



The Coordinator-General



The Legacy Way project (formerly known as Northern Link Road Tunnel)

## **Coordinator-General's report on a project change, number 3**

August 2011

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## Synopsis

The Legacy Way project, formerly known as the Northern Link Road Tunnel project, will involve construction of two tunnels, both under five kilometres in length, linking the Centenary Motorway at Toowong with the Inner City Bypass at Kelvin Grove. The project also includes associated works such as two ventilation stations and outlets and a tollroad control centre. The project proponent is Brisbane City Council (BCC).

Legacy Way was declared to be a significant project under section 26(1)(a) of the *State Development and Public Works Organisation Act 1971* (the SDPWO Act) on 2 November 2007.

Following consideration of the project's environmental impact statement (EIS) and comments made on the EIS by members of the public, stakeholders and government agencies, the Coordinator-General's report evaluating the EIS was completed on 23 April 2010. The report found that the project could proceed, subject to compliance with conditions and recommendations made by the Coordinator-General in order to mitigate project impacts.

On 25 October 2010, the proponent provided the Coordinator-General with an application for project changes (APC), as per section 35C of the SDPWO Act. The application requested the Coordinator-General assess a range of proposed design and delivery changes to the project. One of the changes was the proposal to locate temporary construction workforce parking for up to 300 spaces in a section of Anzac Park, Toowong. The parking was required to service the project's western worksite, located on a section of the Brisbane Botanic Gardens, adjacent to the Centenary Motorway.

In *The Legacy Way Project (formerly known as Northern Link Road Tunnel) Coordinator-General's report on project changes*, finalised on 17 December 2010, the Coordinator-General found the changed project could proceed, with the exception of the Anzac Park parking proposal.

It was recommended the proponent review the project's workforce parking strategy and consider alternative options for its parking requirements; then assess the options against a range of criteria and present them to the community for consideration (Appendix 2, Schedule 4, Recommendation 35).

On 20 May 2011, BCC provided a second APC to the Coordinator-General. The application, made as per section 35C of the SDPWO Act, requested the Coordinator-General's consideration of the project's use of a section of the existing Park and Ride car park located on Mount Coot-tha Road, adjacent to the Toowong bus depot, for temporary construction workforce parking (daytime only).

On 3 June 2011, BCC provided an amendment to the APC, which proposed a reduction in the amount of parking in the car park sought.



On 17 June 2011, the Coordinator-General, with *The Legacy Way project (formerly known as Northern Link Road Tunnel) Coordinator-General's report on a project change (June 2011)* endorsed the use of no more than 40 of the 105 parking spaces of the Park and Ride for the duration of the project.

On 24 June 2011, BCC provided the third APC for the Coordinator-General's consideration. This application proposes developing an area located on Scenic Drive, Mount Coot-tha, for temporary construction workforce parking for both day and night-time shifts.

This report provides the Coordinator-General's evaluation of the proposal.



# 1 Description of the proposed change

## 1.1 The proponent

The project proponent is BCC. On 20 September 2010, BCC selected Transcity Joint Venture (Transcity) as the preferred contractor for the design, construction, operation and maintenance of the project.

Transcity has been contracted to deliver and operate the project as BCC's agent for a 10-year period.

## 1.2 Background

Condition 18(k) (Appendix 1, Schedule 3) of the *Coordinator-General's report: Northern Link Road Tunnel*<sup>1</sup> (April 2010) stated:

The construction workforce must not park in local streets. A dedicated and adequate construction workforce off-street parking area must be provided. All construction workforce vehicles must be directed to project construction workforce car parks.

To avoid construction workforce car parking in local streets, shuttle transport between construction workforce car parks distant from a construction area must be provided for the duration of the period the construction area is in use.

In refusing BCC's proposal to locate parking in a section of Anzac Park, the Coordinator-General recommended that BCC, in developing a parking plan, investigate a range of locations to satisfy the project's parking requirements. It was advised that different options should be considered individually and collectively and assessed using various criteria such as community impacts, cost, suitability, opportunities and risk.

The Coordinator-General also recommended that BCC consult with the community on the options.

The recommendation further noted that, should BCC's preferred option/s for parking propose a change to the project, an application would be required under section 35C of the *State Development and Public Works Organisation Act 1971* (Changes to project).

