

Cross River Rail project

Coordinator-General's change report – no. 12

January 2022

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1. Introduction

This 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 a condition of the Cross River Rail project (the project), outlined in the project change application received on 26 August 2021 and in the amended project change application received on 26 November 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 have 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 dated 20 December 2012 and change reports approved by the Coordinator-General for the project to date.

2. About the project

2.1 The proponent

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.

2.2 The project

The project is a 10.2 kilometre (km) north-south rail line connecting Dutton Park to Bowen Hills with 5.9 km twin tunnels 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 and Salisbury. Construction of the project commenced on 19 September 2019.

The Coordinator-General's evaluation report on the environmental impact statement (EIS) was released on 20 December 2012. Since this time, 11 Coordinator-General change reports (CGCRs) have been prepared, approving various changes to the project or conditions of the project.

Further information on the project and changes that have occurred since the project was originally approved in 2012 are detailed in:

- the CGCR 1 - dated 8 June 2017
- the CGCR 2 - dated 30 August 2018
- the CGCR 3 - dated 13 March 2019
- the CGCR 4 - dated 26 June 2019
- the CGCR 5 - dated 4 October 2019
- the CGCR 6 - dated 7 May 2020
- the CGCR 7 - dated 16 July 2020
- the CGCR 8 - dated 19 November 2020 (amended 21 December 2020)
- the CGCR 9 - dated 7 April 2021
- the CGCR 10 - dated 9 June 2021
- the CGCR 11 - dated 22 July 2021.

Collectively, these reports constitute the 'evaluated project'. These documents, the EIS and all subsequent change requests are available on the department's website at www.statedevelopment.qld.gov.au/crr.

2.2.1 Environmental management framework

Imposed conditions set by the Coordinator-General established an environmental management framework (EMF) for the project that the proponent and their contractors must comply with. The EMF stipulates how potential 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.

The EMF has been successfully implemented since September 2019, when the project commenced construction. An overview of the approved EMF is detailed in the Project-wide imposed conditions and recommendations document available at www.statedevelopment.qld.gov.au/crr.

3. Change report process

On 26 August 2021, the CRR Delivery Authority submitted the twelfth change request application in accordance with section 35C of the SDPWO Act and on 26 November 2021, the CRR Delivery Authority submitted an amendment to their request. The 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 application details received on 26 August 2021 and 26 November 2021. The change application is also publicly available at www.statedevelopment.qld.gov.au/crr.

3.1 Proponent's reason for change and project change details

3.1.1 Reasons for the change

The change application that was lodged on 26 August 2021 sought the removal of heavy vehicle movement peak hour restrictions for the project at four Cross River Rail worksites during a 'lockdown' that may occur because of the COVID-19 public health emergency. The request was made in anticipation of future intermittent lockdowns associated with the COVID-19 public health response, where traffic volumes in the Brisbane CBD and in the vicinity of schools would be reduced for the lockdown period.

In response to reduced traffic volumes experienced during COVID-19 lockdowns, Brisbane City Council (BCC) has, on a number of occasions, relaxed heavy vehicle peak hour restrictions for major construction projects within the Brisbane CBD. BCC has also provided relaxations during holiday periods when traffic volumes are low. BCC's *Development Services - Construction Management Guidelines – Brisbane CBD and City Frame*, explains that restrictions are in place within the Brisbane CBD for vehicles greater than 12.5 metres (m) in length between the hours of 7.30am to 9.00am and 4.00pm to 6.30pm, but can be relaxed during periods when traffic volumes are low.

The Coordinator-General's conditions for the project have prevented heavy vehicle haulage during morning and afternoon peak hour, therefore, the CRR Delivery Authority has not been able to utilise BCC's relaxations to date.

The amendment to the change application that was lodged on 26 November 2021, removed the link to a public health direction related to COVID-19. Instead, the proposed condition in the amended request seeks the removal of peak hour traffic restrictions when traffic volumes are low. The removal of restrictions would be triggered when BCC relaxes road use restrictions for heavy construction vehicles as outlined in BCC's *Development Services - Construction Management Guidelines – Brisbane CBD and City Frame*.

