(A) with typical construction mitigation measures in place, and an expected noise reduction of 5 to 10 dB(A) achieved. If all requirements as outlined in Imposed Condition 11(c) have been implemented, these works would be considered compliant with Imposed Condition 11. These maximum noise levels would also comply with the QR planning levels.

Predicted vibration levels at the nearest heritage-listed building within the RNA Showgrounds are below the cosmetic damage goal of 2 mm/s. Where vibration-intensive construction works are required to occur within 10 m of RNA Showground heritage structures, pre-construction condition surveys and monitoring during construction will be conducted.

Mayne Railway Yard

Mayne Yard is in a largely industrial/commercial area. There are sensitive receptors close to Mayne Yard in the form of commercial properties on Burrow Street and residential properties and community spaces between 170m and 230m to the west, in Windsor. The nearest residential properties are also separated from Mayne Yard by existing industrial properties.

Predicted unmitigated noise levels at the nearest residential receivers to the western side of Breakfast Creek are in the range 48-62 dB(A). The unmitigated maximum construction noise impact of 62 dB(A) is consistent with Condition 11 Table 2 of the Imposed Conditions.

Potential mitigation measures for demolition activities depend on the detailed planning of the activity as to which measures are feasible, but could include substitution of alternative demolition methods, use of silencers on major items of equipment, conducting works behind barriers/hoardings where possible as well as altering materials handling measures including the use of damped receptacles and avoiding the dropping of material from heights. With the inclusion of mitigation measure, these noise levels would be further reduced by 5 to 10 dB(A).

Public notice

Pursuant to s.35G of the *State Development and Public Works Organisation Act 1971*, the Coordinator-General must decide whether or not to require the proponent to publicly notify the proposed change.

It is submitted that public notification of the proposed change is not required, as:

- the proposed change is consistent with the timeframes for works in a rail corridor for the Cross River Rail project at other locations;
- the impact of the proposed change has previously been assessed through the environmental impact statement, RfPC-1 and RfPC-4, all of which were subject to public notification;
- the works and extended work hours are consistent with works undertaken by Queensland Rail as part of their normal network maintenance and augmentation process; and

- the works will be moderated by the balance of the Imposed Conditions, including the Construction Environmental Management Plan which is required to be endorsed by the Environmental Monitor and published on the Delivery Authority's website.

Further information

The first rail possessions for Exhibition Railway Station and Mayne Rail Yard are scheduled for 2 October 2019.

In order to allow these possessions to proceed, including preparatory work, it is requested that this Request for Project Change be evaluated at your earliest convenience.

The relevant application fee will be processed by the Delivery Authority on receipt of a tax invoice.

If you require further information, I encourage you to contact Mr Mike Mitchell, Director, Environment & Approvals on 0413 084 834 or by email at Mike.Mitchell@crrda.org.au.

Yours sincerely,



Graeme Newton
Chief Executive Officer
Cross River Rail Delivery Authority