A copy of the recommendation is included at Appendix 1.

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<sup>1</sup> The Legacy Way project was formerly known as the Northern Link Road Tunnel.



## 1.3 Proposed change

The project anticipates at peak construction the workforce will number up to 250 workers for the day shift (6.30 am – 6.30 pm), and up to 50 workers for the night shift below-ground works (6.30 pm – 6.30 am). Table 2.1 of the APC provides the project's overall parking methodology, with parking proposed to be spread across three locations.

BCC proposes to develop a vacant site located on Scenic Drive, Mount Coot-tha, to accommodate up to 170 parking spaces to be used for the duration of the Legacy Way project. Figure 1.1 provides a diagram of the proposal.

The Scenic Drive site is a cleared area with a frontage width of around 60 metres. It is bordered on three sides by the Mount Coot-tha forest, and is located across the road from the Mount Coot-tha quarry on the approach to the summit of Mount Coot-tha. The site sits at the juncture between Scenic Drive and Sir Samuel Griffith Drive.

BCC proposes to develop the car park over two stages, with the first stage involving establishment of approximately 90 parking spaces in the northern section of the site. The second stage would provide an additional 80 parking spaces.

The APC states that the car park would require minor cut and fill works and a retaining wall. The car park surface would be sealed and drainage installed to direct any flows to drainage courses. Security fencing would be installed around the perimeter. Lighting would be installed at the site and at the intersection of the entrance and exit to Scenic Drive and Sir Samuel Griffith Drive. Signage would be installed in the area to alert people to the use.

The use of the Scenic Drive car park is proposed for both day and night-time parking, with access to and from the western worksite to be provided by shuttle bus. A bay for the shuttle bus would be located off Sir Samuel Griffith Drive.

In transporting workers from the car park, the shuttle bus would travel on to Mount Coot-tha Road, on which the project's western worksite is located around 1.8 kilometres away. The shuttle bus would enter the worksite from a slip road accessed from Mount Coot-tha Road and deposit workers directly at the site. No material divergence from this route would occur for the return journey when workers were transported back to the Scenic Drive car park at the end of their shift.

In terms of timing, BCC proposes to commence development of Stage 1 from August/September 2011. Stage 2 would be progressed after any required approvals for removal of vegetation are secured.

Views of the site area as provided in the APC are included below.



**North-west view of the site**



**South-east view across the site**

The car park's second stage would require a small amount of vegetation to be removed, being in the order of two mature and three semi-mature eucalypts (see photo below). Approval for this action may be required under terms of the *Vegetation Management Act 1999* and the *Sustainable Planning Act 2009*.