The CRR Delivery Authority has explained that the requested change:

- would aid in the delivery of the project during a temporary period when the reduced traffic conditions are in place
- would apply only to the heavy vehicle lock out periods (for spoil haulage and materials/ equipment delivery) as detailed in the Project-wide imposed conditions and recommendations document and would not change existing street lockouts or routes
- would be temporary in nature with the spoil haulage and materials/equipment delivery restrictions re-enlivened when traffic volumes increase.

There are no changes to the scope, design, and location of project work in these locations proposed as part of the CRR Delivery Authority's project change application and all other conditions in the project-wide imposed conditions and recommendations document would remain in effect.

For the purpose of this report, the change application dated 26 August 2021 and the revised project change application dated 26 November 2021 are collectively referred to in this report as the request for project change.

3.1.2 Change details

The request for project change seeks to create an additional part to imposed condition 10 (Hours of Work), by including imposed condition 10C, which is to be read concurrently with imposed condition 10 (Hours of Work) of the project-wide imposed conditions and recommendations document.

The proposed imposed condition 10C 'relaxation of heavy vehicle restrictions when traffic volumes are low' would allow for spoil haulage and materials/equipment delivery to be undertaken at the below worksites which currently have morning and afternoon peak traffic restrictions in place from Monday to Friday, when traffic volumes are low:

- Boggo Road Railway Station
- Dutton Park Railway Station
- Woolloongabba Railway Station
- Roma Street Railway Station.

There is no change proposed to the project's Southern or Northern portals, Albert Street or Exhibition stations, Mayne Railway Yard or Moorooka/Clapham Yard worksites or Fairfield, Yeronga, Yeerongpilly, Rocklea and Salisbury stations. Spoil haulage and material/equipment deliveries can already occur during these periods at these sites.

Table 3.1 below shows the existing permitted hours for spoil haulage and materials/equipment delivery, in comparison to the additional proposed hours, when a relaxation would be in place under imposed condition 10C.

Table 3.1 Temporary hours of relaxation for heavy vehicle movements when traffic volumes are low

Worksite	Existing spoil haulage and materials /equipment delivery (under Condition 10 of Appendix 1 of the Project-wide imposed conditions and recommendations)	Temporary hours of relaxation for heavy vehicles when traffic volumes are low
Boggo Road Railway station	Monday to Friday: 6.30am – 7.30am 9.00am – 2.30pm 4.30pm – 6.30pm Saturday: 6.30am – 6.30pm Additional hours during gazetted school holidays Monday to Friday: 7.30 – 9.00am 2.30pm – 4.30pm	Monday to Friday: 7.30am – 9.00am 2.30pm – 4.30pm
Dutton Park Railway station	24 hours, 7 days a week, except for Monday to Friday 7.00am – 9.00am 4.30pm – 6.30pm	Monday to Friday: 7.00am – 9.00am 4.30pm – 6.30pm
Woolloongabba Railway Station	24 hours, 7 days a week, except for Monday to Friday 7.00am – 9.00am 4.30pm – 6.30pm	Monday to Friday: 7.00am – 9.00am 4.30pm – 6.30pm
Roma Street Railway station	Monday to Friday: 6.30am – 7.30am 9.00am – 4.30pm 6.30pm – 10.00pm Saturday: 6.30am – 6.30pm	Monday to Friday: 7.30am – 9.00am 4.30pm – 6.30pm

Worksite	Existing spoil haulage and materials /equipment delivery (under Condition 10 of Appendix 1 of the Project-wide imposed conditions and recommendations)	Temporary hours of relaxation for heavy vehicles when traffic volumes are low
	Sunday: 9.00am – 6.30pm (Condition 10A)	

