

Cross River Rail project

Coordinator-General's change report – no. 10

June 2021

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Contents

1.	Introduction.....	1
2.	About the project.....	1
3.	Change report process	3
4.	Evaluation of proposed change.....	7
5.	Coordinator-General’s Conclusion	15
	Acronyms and Abbreviations	17
	Glossary	18

Figures

Figure 4.1	Existing approved Roma Street Station worksite haulage route	8
Figure 4.2	Existing approved Albert Street Station worksite haulage route	9

Tables

Table 4.1	CRR Delivery Authority’s proposed Imposed Condition 10A	13
Table 4.2	Changes to Imposed Condition 1	14

1. Introduction

This change report has been prepared pursuant to section 35I of the *State Development and Public Works Organisation Act 1971* (Qld) (SDPWO Act) and provides an evaluation of proposed changes to the Cross River Rail project (the project) outlined in the project change application received on 2 March 2021 and additional information received on 19 May 2021.

This change report does not re-evaluate the project as a whole or revisit all the matters that have already been addressed in its assessment to date. Rather, this report considers the nature of the proposed changes and evaluates potential effects on the project and the environment.

In making the evaluation, the following has been considered in accordance with section 35H of the SDPWO Act:

- the nature of the proposed change and its effects on the project
- the currently evaluated project (including all required impact management and mitigation measures)
- the environmental effects of the proposed change and its effects on the project
- all comments received on the proposed changes as relayed by the CRR Delivery Authority
- the material mentioned in section 34A(1)(a) of the SDPWO Act to the extent it is considered relevant to the proposed change and its effects on the project.

This report prevails to the extent of any inconsistencies with the Coordinator-General's Evaluation Report (CGER) on the environmental impact statement (EIS) for the project dated 20 December 2012 and change reports approved by the Coordinator-General for the project to date.

2. About the project

The proponent for the project is the Cross River Rail Delivery Authority (CRR Delivery Authority), an independent statutory body established under the *Cross River Rail Delivery Authority Act 2016* to facilitate and manage the delivery of the project. The CRR Delivery Authority commenced operation on 14 April 2017.

The project is a 10.2 km north-south rail line connecting Dutton Park to Bowen Hills with 5.9 km of tunnel under the Brisbane River and Central Business District (CBD). The project also includes new underground stations at Boggo Road, Woolloongabba, Albert Street, and Roma Street, with upgrades to the existing Exhibition Railway Station and stations between Fairfield to Salisbury.

Since release of the CGER for the project on 20 December 2012, nine Coordinator-General's Change Reports (CGCR) have been prepared approving various changes to the project.

The EIS and all subsequent change reports are available on the department's website at www.statedevelopment.gld.gov.au/crr.

2.1.1 Environmental management framework

Imposed Conditions set by the Coordinator-General established an environmental management framework (EMF) for the project that proponent and their contractors must comply with. The EMF stipulates how potential environmental impacts during project construction, commissioning and operation are to be managed and is supported by a rigorous compliance and reporting regime which includes monitoring and auditing from independent entities.

Approved in 2017 as a requirement of imposed conditions of the CGER, the EMF has been successfully implemented since September 2019, when the project commenced construction. An overview of the approved EMF is detailed in the imposed conditions and recommendations document available at www.statedevelopment.gld.gov.au/crr and is further discussed in the context of the proposed changes in the CRR Delivery Authority project change application.

3. Change report process

On 2 March 2021, the CRR Delivery Authority submitted the tenth request for project change application in accordance with section 35C of the SDPWO Act. The project change application addresses the requirements of section 35E of the SDPWO Act, in that the written application describes the proposed changes and their effect on the project and states reasons for the proposed changes.

The reasons and details for the proposed changes to the project are provided in the CRR Delivery Authority's change application received on 2 March 2021. The change application is also publicly available at: www.dsdmip.gld.gov.au/crr.

3.1 Proponent's reason for change and project change details

The CRR Delivery Authority requests two new Imposed Conditions (Imposed Condition 10A and 10B) to allow spoil haulage to occur between 9:00am and 6:30pm on Sundays at the Roma Street Station and Albert Street Station worksites respectively.