**Approximate area of affected vegetation (refer red line)**



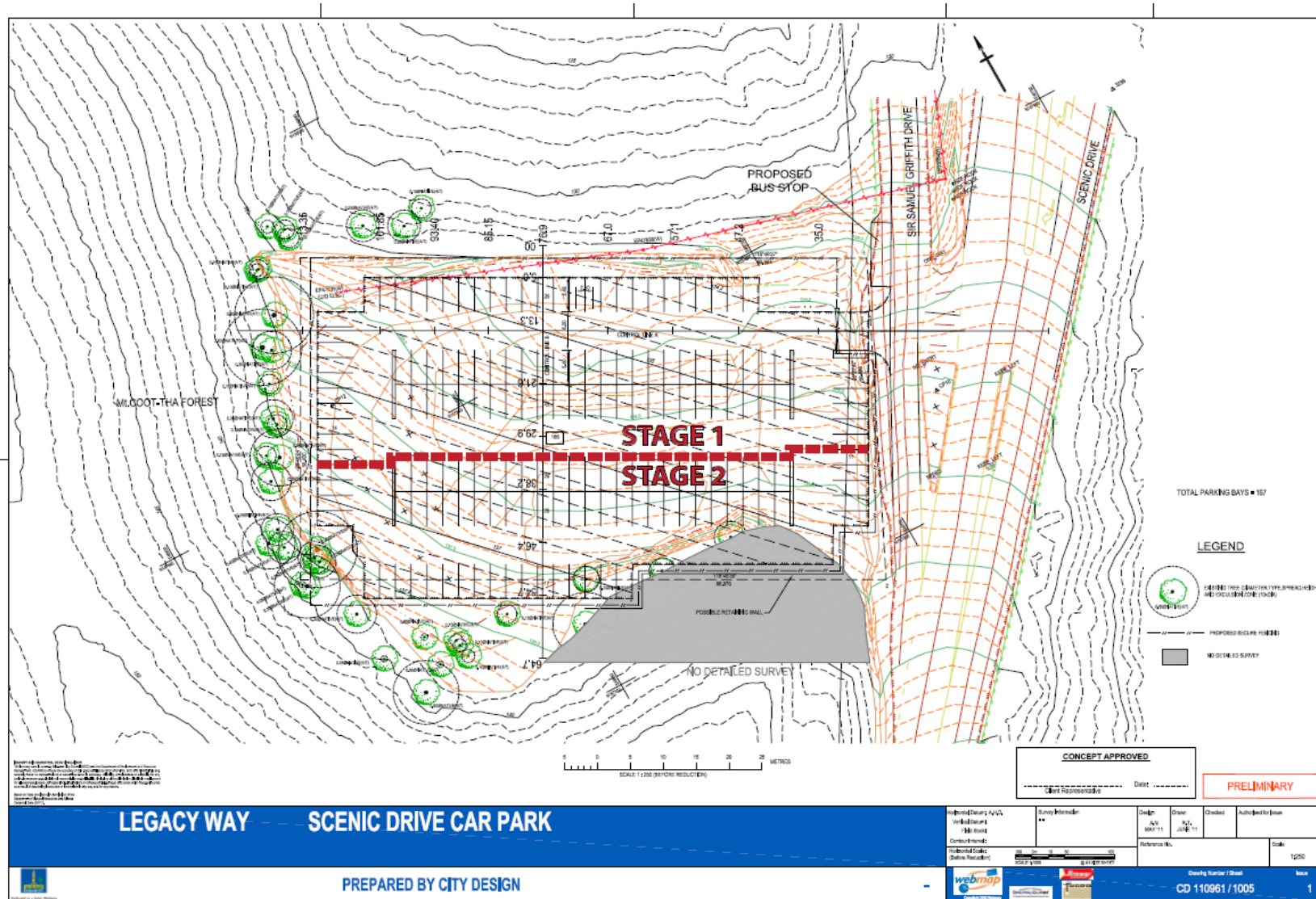


Figure 1.1 Proposed construction workforce parking area: Scenic Drive car park

Description of the proposed change  
 The Legacy Way project  
 TCoordinator-General's report on a project change, number 3



## 2 BCC's evaluation of parking options

This section describes BCC's process of analysing and selecting the Scenic Drive option as a preferred location for workforce parking.

The APC confirms that, in early 2011, BCC evaluated a range of parking areas, which included assessing options against various criteria (refer to subsection 2.2) in order to arrive at the project's preferred areas for workforce parking. A risk assessment was also undertaken on shortlisted parking options.

In addition, in line with the Coordinator-General's recommendation to consult on the project's parking strategy, in early 2011 BCC consulted the community on its views on the project's parking requirements. The APC states the intention was to use the public's views to inform development of the project's preferred parking areas.

### 2.1 Workforce parking consultation group

BCC convened a Workforce Parking Consultation Group, which met on 24 February 2011 to discuss options for parking in the vicinity of the project's western worksite.

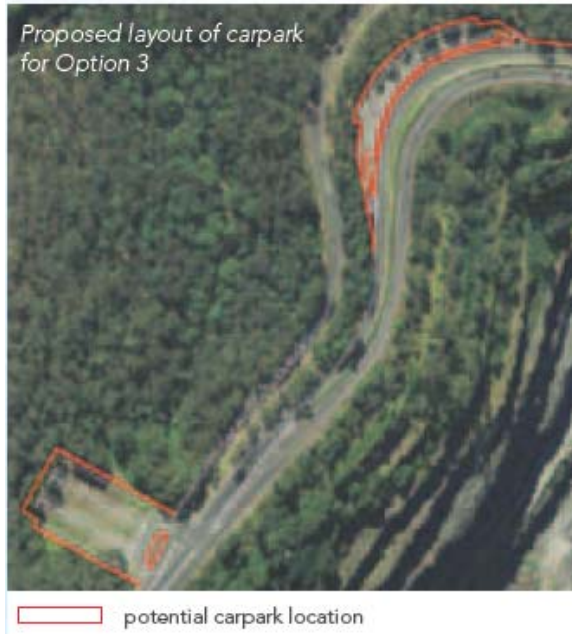
Attending the meeting were representatives from local businesses such as the Brisbane Botanic Gardens, the Summit Restaurant, and the Stuartholme School; and local community groups such as the Friends of Anzac Park, the Mount Coot-tha Residents Group, the Friends of Toowong Cemetery, and Bicycle Queensland (BQ).