The CRR Delivery Authority has proposed for imposed condition 10C to also require:

- the Construction Environmental Management Plan (CEMP) to be updated and endorsed by the Independent Environmental Monitor, where required, prior to the commencement of any relaxation of heavy vehicle movements under imposed condition 10C. This would involve update of the Construction Traffic Management Plan sub-plan (CTMP) that includes construction traffic management arrangements for schools in proximity to each worksite prepared in consultation with the relevant operating school
- the relaxation of heavy vehicle movements under imposed condition 10C would only occur during the period in which BCC's relaxation of heavy vehicle restrictions in the Brisbane City CBD remain in effect, or any shorter period as stated by the Coordinator-General (discussed further in section 4.1)
- local communities near worksites will be notified about the relaxation of heavy vehicle movements under imposed condition 10C as soon as practicable prior to those vehicle movements commencing.

The CRR Delivery Authority contends that the predicted impacts are negligible, and that the EMF established by the Coordinator-General's imposed conditions continues to be appropriate to manage the environmental effects of the project.

3.2 Public notification

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 CRR Delivery Authority had already undertaken targeted stakeholder consultation on the proposed change. The CRR Delivery Authority advised no concerns were raised from stakeholders on the proposed change. Stakeholders consulted included:
 - residents, businesses and schools around each of the four worksites
 - Government stakeholders, including BCC and Department of Transport and Main Roads
 - key precinct stakeholders, including but not limited to, the Oaks Festival Towers, Department of Justice and Attorney-General (Law Courts), Dutton Park State School, Dutton Park State School P&C and the Princess Alexander Hospital
- the scope and scale of the proposed change is discrete and the nature of the impacts are temporary
- potential impacts of the proposed change are not predicted to be significantly different to the evaluated project assessed to date, in particular impacts on peak period traffic conditions
- the community will be notified as soon as practicable after the relaxation of heavy vehicle movements under imposed condition 10C
- 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. No further changes to conditions have been requested as part of this change application.

4. Evaluation of the proposed changes

4.1 Imposed condition 10C

The project's hours 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 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 were developed with consideration of the following factors:

- potential impacts to peak hour traffic movements and congestion in the CBD and inner Brisbane (in the vicinity of the Woolloongabba, Roma Street and Albert Street construction sites)
- concerns raised by BCC (in a submission on the EIS) regarding 24-hour haulage of spoil at CBD and Woolloongabba worksites
- concerns raised by local residents (in a submission on the EIS) regarding the safety of local school children, moving to and from school, in light of the proposed spoil haulage routes for the Boggo Road station.

Although imposed condition 10 (Hours of Work) in the project-wide imposed conditions and recommendations differs slightly to that of the 2012 CGER due to approved project changes, peak morning and afternoon heavy vehicle haulage and delivery restrictions remain.

The CRR Delivery Authority has requested an additional part to imposed condition 10, by including imposed condition 10C, to allow spoil haulage and materials/equipment to be undertaken at four worksites when traffic volumes are low. The proposed imposed condition 10C is outlined in Table 4.1.

Table 4.1 Imposed Condition 10C – Relaxation of heavy vehicle restrictions when traffic volumes are low

Condition 10C Relaxation of heavy vehicle restrictions when traffic volumes are low	
(a)	In addition to the hours of work set out in Condition 10 (Hours of Work), spoil haulage and materials/equipment delivery may be undertaken within the hours set out in Table 1C, provided that: <ul style="list-style-type: none">(i) the Construction Environmental Management Plan (CEMP) is updated (if required) to manage the spoil haulage and materials/equipment delivery within the hours set out in Table 1C; the CEMP has been prepared in accordance with Condition 4; and, the CEMP has been endorsed by the Environmental Monitor prior to commencing the spoil haulage and materials/equipment delivery within the hours set out in Table 1C;(ii) the endorsed CEMP includes an updated (if required) Construction Traffic Management Sub-Plan which specifically provides for construction traffic management arrangements for operating schools in proximity to each worksite, developed in consultation with each operating school including, but not limited to the following<ol style="list-style-type: none">(1) Boggo Road Railway Station – the Dutton Park State Primary School;(2) Woolloongabba Railway Station – St Joseph's Primary School and the East Brisbane State School;(3) Roma Street Railway Station – Brisbane Grammar School and Brisbane Girls Grammar School.
(b)	local communities near the worksites listed in Table 1C must be notified about the spoil haulage and materials/equipment delivery activities as soon as practicable after Condition 10C(c)(i) is satisfied, including