Temporary in nature, the Sunday haulage proposal is to coincide with the excavation of the station worksite caverns and passing of the Tunnel Boring Machines (TMBs) when peak excavation works is expected.

The CRR Delivery Authority has requested approval for Sunday haulage at these locations because:

- estimated spoil throughput times were planned prior to COVID-19 and substantial increase of traffic congestion on the road network since December 2020
- there is limited spoil storage at both the Albert Street Station and Roma Street Station worksites
- spoil throughput is being impacted by extensive CBD and wider Brisbane road congestion impacts that have been experienced since December 2020.

The CRR Delivery Authority's request for project change included supporting information to further support reasons for seeking the project change. The information presented data confirming the reasons for the project change and project benefits:

- the average spoil cycle times increase by 22 minutes to 50 minutes for a typical cycle on a weekday compared to Sundays
- because traffic congestion reduces, a spoil haulage vehicle can make between two and five additional trips on a Sunday when compared to a typical weekday
- Sunday spoil haulage would allow cavern excavation to be completed sooner, mitigating cavern excavation productivity and scheduling risks at the Roma Street and Albert Street Station worksites
- Sunday spoil haulage would avoid a worsening of traffic congestion in the Brisbane CBD and wider traffic networks on Mondays and Tuesdays that would otherwise be experienced due to increased haulage tasks on these days

- Sunday spoil haulage presents a greater opportunity to beneficially reuse spoil from the project to be used as fill at the Clapham Yard worksite - which would otherwise require utilisation of quarried material.

It is noted that the drill head of TBM Else is currently approaching Albert Street Station and TBM Merle is approaching the Brisbane Botanical Gardens from Woolloongabba. Given the progress of tunnelling activities and progress of the TBMs, the CRR Delivery Authority proposes Sunday haulage to commence at Roma Street in advance of the TBMs reaching that location. Accordingly, proposed Imposed Condition 10A seeks for Sunday haulage at Roma Street Station worksite to commence upon issue of approval until the time the TBMs reach the Northern Portal, or another time provided by the Coordinator-General in writing.

As TBM Else is fast approaching the Albert Street Station worksite, full production excavation at the Albert Street Station worksite will be paused until after the TBM has safely passed through that location. In this instance, proposed Imposed Condition 10B seeks for Sunday Haulage at Albert Street Station worksite to commence following the passing of the TBM and at a time specified by the Coordinator-General in writing.

The application for project change states that up to 10 heavy vehicles per hour (vph) would haul spoil from each of the worksites on Sunday (10 vph into each site and 10 vph out of each site). In total, a maximum of 95 heavy vehicle movements would occur at each worksite during the 9.5-hour period proposed. Both haul routes operate in a single one-way loop, which means that the routes into the worksites are different to the way out (see Figures 4.1 and 4.2).

The CRR Delivery Authority contends that the predicted impacts are limited and that the EMF established by the Coordinator-General's Imposed Conditions continues to be appropriate to management the environmental effects of the project. The EMF will be updated to specifically manage and mitigate potential impacts of the Sunday haulage task on sensitive receptors.

3.2 Public notification and consultation

In accordance with section 35G of the SDPWO Act, the Coordinator-General decided not to require the CRR Delivery Authority to publicly notify the proposed change to the project. Factors that informed this decision included:

- the proponent had already undertaken targeted notification and consultation with the potentially impacted community on the proposed change (see section 3 for consultation efforts and feedback received)
- the scope and scale of the proposed changes are discrete and temporary in nature
- the proponent had not requested changes to the location or design of the project (i.e. existing haul routes are proposed to be utilised)
- potential impacts of the proposed changes were not predicted to be significantly different to the evaluated project assessed to date
- the community would be notified prior to commencing works, including any potential impacts and mitigation measures

- the project would continue to be managed by the comprehensive and rigorous set of conditions including traffic and transport, noise and vibration, air quality, community engagement and complaints resolution.