BCC presented over 20 parking location options for the group's consideration, with a view to seeking their input to the process for shortlisting the options.

Subsequent to meeting with the group, BCC developed a shortlist of five options. The Scenic Drive area was included as option 3. The other options were the Park and Ride; two locations in Anzac Park; and the Hoop Pine picnic area. The APC details the process used to shortlist the options.

The five options were then further assessed, prior to being provided to the wider community for comment.

The Scenic Drive option evaluated by BCC in early 2011 differs from the proposal included in the APC dated 24 June 2011. Initially, the Scenic Drive option included parking in two separate areas, with the larger of the two areas being a cleared space that has been used for disaster management purposes, and a smaller area located nearby that would be developed on a road shoulder. The two areas are shown in Figure 2.1.



**Figure 2.1 Superseded Scenic Drive proposal—two areas**

The APC confirms that the smaller road shoulder area will not be used, largely because of the potential for community impacts due to the temporary loss of the area's amenity.

In acknowledging the area is frequently used by the public to enjoy views to the city, BCC's car park option investigation report, produced at the end of its assessment process, recommended only the larger area of the Scenic Drive option be progressed.

The APC states that the results of the parking assessment done by BCC for the two-area Scenic Drive option (for example, within a multi-criteria analysis (MCA) and during public consultation), are still relevant to the changed option, as the main area of the original proposal is the same and the overall area of impact has been reduced.

## 2.2 Multi-criteria analysis

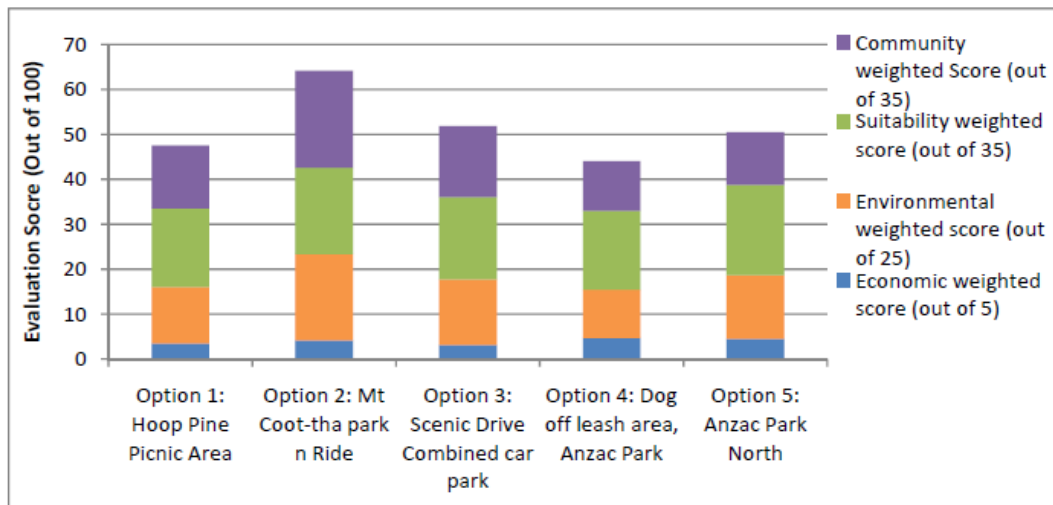
The APC confirms an MCA was used to assess the five parking options and explains how the methodology was developed.

The criteria selected to evaluate the five options were: community, environment, suitability and cost. Each of the criteria was assigned a number of sub-criteria which were used as the starting point for scoring the options.

The APC states the Workforce Parking Consultation Group provided input to the development of the MCA, particularly the weighting of each criterion. Cost was assigned a rating of 5 per cent; environment was rated at 25 per cent and community and suitability were each rated at 35 per cent.