Condition 10C Relaxation of heavy vehicle restrictions when traffic volumes are low

notification of timeframes, potential impacts, mitigation measures, project contact information through direct electronic mail distribution, project website updates and social media updates.

- (c) the spoil haulage and materials/equipment delivery provided in Table 1C occur only during the period in which:
- (i) Brisbane City Council's notice of relaxed road use restrictions for heavy construction vehicles greater than 12.5m in length through the Brisbane City CBD remains in effect; or
 - (ii) any shorter period stated by the Coordinator-General.

Table 1C Temporary construction hours – spoil haulage and materials/ equipment delivery

Boggo Road Railway Station	Monday to Friday: 7.30am – 9.00am 2.30pm – 4.30pm
Dutton Park Railway station	Monday to Friday: 7.00am – 9.00am 4.30pm – 6.30pm
Woolloongabba Railway station	Monday to Friday: 7.00am – 9.00am 4.30pm – 6.30pm
Roma Street Railway station	Monday to Friday: 7.30am – 9.00am 4.30pm – 6.30pm

Commencement and cessation triggers

BCC's *Development Services - Construction Management Guidelines – Brisbane CBD and City Frame* provides for restrictions to traffic movements within the Brisbane City CBD. Imposed condition 10C is proposed to come into effect, via the trigger requirement 10C(c)(i) as outlined in Table 4.1 above, when traffic volumes are low and BCC issues a notice of relaxation of road use restrictions on heavy vehicles through the Brisbane City CBD.

Imposed condition 10C would cease to have effect once BCC's heavy vehicle relaxations end or it is determined by the Coordinator-General, at an earlier time, that the full effect of imposed condition 10 is warranted due to a return to 'normal' peak hour traffic conditions and school attendance.

4.1.1 Potential impacts from the proposed changes to Condition 10: Hours of work

Table 4.2 details the spread of spoil haulage and materials/equipment delivery hours for each Cross River Rail project worksite authorised under existing imposed condition 10 and the new imposed condition 10C.

The approval of imposed condition 10C would allow the increase of authorised spoil haulage materials/equipment delivery when traffic volumes are low by:

- 3.5 hours per day (Monday to Friday) at the Boggo Road and Roma Street station worksites, resulting in an additional 17.5 hours per week; and
- 4 hours per day (Monday to Friday) at the Dutton Park and Woolloongabba station worksites, resulting in an additional 20 hours per week.

Unlike similar BCC relaxations provided at other major construction projects, which are entirely in the Brisbane City CBD (City Core), the BCC's relaxations for the project would not be restricted to the project's CBD worksites. Of the four worksites covered by imposed condition 10C, only the Roma Street Railway

Station worksite is located within the Brisbane CBD. The remaining 3 worksites are located within the City Frame (an area surrounding the Brisbane CBD), as shown in Figure 4.1.