3.2.1 Engagement to support the change application

The project change application was supported with the results of a targeted engagement program, which included consultation with the following key stakeholders:

- residents immediately adjacent to the Albert Street Station worksite
- businesses and residents immediately adjacent to the Roma Street Station worksite
- local, state and federal elected representatives
- Government stakeholders, including Brisbane City Council (BCC)
- special interest groups; and
- other residential / community / businesses.

The proponent advised pre-consultation with these key stakeholders was undertaken from January 2021 to mid-March 2021. Pre-consultation included briefings, letterbox drops (2,800 near Albert Street and 1,000 near Roma Street) and email distributions to 5,848 stakeholders.

The proponent confirmed that there was no negative community feedback provided on the proposed change application during pre-consultation, although short-term accommodation providers on Mary Street suggested commencing haulage hours after 10:00am to avoid hotel check-out times.

The CRR Delivery Authority consulted directly with BCC in the preparation of the project change application. BCC expressed strong opposition to the Sunday haulage proposal citing their longstanding position to prohibit construction works from occurring on Sundays in the CBD and potential impacts to amenity. This engagement informed the Coordinator-General's assessment of the change application.

3.3 Revised project change application

Following consultation with BCC on the request for project change submitted on 2 March 2021, the Coordinator-General requested the following information to inform evaluation of the proposed change:

- data and analysis to confirm how the change in post COVID-19 traffic conditions (volume and capacity) is currently impacting spoil haulage cycle times and spoil throughout
- details of current measures to reduce the impact of peak hour traffic delays on spoil haulage
- confirmation of the number of haulage tasks not required to occur on Monday and Tuesday peak hours should Sunday haulage be approved

- reasons demonstrating that the November 2020 traffic data is appropriate for the Traffic and Transport and Construction Traffic noise assessment undertaken for each worksite
- revisions to the 'Request for Project Change 10 Consultation Report' incorporating any further community or stakeholder enquiries or concerns relating to the relevant works notices.

On 19 May 2021, the CRR Delivery Authority provided a revised project change application which included:

- a response to matters raised during consultation
- an updated Roma Street Traffic Noise assessment
- an updated Albert Street Traffic Noise assessment
- an updated Consultation report.

For the purposes of this report, the change application dated 2 March 2021 and the revised project change application dated 19 May 2021 are collectively referred to in this report as the request for project change.

4. Evaluation of proposed change

4.1 Evaluation of environmental effects

The request for project change is to impose two new temporary conditions to allow for heavy vehicles to access the Roma Street Station and Albert Street Station worksites on Sundays between 9:00am and 6:30pm. A maximum of 10 heavy vph hauling spoil from each of the worksites is proposed, equating to one truck movement on each haul route every six minutes. This change has the potential to increase traffic noise along the haul routes and traffic movements around the worksites.

The spoil haulage and materials/equipment delivery hours at the remaining project worksites will remain unchanged and Condition 10 authorised hours apply in these instances.

To evaluate potential impacts on traffic and traffic noise, the proponent undertook a Traffic Impact Assessment (TIA) and a Traffic Noise impact assessment in accordance with the requirements of the Department of Transport and Main Road's (DTMR) Guide to Traffic Impact Assessment (GTIA). Background traffic data collected on Sunday 29 November 2020 was initially used as a baseline for these assessments. Following consultation with BCC, revised traffic data from 7 March 2021 was used in the traffic noise assessment. This evaluation finds that the CRR Delivery Authority has sufficiently assessed potential traffic and traffic noise impacts of the proposed change.

4.1.1 Traffic and Transport

Approved haul routes for the project will continue to be utilised for the project. In establishing the locations of the approved haul routes and to reduce potential impacts on traffic, the following measures were considered:

- prioritising the use of higher order and higher capacity roads
- using multiple spoil disposal sites to distribute traffic movements
- scheduling truck movements to occur at lower traffic times when possible
- reducing overlapping haul routes on local streets
- promoting single direction (one way in and one way out) haul routes to minimise trucks passing on the same haul route where possible.