When assessed using the MCA, the Scenic Drive option scored second of the five options. Figure 2.2 provides an overview of the options' ratings.



**Figure 2.2 Evaluation scores: workforce parking shortlisted options**

The Scenic Drive option ranked second against the **community** criteria. It scored second on the sub-criterion of noise, given the nearest residence is 700 metres away. It scored first, along with two other options on land use considerations; however, all the options scored low overall on this sub-criterion. In the case of Scenic Drive, the land use considered was occasional use of the area by Council for disaster management purposes, and use of the road shoulder (part of the original option) by the community to enjoy city views.

On consideration of the sub-criterion of business impacts, the option scored a tied last with two other options. This was due to possible impacts on patrons of the Mount Coot-tha Summit restaurant, who might park on the road shoulder; and the potential for motorists travelling to the restaurant to experience negative visual impacts. However, on the sub-criterion of general amenity, the option scored a tied second, given the car park, while visible, is on the opposite side of the road to the city views.

The APC states the single Scenic Drive site option would likely score better on considerations of business impact and land use due to removal of the road shoulder element.

The option scored third on the sub-criterion of cultural heritage, given it is located within the Mt Coot-tha Forest, which is listed on the Queensland Heritage Register.

On the criteria of **technical suitability**, the Scenic Drive option scored third. It scored well on the sub-criterion of capacity (ranking first) and on the construction and operation safety sub-criteria (both second). It scored last on convenience to worksite, given it is not within walking distance to the worksite. The APC states ranking on these sub-criteria would change by just considering the larger Scenic Drive location, with ranking lowering slightly on capacity due to a reduction in the number of



available spaces, and the ranking against safety increasing as the current Scenic Drive location has better visibility.

On the criterion of **environment**, the Scenic Drive option scored second. It scored well on the sub-criterion of flora impacts, as the site is already cleared. It received the lowest score for fauna considerations as the site borders the forest. It scored second on land contamination considerations, with this judged to be a low risk. Scenic Drive was the lowest scoring option on the traffic impacts sub-criterion, due to concerns with sharing road usage with cyclists.

For the **economic** criteria, the option was ranked lowest, largely due to the additional cost to the project of shuttle buses to transport workers to the worksite. It scored equal second with multiple other options on construction costs and rehabilitation costs.

## 2.3 Risk assessment

In early 2011, BCC undertook a risk assessment of the five car park options, including the initial two-site Scenic Drive proposal. Many risks identified during the analysis are now irrelevant, given modifications to the proposal, such as discontinuing proposed use of the smaller road shoulder area; and that it has now been confirmed the site is not a critical location for emergency management purposes.

The traffic increase on local roads during peak periods (5.30 – 7.30 am/pm) at the Scenic Drive site was assessed as being high risk for its potential to cause conflict with other road users at the car park entrance and exit.

BCC's proposed management of potential risks to safety is discussed in section 3, Evaluation of environmental effects.

## 2.4 Community consultation

BCC issued the five shortlisted parking options for community comment in March 2011.

Appendix B of the APC confirms measures taken by BCC to advertise the comment period included half-page advertisements placed in the *Westside News* on Wednesday 9 March and Wednesday 16 March 2011, inviting members of the public to view and comment on the five options.

Signs were also placed at the five locations, including Scenic Drive. In addition, letters were sent to 14 000 homes in the Toowong, Auchenflower, Taringa and Bardon areas.

BCC hosted 15 information sessions held at four of the option locations over a 10-day period. No sessions were held at Scenic Drive as it is not accessible to the



public; however, information about the option was available at all community sessions.

Submissions on the options were invited until 21 March 2011. Comments made at the sessions were noted and are included in the APC at Appendix B.