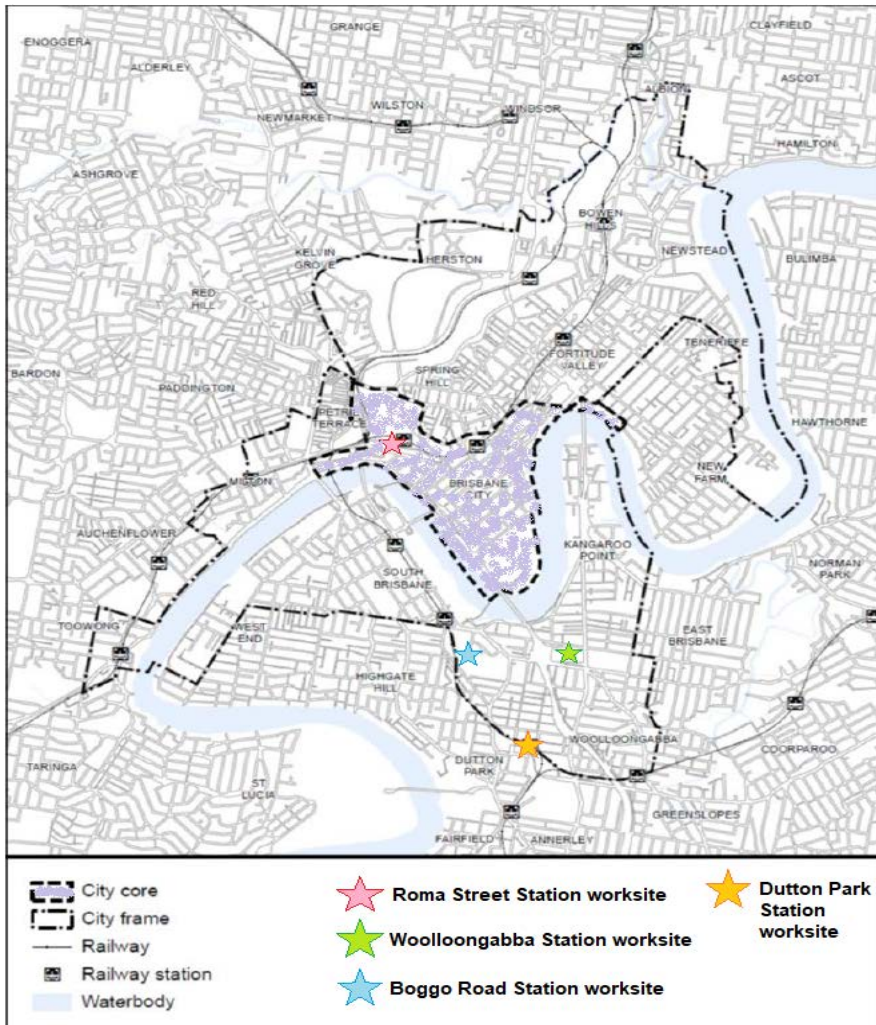


Figure 4.1 Brisbane CBD and City Frame (City Plan 2014)

The CRR Delivery Authority advised that the worksites outside the Brisbane CBD were also included in the change application due to low traffic volumes in the Brisbane CBD and areas surrounding during events such as a lockdown or school holiday periods. BCC is supportive of the operation of imposed condition 10C, which links the relaxations to worksites in the City Frame and would be applied when relaxations are applied in the Brisbane City CBD.

Imposed condition 10C requires an updated CEMP and CTMP, where required, which among other matters, requires construction traffic management arrangements to be developed in consultation with schools in proximity to each worksite.

The spoil haulage and materials/equipment delivery hours at the remaining project worksites will remain unchanged. Therefore, imposed condition 10 authorised hours continue to apply.

As demonstrated in Table 4.2 below, by reading imposed condition 10C concurrently with imposed condition 10 of the project-wide imposed conditions and recommendations document, the change to the project will not result in works occurring at new locations.