The approved haul route at the Roma Street Station worksite generally operates Monday to Friday between 6:30am – 10:00pm and Saturdays between 6:30am – 6:30pm. Operating in a single one way loop, the key intersections along the haul route include Roma Street at Herschel Street and Roma Street at Parkland Boulevard. The Roma Street Station Haul Route is illustrated in Figure 4.1 below.



Figure 4.1 Existing approved Roma Street Station worksite haulage route

The approved haul route at the Albert Street Station worksite generally operates at the same times as the Roma Street Station worksite being Monday to Friday 6:30am – 10:00pm and on Saturdays 6:30am – 6:30pm. Also operating in a single one way loop, three key intersections along the haul route include George Street and Mary Street, Mary Street and Albert Street and Mary Street and Edward Street. The Albert Street Station Haul Route is illustrated in Figure 4.2 below.



Figure 4.2 Existing approved Albert Street Station worksite haulage route

The request for project change is not seeking to change the access of the approved haulage routes. Rather the request seeks to alter the times that they operate, with haulage proposed on Sunday between 9:00am – 6:30pm.

To inform consideration of the proposal and identify any potential traffic impacts, the CRR Delivery Authority prepared a TIA. In accordance with DTMR’s GTIA, traffic from a proposed development should not increase the average traffic delays by more than 5 per cent and the development should seek to achieve a no net worsening of efficiency across the assessment area.

The CRR Delivery Authority’s TIA demonstrated project traffic would not increase traffic delays by greater than 5% and would not impact efficiency across the assessment area (see [Volume 3](#) of the application). This evaluation accepts the findings of the TIA and concludes that any potential impact will be managed in accordance with the existing Imposed Conditions and broader EMF established for the project.

Being approved haulage routes, Construction Traffic Management Plans (CTMP) sub-plans and Haulage Management Plans have already been prepared to manage heavy vehicle movements from the Roma Street and Albert Station worksites. To ensure Sunday haulage is suitably captured in this plan, the CRR Delivery Authority will update the CMTP sub-plans to ensure the additional management and mitigation measures for Sunday haulage are included. These additional mitigation measures include:

- updating the site-specific CTMP sub-plans for the worksites to include Sunday haulage
- review and update if required, in consultation with BCC, the CTMP sub-plans on a monthly basis to respond to any planned CBD events over a 3 month forward timeframe.

Existing Imposed Condition 14 sets out the requirements for traffic and transport and this condition must be satisfied to avoid or minimise adverse impacts on road safety, traffic flow, public transport, freight rail movements, pedestrian and cyclist safety and property access. The evaluation concludes that the proposed change can be managed in accordance with this condition and that no change to the condition is required.

4.1.2 Traffic Noise

The CRR Delivery Authority undertook a traffic noise impact assessment to evaluate the potential noise impacts from the proposed change, in accordance with DTMR's Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise)¹. This code of practice details the thresholds for road traffic noise and states that an increase over existing noise levels of less than 3 A-weighted decibels (dBA) has no change in subjective loudness and is insignificant.

The CRR Delivery Authority's assessment considered traffic data collected on Sunday 7 March 2021, over a 12-hour period, to determine the $L_{A10(12\text{hour})}$ ² average and considered up to 10 heavy vehicles per hour. The assessment estimated that there would be a maximum increase of road traffic noise at Roma Street of 0.7 dBA $L_{a10(12\text{hour})}$ and 1dBA $L_{a10(12\text{hour})}$ at George Street and Edward Street and 1.3dBA $L_{a10(12\text{hour})}$ on Mary Street above the existing background traffic noise levels.

This increase in traffic noise levels as a result of the project change are less than DTMR's GTIA 2dBA threshold of significance and is consistent with the project's CGER which concluded that "a change of up to 3dBA in the level of a dynamic noise, such as passing vehicles, is difficult for most people to detect".