## 2.5 Public submissions analysis

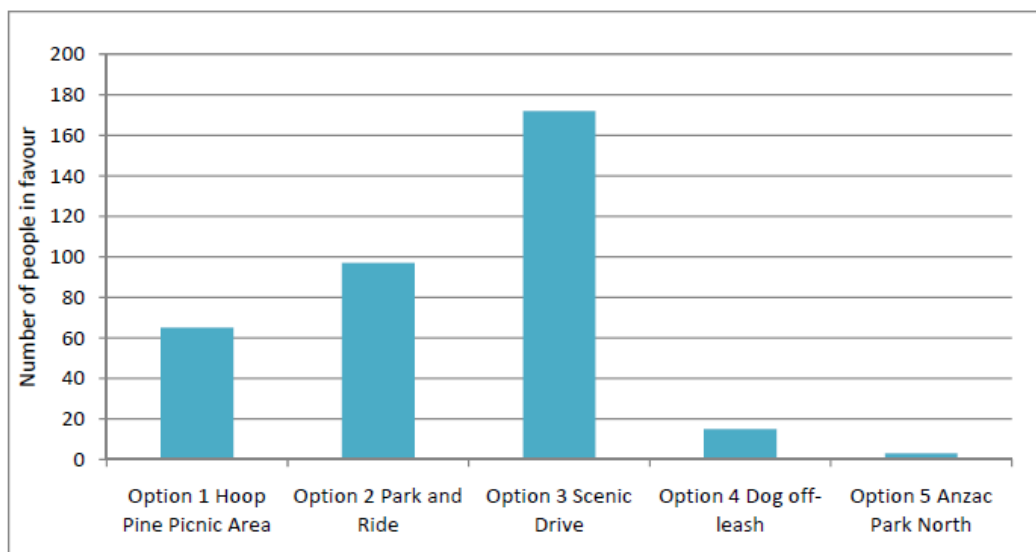
The APC confirms a total of 308 submissions about the options were received by BCC. Submitters were able to provide comments, and also nominate a preference for either single or multiple options.

Appendix B of the APC provides the submission nominations and comments. The majority of submitters strongly opposed placement of parking in either of the two Anzac Park options.

### 2.5.1 Submissions in support of Scenic Drive

The Scenic Drive option was ranked first in order of preference by submitters. Of the 308 submissions, 172 supported the option.

Figure 2.3, as provided in the APC, shows the results of the submissions analysis.



**Figure 2.3 Community feedback on car park options**

Comments made in submissions included that Scenic Drive was better than other options as it was the farthest away from residents and on the same side of the freeway as the construction site.

People commented that it would likely cause the least disruption to the community, being at a location less used by the public than other areas; and unlike most of the other sites, the area is not frequented by children, thereby offering greater safety.



Submitters further noted the option would present minimal environmental issues, particularly if the area was fenced to protect fauna. It was further observed to likely be the safest and most cost-effective of the five options.

A submission noted that potential impacts to cyclists will have to be managed to ensure safety. However, it was noted that the ride up to the Mount Coot-tha summit is a recreational route, not a day-to-day commuting path and therefore timing with worker shifts would be less of an issue than for other options where commuting cyclists would be nearby during project shift changes.

## **2.5.2 Submissions against Scenic Drive**

Of the 308 submissions received, five did not support use of the Scenic Drive area. The reasons cited were potential noise, fauna impacts, cost and distance to the worksite.

## **2.6 BCC's parking assessment outcomes**

The APC provides that, after analysing the results of the car parking assessment, including data obtained from public submissions, on 5 April 2011 BCC publicly announced its preference to use a combination of Scenic Drive, Mount Coot-tha; the Park and Ride; and the central and overflow parking areas of the Brisbane Botanic Gardens for the project's construction workforce parking.

Section A.4 of the APC confirms that BCC wrote to all submitters who provided an email address during the consultation process, advising them of the outcomes of the assessment.

As discussed, use of a part of the Park and Ride has been evaluated and approved by the Coordinator-General. Temporary project parking in the botanic gardens overflow car park on Mount Coot-tha Road was included in the EIS and is therefore not considered in this report.

On 18 July 2011, BCC provided a revision to the APC to the Coordinator-General, which confirmed use of the central parking area of the Brisbane Botanic Gardens would no longer be pursued. Instead, BCC proposes to use Scenic Drive as the focal parking point for both day and night shifts; and to continue using the other two areas for daytime workers.

## **2.7 Consultation on the change application**

Section 35G of the SDWPO Act provides that the Coordinator-General may decide if a proposed project change requires public notification. In the case of the Scenic Drive proposal, the Coordinator-General decided that this was not required.

This decision was made taking into account matters such as that BCC advertised, inviting public comment on the proposed use of the area and undertook extensive public consultation seeking community views. It is evident that BCC noted feedback



received during the process in deciding to not continue with the Anzac Park proposal.