Table 4.2 Proposed change to haulage and delivery hours

Worksite	Spoil haulage and materials/equipment delivery hours
	Proposed authorised hours (under imposed condition 10 and proposed condition 10C)
Fairfield, Yeronga, Yeerongpilly, Rocklea and Salisbury stations	Monday to Saturday: 6.30am – 6.30pm (no change)
Moorooka	Monday to Saturday: 6.30am – 6.30pm (no change)
Clapham Yard	24 hours, 7 days a week until a 1% AEP flood immunity level is achieved for the rollingstock stabling facilities at the Clapham Yard site. For other spoil haulage and materials /equipment delivery Monday to Saturday: 6.30am – 6.30pm (no change)
Southern portal	24 hours, 7 days a week (no change)
Boggo Road Railway station	Monday to Friday: 6.30am – 6.30pm Saturday: 6.30am – 6.30pm (no change)
Dutton Park Railway station	24 hours, 7 days a week
Woolloongabba Railway Station	24 hours, 7 days a week
Albert Street Railway station	Monday to Friday: 6.30am – 10.00pm Saturday: 6.30am – 6.30pm Sunday: 9.00 – 6.30pm (see imposed condition 10B)
Roma Street Railway station	Monday to Friday: 6.30am – 10.00pm Saturday: 6.30am – 6.30pm (no change) Sunday: 9.00am – 6.30pm (see imposed condition 10A)
Northern Portal	Monday to Friday: 6.30am – 10.00pm (no change) Saturday: 6.30am – 6.30pm (no change)
Exhibition Railway station	Monday to Saturday: 6.30am – 6.30pm (no change)
Maybe Railway Yard	24 hours, 7 days (no change)

In the project change application, the CRR Delivery Authority stated that it does not anticipate the proposed change would result in any additional impacts, which are already adequately managed for the project.

The potential impacts associated with spoil haulage and the delivery of materials/equipment for the project have previously been assessed as part of the CGER (2012) and through the subsequent CGCRs issued from 2017 to 2021. These assessments include an evaluation of the potential impacts associated with haulage and delivery, concluding that the impacts can be managed through the rigorous and comprehensive set of imposed conditions for the project but that restrictions during peak traffic periods were appropriate.

The evaluation considers that because BCC would only relax heavy vehicle restrictions during periods of low traffic volumes, there would be no material impacts on traffic conditions over or above normal peak hour traffic conditions. This also extends to the concerns previously raised regarding safety for school students in the vicinity of the Boggo Road Railway Station construction site and other construction sites in the vicinity of schools, as it is likely relaxations would only be in place when school attendance is significantly reduced during COVID-19 lockdown or school holidays.

Fatigue management

The evaluation acknowledges the potential for fatigue to be experienced by the community should a situation occur where imposed condition 10C could be continuously utilised without respite. The CRR Delivery Authority has indicated that the construction program at each project worksite would provide for periodic haulage respites to match the excavation cycle. As such, spoil haulage and materials/equipment delivery within normal peak traffic periods under imposed condition 10C will not occur continuously for a lengthy duration.

In accordance with imposed condition 10C, the CRR Delivery Authority is expected to provide advanced notification and undertake consultation with neighbours to address their concerns. Any complaints received will be monitored and managed in accordance with the compliance and reporting regime, as set out in imposed conditions 5 and 6.

Mitigation and management

In accordance with imposed condition 4(a) of the Project-wide imposed conditions and recommendations, the CEMP associated with the implementation of imposed condition 10C is required to be prepared in accordance with the project Outline Environmental Management Plan (OEMP). The most current version of the OEMP is the June 2020 OEMP, which includes the following mitigation and management measures relevant for heavy vehicle haulage and materials/equipment delivery:

- real-time monitoring of spoil haulage truck position, speed, route and performance in relation of traffic conditions and schedule requirements
- managing truck speed and position to avoid queuing near construction worksites, sensitive community facilities and residential neighbourhoods
- managing traffic signals on nominated spoil haulage routes in night-time hours to achieve optimum performance of the truck fleet and to minimise impacts on communities along the designated routes
- spoil vehicles to be clearly marked, including a visible project contact phone number
- maintaining all haulage vehicles to Australian Design Rule 28/01 in relation to noise emissions, exhaust emissions, traffic safety and operational safety
- maintaining all haulage vehicles to Australian Design Rule 80 for emission control
- ensuring all vehicles leaving a construction worksite pass over or through devices that removes loose soil and other debris before entering a public road
- ensuring all vehicles and equipment are well maintained to minimise combustion generated emissions and manage PM_{2.5} levels
- DRIVER Code of Conduct is to be established that includes detail on approved haulage routes, safety, courtesy and amenity
- advance notice to Directly Affected Persons and local communities within the vicinity of the spoil haulage routes and worksite accesses
- the use of acoustic barriers or enclosures to screen the loading and transport of spoil material from the worksite to protect nearby sensitive receivers and mitigate the effects of spoil handling, materials deliveries and general works
- ensuring trucks transporting construction spoil are covered to prevent wind-blown dust during transport; and cleaned down prior to exit from the worksites to prevent spills of loose material to roadways.

Where required, imposed condition 10C will require the preparation and implementation of an updated CEMP and CTMP which are to be endorsed by the Independent Environmental Monitor prior to the relaxation of heavy vehicle movements. These plans incorporate performance criteria and mitigation measures to achieve the desired outcomes and provide for ongoing monitoring to ensure their effectiveness in managing the impacts on the local communities. The CRR Delivery Authority is also required to provide local communities with advance notification of the relaxation of heavy vehicle movements.

The evaluation considers that the project-wide imposed conditions and recommendations remain appropriate, with the additional requirement of the updated CEMP and site-specific CTMP, where required, to manage any potential impacts associated with removing the peak traffic period restrictions on haulage and delivery works.

The evaluation has found that the requested change is discrete and temporary in nature and that there will be no changes to the scope, design and location of project work in the locations in which imposed condition 10C would come into effect.

5. Coordinator-General's conclusion

This report concludes my evaluation of the proposed project change pursuant to section 35I of the SDPWO Act. The evaluation has found that the requirements of the SDPWO Act have been satisfactorily met and that sufficient information has been provided to enable evaluation of the proposed changes to the conditions of approval.

The evaluation considers that the changes to the project's imposed conditions would result in acceptable overall outcomes. Accordingly, I approve the changes to the conditions for 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 condition 10C must be read concurrently with imposed condition 10 of the project-wide imposed conditions and recommendations dated October 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.



Toni Power
Coordinator-General

Acronyms and abbreviations

Acronym	Definition
BCC	Brisbane City Council
CEMP	Construction Environmental Management Plan
CGCR	Coordinator-General's change report
CGER	Coordinator-General's evaluation report
CRR	Cross River Rail
CTMP	Construction Traffic Management Plan
DTMR	Department of Transport and Main Roads
EIS	environmental impact statement
EMF	environmental management framework
M	Metres
OEMP	Outline Environmental Management Plan
SDPWO Act	<i>State Development and Public Works Organisation Act 1971</i>

Glossary

Term	Definition
Construction Environmental Management Plan	the Construction Environmental Management Plan referred to in Condition 4.
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
significant project	A project declared (prior to December 2012) as a 'significant project' under section 26 of the SDPWO Act. Projects declared after 21 December 2012 are referred to as 'coordinated projects'.
project work	any works, including early works, demolition works or site preparation works, for construction of the project. Project Work does not include: <ul style="list-style-type: none">• any works associated with the demolition of buildings and structures on State owned land• works involving the relocation or replacement of public utilities when undertaken by a public utility authority or provider• the placement and management of spoil at spoil placement locations• works associated with the temporary Roma Street Coach Terminal.
managed work	Project Work for which either the predicted or monitored impacts meet the performance criteria at a Sensitive Place.
the project	The project described in the Coordinator-General's Evaluation Report dated 20 December 2012.
lockdown direction	Lockdown direction means any public health direction that applies to the Brisbane local government area made by the chief health officer, or a delegate, under s.362B of the Public Health Act 2005 in relation to COVID-19 which either restricts movement of persons or requires persons to stay in a stated place or both, and includes any associated amendment or extension, expiration or revocation.

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