Therefore, as the change in traffic noise levels are within the acceptable thresholds and are within the limits of the existing imposed conditions, no additional noise impact management or mitigation measures are required. However, the CRR Delivery Authority will ensure best practice measures are adopted, including limiting of compression braking to limit noise impacts on surrounding streets. Traffic noise is managed through the existing site-specific CTMPs and Noise and Vibration Management Plan. The CRR Delivery Authority will also continue to undertake on-going and early consultation with potential Directly Affected Persons (DAPs) to notify them of the works and to determine any suitable mitigation measures, if required. This evaluation finds that the assessment of traffic noise and associated management measures adequate to manage any potential impact.

¹ <https://www.tmr.qld.gov.au/-/media/busind/techstdpubs/Environment-management/Transport-Noise-Management/TransportNoiseMgmt.pdf?la=en>

² $L_{A10(12\text{hour})}$ is the arithmetic a

4.1.3 Amenity and major events

Amenity

This evaluation has also considered the potential impact to amenity surrounding Roma Street Station and Albert Street Station worksite haul routes as a result of heavy vehicles being present on Sundays. Historically, Brisbane City Council has sought to establish a ‘Sunday feel’ in the CBD which is conducive to church attendance, picnics in the park and other recreational activities.

Amenity as defined by BCC, is:

“The qualities of a location in regard to noise, vibration, dust, odour, air quality, lighting, daylight, glare, breezes and shade, freedom from hazard or risk of threats to health and well-being of occupants, and the uninterrupted ability to use and enjoy the land for the purpose it was designed, that may be affected by the level, time and duration of activities on nearby sites or the impacts of natural hazards, including spatial and temporal impacts”³

Allowing heavy vehicles in the CBD on Sundays has the potential to temporarily impact amenity by changing the environment (noise and visual), which may impact the perceived pleasantness of the streetscape or urban area. Being subjective in nature, assessment of amenity is difficult to quantify and must be done with reference to more measurable means. This includes for example, reference to existing environmental standards which provide objective mechanisms to define health and wellbeing and nuisance criteria.

Noise and air goals established for the project must continue to be achieved for the project, including for spoil haulage. Construction levels for the project have been set generally in accordance with the Environmental Protection Policies and other relevant standards which seek to safeguard health and wellbeing of the public and set objective criteria for nuisance in terms of noise and dust emissions.

In addition to targeted management plans to govern haulage, noise emissions and air emissions from the project, the CRR Delivery Authority has an approved [Social Amenity Management Plan](#). This plan aims to achieve the environmental outcomes through the implementation of site-specific mitigation measures. This includes controls and procedures during construction to avoid, minimise or manage any impact to amenity within and adjacent to the project. Under the plan, impacts on local amenity and community life are sought to be avoided, minimised or managed and areas of community value (such as Botanical Gardens and historic buildings with the Brisbane CBD) are preserved and/or impacts mitigated.

The CRR Delivery Authority’s Construction Vehicle Management Plan also considers potential impacts to amenity from heavy vehicle noise on residents surrounding haulage routes and includes specific mitigation measures to reduce potential impacts. Mitigation measures include avoiding vehicle queuing near site access points and limiting long term presence in the vicinity of sensitive community facilities and residential neighbourhoods. Haulage must only occur during the approved haulage times.

³ <https://cityplan.brisbane.qld.gov.au/eplan/#Rules/0/236/1/21292/0>

It is important to note that the CRR Delivery Authority is only seeking Sunday haulage temporarily and there will be no long-lasting or permanent impacts to amenity surrounding the worksites and haulage routes. In the short term, it is acknowledged that residents along haulage routes may experience a negative effect from the presence of haulage trucks on a Sunday for a specific limited period of time. In the long term though, the project will deliver enhanced amenity in the city by providing greater accessibility, enhanced streetscape and pedestrianisation upon completion.

Major events

There are several major events that can occur in the Brisbane CBD and surrounding area on Sundays such as major sporting events (Gabba and Suncorp Stadiums), markets, protests, and marathons. To ensure these events are not impacted by Sunday haulage, the CRR Delivery Authority has proposed a number of additional mitigation and management measures, which are required to be implemented through the CTMP sub-plans.