Section 35F of the SDPWO Act provides that the Coordinator-General may consult with any parties about a proposed change. In the case of this application, comment was sought from the Department of Transport and Main Roads (TMR); the Department of Environment and Resource Management (DERM); and the Department of Community Safety (DCS) as advisory agencies. A local business in the area was also consulted.

None of the parties consulted raised concerns with the proposal proceeding. Specific advice provided by agencies is discussed in Section 3, Evaluation of environmental effects.





## 3 Evaluation of environmental effects

The APC, and further information provided to the Coordinator-General by BCC, provides an assessment of the potential impacts and suggested mitigation measures for use of the Scenic Drive area. The following considers these matters.

### 3.1 Land use

The site is State-owned land, of which BCC is trustee. It is largely cleared and unsealed.

The site has been used previously by Council for disaster management purposes, most recently in early 2011 as a flood recovery area for temporary storage of rubbish. However, the site is not included in BCC's disaster management plan, and the APC states other sites in the area are available for such use if required.

The APC states the State Disaster Coordination Centre, Emergency Management Queensland and Queensland Fire and Rescue Service confirmed that the site is not identified within state emergency management plans for such a use.

DCS has confirmed to the Coordinator-General that the proposal presents no concerns to the agency. DCS meets at least monthly with BCC to obtain updates and provide advice on departmental matters.

DERM confirmed that the car park as temporary infrastructure attracts a general exemption under the *Queensland Heritage Act 1992*, providing compliance with the terms of the General Exemption Certificate—Queensland Heritage Places is in place.

Should contaminated land be encountered, the terms of the *Environmental Protection Act 1994* (Part 8) would apply. This matter was addressed in a whole-of-project sense in the *Coordinator-General's Report on the EIS* (April 2010).

### 3.2 Amenity

Noise and lighting are not expected to be an issue given the nearest residence is over 700 metres away. Conditions were applied to the project in the *Coordinator-General's Report on the EIS* (April 2010), which must be adhered to in order to manage potential noise and lighting impacts.

In terms of visual amenity, while visible from the road for the duration of the project, the car park is on the opposite side of the road to the city views and is therefore not expected to materially detract from the current amenity.



### 3.3 Traffic and safety

BCC states that traffic impacts arising from the Scenic Drive car park are expected to be minor. Scenic Drive has sufficient spare traffic capacity with a recorded average weekday flow of 1200 vehicles per day and approximately 150 vehicles over Monday to Friday peak hours (7 am – 8 am and 6 pm – 7 pm).

In line with TMR feedback on BCC's preferred shuttle bus access to and from the western worksite, BCC will avoid using the Mount Coot-tha roundabout near the Centenary Motorway. Instead, the shuttle bus would make a right turn from Mount Coot-tha Road into the western worksite, and a left turn from the worksite into Mount Coot-tha Road for the return journey.

Condition 8 notes that the project's construction traffic environmental management sub-plan is to be updated to address use of the Scenic Drive site. The Coordinator-General's report conditions that any changes to the sub-plan are to be approved by TMR. Arrangements for access to the site will be addressed through this process.

As discussed in section 2.3, Risk assessment, the traffic increase on local roads during peak periods (5.30 – 7.30 am/pm) for the initial two-site Scenic Drive option was assessed in a road safety audit as being high risk for its potential to cause conflict with other road users at the car park entrance and exit.

The posted speed in both directions near the site is 50 kilometres per hour. The line of sight for road users travelling from the Mount Coot-tha summit is approximately 135 metres. While it is plausible these conditions offer good opportunity for braking by road users if required, enhancements to road safety would also work to accommodate road users who descend faster than speed limits permit.

The APC states that, for the single Scenic Drive site option, as a result of the findings and recommendations of the audit, the design of the car park and the entry and exit have been modified to reduce the risk of disruption to road users.

Changes made included incorporating a combined entry/exit access point at the eastern corner of the car park (that is, the point furthest away from traffic descending from the summit) to maximise drivers' sight distance when entering and exiting the car park, particularly of oncoming traffic travelling from the summit.