These additional mitigation measures include:

- reviewing the site-specific CTMP monthly in consultation with BCC to respond to Sunday CBD events over a 3 month forward timeframe which may include change to haulage routes and/or haulage start and finish times to avoid events
- avoiding major haulage tasks during scheduled major events, including at Suncorp Stadium and for River fire and New Year's Eve celebrations
- undertaking consultation with managers of social infrastructure and BCC to ensure haulage activities consider the timing of and effects on major CBD events that may be planned on Sundays.

This evaluation concludes that the mitigation and management measures proposed to manage potential impacts to major events are appropriate and adequate.

4.2 Changes to Imposed Conditions

4.2.1 Imposed Conditions 10A and 10B

The project's hours of work for spoil haulage and materials/equipment delivery were imposed following the assessment of the project's EIS and the release of the CGER in 2012. The authorised hours of work were originally determined as part of a comprehensive approach to heavy vehicle management and with a view to authorise construction hours for the project that balance amenity considerations against the need to deliver the project in a timely and efficient manner. The hours of work were developed with consideration of potential impacts to peak hour traffic movements and congestion in the CBD. Concerns raised in submissions regarding 24-hour haulage of spoil at CBD worksites were considered.

The CRR Delivery Authority has requested two temporary conditions, 'Imposed Condition 10A and Imposed Condition 10B' to allow Sunday Haulage from Roma Street and Albert Street Railway Station worksites to occur. The proposed temporary conditions are presented in Table 4.2.

The CRR Delivery Authority is seeking to commence Sunday haulage at the Roma Street Station worksite as soon as possible. Sunday haulage at the Albert Street Station worksite is proposed to commence upon request to the Coordinator-General at a later date and upon advice from the Environmental Monitor regarding the effectiveness of the implementation of the endorsed CEMP at the Roma Street Station worksite.

Conditions 10A and 10B have been accepted with minor amendments and the final condition is outlined in Table 4.1.

Table 4.1 CRR Delivery Authority’s proposed Imposed Condition 10A

Condition 10A Sunday haulage for Roma Street Railway station worksite	Condition 10B Sunday haulage for Albert Street Railway station worksite
<p>(a) In addition to the hours of work set out in Condition 10 (Hours of work), spoil haulage may be undertaken within the hours set out in Table 1A below (the <i>Roma Street Sunday Spoil Haulage</i>), provided that:</p> <ul style="list-style-type: none"> (i) the Construction Environmental Management Plan (CEMP) is updated (if required) to manage the Roma Street Sunday Spoil Haulage and has been prepared in accordance with Condition 4 and endorsed by the Environmental Monitor prior to the commencement of the Roma Street Sunday Spoil Haulage; and (ii) the endorsed CEMP includes a Construction Traffic Management Sub-Plan incorporating Roma Street Sunday Spoil Haulage to manage interactions with major events in the CBD and provides for construction traffic management arrangements developed in consultation with Brisbane City Council; and (iii) local communities near the Roma Street Worksite must be notified about the initial commencement of haulage at least two (2) business days prior to Roma Street Sunday Spoil Haulage commencing including details of timeframes, potential impacts, mitigation measures, project contact information through letterbox drop, project website updates and social media updates. <p>(b) Condition 10A ceases to have effect upon either:</p>	<p>(a) In addition to the hours of work set out in Condition 10 (Hours of work), spoil haulage may be undertaken within the hours set out in Table 1B below (the <i>Albert Street Sunday Spoil Haulage</i>), provided that:</p> <ul style="list-style-type: none"> (i) the Proponent has requested that the Coordinator-General issue a notice allowing the Albert Street Sunday Spoil Haulage to proceed, with that request including the following information: <ul style="list-style-type: none"> a) proposed commencement and completion date of Albert Street Sunday Spoil Haulage; b) details of any complaints received in relation to Roma Street Sunday Spoil Haulage; c) advice received from the environmental monitor regarding the effectiveness of implementing the endorsed CEMP for the Roma Street Sunday Spoil Haulage, inclusive of advice from the community relations monitor in relation to complaints received as a result of the Roma Street Sunday Spoil Haulage; and (i) the Coordinator-General has issued a notice to the Proponent that allows the Albert Street Sunday Spoil Haulage to proceed; and (ii) the Construction Environmental Management Plan (CEMP) is updated (if required) to manage the Albert Street Sunday Spoil Haulage and has been prepared in accordance with Condition 4 and endorsed by the Environmental Monitor prior to the commencement of the Albert Street Sunday Spoil Haulage; and (iii) the endorsed CEMP includes a Construction Traffic Management Sub-Plan for the Albert Street Sunday Spoil Haulage to manage interaction with major events in the CBD and provides for construction traffic management arrangements developed in consultation with Brisbane City Council; and

Condition 10A Sunday haulage for Roma Street Railway station worksite		Condition 10B Sunday haulage for Albert Street Railway station worksite	
(i)	The date that the tunnel boring machines reach the Northern Portal worksite; or	(iv)	local communities near the Albert Street Worksite must be notified about the initial commencement of haulage at least two (2) business days prior to Albert Street Sunday Spoil Haulage commencing including details of timeframes, potential impacts, mitigation measures, project contact information through letterbox drop, project website updates and social media updates;
(ii)	a date stated by the Coordinator-General in writing to the proponent.	(b)	Condition 10B ceases to have effect on the date stated by the Coordinator-General in writing to the Proponent.
Table 1A Construction hours		Table 1B Construction hours	
Worksite	Spoil haulage	Worksite	Spoil haulage
Roma Street Railway station	Sunday 9:00am – 6:30pm	Albert Street Railway station	Sunday 9:00am – 6:30pm

4.2.2 Imposed Conditions 1

To implement the findings of this report, Imposed Condition 1 is required to be amended. Table 4.2 presents the details of proposed changes to Imposed Condition 1, which will enact the changes evaluated in this report.

Table 4.2 Changes to Imposed Condition 1

Condition 1. General conditions	
(a)	The project must be carried out generally in accordance with: <ul style="list-style-type: none"> (i) the Cross River Rail Request for Project Change dated March 2021, as amended by the Response to matters raised during consultation report for the Cross River Rail Request for Project Change dated May 2021; (ii) the drawings provided at Volume 2, Cross River Rail Request for Project Change dated November 2020, as amended by the drawings provided at Attachment D of the Response to Submissions Report for the Cross River Rail Request for Project Change dated March 2021; (iii) the Cross River Rail Request for Project Change dated November 2020; as amended by the Response to Submissions Report for the Cross River Rail Request for Project Change dated March 2021; (iii) (iv) the Cross River Rail Request for Project Change dated August 2020; (iv) (v) the Cross River Rail Request for Project Change dated May 2020; (v) (vi) amendments to the Project identified in the Cross River Rail Request for Project Change dated June 2018; (vi) (vii) amendments to the Project identified in the Cross River Rail Request for Project Change dated November 2018; (vii) (viii) 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. Coordinator-General's Conclusion

This report concludes the evaluation of the proposed project change pursuant to section 35I of the SDPWO Act. The evaluation has considered the merits of the project change application and has weighed up both the benefits and potential impacts of the proposed changes.

The Cross River Rail project is critical public transport infrastructure which has been subject to a rigorous environmental assessment process. The project involves tunnelling under the Brisbane CBD and new underground stations at Albert Street and Roma Street which requires the removal of large amounts of spoil material from constrained worksites.

Allowing Sunday haulage to occur at Roma Street Station and Albert Street Station worksites will ensure spoil can be removed more efficiently and sooner. In addition, the changes would reduce any potential worsening of traffic congestion in Brisbane CBD and the wider traffic networks on weekdays. Importantly, the proposal would also provide a greater opportunity for tunnel spoil to be beneficially reused at other project worksites which would otherwise require reliance on quarried material.

The evaluation has found that the requirements of the SDPWO Act have been satisfactorily met and that sufficient information has been provided to enable the evaluation of the proposed changes.

Potential impacts of the proposed change include minimal increase to traffic on Sundays in the CBD and minimal additional traffic noise. Amenity is likely to be affected, however these impacts are temporary in nature and can be managed in accordance with the broader environmental management framework established for the project. While this evaluation report finds that the potential impacts overall can be managed adequately, I acknowledge that residents along haulage routes may experience a negative effect for a specific limited period of time.

The evaluation concludes that the addition of two new imposed conditions (condition 10A and 10B) will result in overall acceptable outcomes and will ensure that the project continues to be delivered efficiently whilst limiting the potential for nuisance.

In accordance with the CRR Delivery Authority's Community Engagement Strategy, the CRR Delivery Authority will continue to engage with key stakeholders advising them of the outcomes of this report and when haulage on Sundays would commence. Future engagement includes:

- notifications via email and letterbox drop to each precinct
- targeted engagement, including further meetings with key stakeholders
- notifications on the Cross River Rail project website
- information provided at Community Advisory Group meetings
- ongoing management of enquiries or any complaints.

The CRR Delivery Authority has undertaken the necessary consultation and future community engagement detailed in the application and imposed conditions will be sufficient to notify the surrounding communities about the commencement of Sunday haulage at the Roma Street and Albert Street Station worksites.

I accept the CRR Delivery Authority's approach to commence Sunday spoil haulage at Roma Street initially to ensure the mitigation and management measures can be appropriately implemented, and upon review of this and at a later a date, commence Sunday haulage at the Albert Street worksite.

Accordingly, I approve the changes to the conditions for the Cross River Rail project as outlined in this report.

In accordance with section 35K of the SDPWO Act, the Coordinator-General's report on the EIS for the project, and the Coordinator-General's change report, both have effect for the project. However, if the reports conflict, this Coordinator-General's change report prevails to the extent of the inconsistency with earlier reports. The CRR Delivery Authority must implement all conditions.

Imposed Conditions 10A and 10B must be read concurrently with Imposed Condition 10 of The Cross River Rail: Project Wide Imposed Conditions and Recommendations dated June 2021 which has been updated to reflect the changes.

In accordance with section 35L of SDPWO Act, this report will lapse on 31 December 2024.

A copy of this report will be issued to the CRR Delivery Authority.

A copy of this report and all relevant EIS assessment documentation (including the revised project wide imposed conditions and recommendations for the project) are available on the Department of State Development, Infrastructure, Local Government and Planning's website at www.statedevelopment.qld.gov.au/crr.



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Toni Power
Coordinator-General

Acronyms and Abbreviations

Acronym	Definition
BCC	Brisbane City Council
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CGCR	Coordinator-General's change report
CGER	Coordinator-General's evaluation report
CRR	Cross River Rail
CEP	Community Engagement Plan
COVID-19	Novel Coronavirus (2019)
CTMP	Construction Traffic Management Plan
DAP	Directly Affected Person
DTMR	Department of Transport and Main Roads
dBA	A-weighted decibels
EIS	environmental impact statement
EMF	environmental management framework
GTIA	Guide to Traffic Impact Assessment
HMP	Haulage Management Plan
NVMP	Noise and Vibration Management Plan
OEMP	Outline Environmental Management Plan
QR	Queensland Rail
SDPWO Act	<i>State Development and Public Works Organisation Act 1971</i>
TIA	Traffic Impact Assessment

Glossary

Term	Definition
coordinated project	A project declared as a 'coordinated project' under section 26 of the SDPWO Act. Formerly referred to as 'significant project'.
Coordinator-General	The corporation sole constituted under section 8A of the SDPWO Act and preserved continued and constituted under section 8 of the SDPWOA Act.
imposed condition	A condition imposed by the Queensland Coordinator-General under section 54B of the SDPWO Act. The Coordinator-General may nominate an entity that is to have jurisdiction for that condition
the project	The project described in the Coordinator-General's Evaluation Report dated 20 December 2012.

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