BCC confirms consultation has been undertaken with BQ on the issue of cyclist safety. In these discussions, BCC raised the potential mitigation measure of closing off to cyclists the section of Sir Samuel Griffith Drive that runs parallel to Scenic Drive, to reduce the potential for high speed cyclist movement across the turning path of vehicles accessing the car park. The APC states BQ's preference was that cyclist access to Sir Samuel Griffith Drive remain open.



While the APC states that intersection treatments (including improved lighting and line marking) will seek to address cyclist safety, a further road safety audit will be undertaken when the car park's detailed design is completed, to confirm if leaving access to Sir Samuel Griffith Drive open for continued use by cyclists is acceptable.

The audit identified a number of other traffic safety issues related to the existing condition of pavement, kerbing, signage and lighting at the site. In addition, the audit discussed the need to consider the grade of the car park design to maximise car park safety while minimising earthworks, considering the temporary nature of the car park. BCC confirms these issues will be addressed by the design and upgrade of the car park and Scenic Drive/Sir Samuel Griffith Drive intersection.

BCC proposes the following mitigation measures to increase the safety of the car park:

- lighting design for the car park and road access to address road safety and car park user safety
- consultation with BQ on detailed design of the car park
- clear signage for motorists, pedestrians and cyclists at the car park entrance and along the frontage of Sir Samuel Griffith Drive and Scenic Drive to convey the changed use of the area
- clear signage for users of the car park advising to look out for cyclists and pedestrians
- upgrading the intersection, including pavement, kerbing, signage, line marking, clear sightlines and lighting to provide safe, legible and convenient connections for pedestrians, cyclists, motorists and car park users to and from all areas adjacent to the car park.

These measures are supported and are required to be undertaken as per conditions 1–3, Appendix 2. The actions would work to minimise conflicts with other road users. They are required to be included in, and implemented through, a construction traffic environmental management sub-plan.

A range of conditions have been applied to the project in the *Coordinator-General's Report on the EIS* (April 2010), which would apply to use of the car park.

Other conditions are included at Appendix 2 of this report, which seek to further reduce the effects of temporary use of the site. These include that instruction on using the parking area is to be included in training sessions, such as toolbox talks, when the area is in use (Condition 7).

A parking attendant is to be present at the site during peak hours for the first two months to document use of the site and interaction with other road users, with a view to using the results to better enhance the area's safety (Condition 6). The attendant will be required to return to the site once night-time shift works commence.



In addition, Condition 5 requires a project officer to hand out flyers at the Mount Coot-tha summit to cyclists, and be available to answer questions about the new use of the site, during peak hours each day for the first two months of the site's use.

This condition acknowledges that, while the sight lines to the car park access point (from where descending traffic emerges from the nearest bend) should allow sufficient time for braking for a vehicle or cyclist travelling at or slightly above the speed limit, education will assist in alerting people to the new use of a previously vacant site.

Condition 3 states that the Scenic Drive road surface from the nearest bend on the descent from the summit is to be included in road improvement works to improve safety.

In addition, safety issues may present as a result of sharing use of the area with vehicle and cyclist events that include Mount Coot-tha as a destination, such as the 'Cootha Classic' and 'Brisbane Coot-tha Challenge'. The APC states that consultation and negotiation would be required with event organisers, to manage continued construction worker access to the car park.

Condition 4 states that the project is required to ensure use of the car park does not impede the usual operation of these events. This could be achieved, for example, by the project using Sir Samuel Griffith Drive to access the car park on event days.



## 4 Conclusion

The Scenic Drive proposal scored second of the five options when assessed against BCC's MCA, while the community ranked the option as a clear first, with 172 of 308 submissions supporting the option.

In considering the proposed use of the site, the possible impacts and the proponent's mitigation measures, the public's vote for the area is supported, with use of the area by the project able to proceed.

It is noted that BCC, in proposing the use of the site, has responded to community feedback, which largely held that parking would be best located away from residents. This is not a straightforward undertaking for an inner-urban project, and so Council's endeavours to minimise disturbance to the community by focusing parking at Scenic Drive are acknowledged.

It is supported that BCC has further modified the proposed use of the Scenic Drive location to address key issues raised. This has been achieved in part by discontinuing use of the road shoulder area, and changing the site design to improve safety.

Changes to the design and access, and improvements to signage, road marking, and lighting will make the area safer to use. Fencing the area will work to exclude fauna and protect vegetation. Temporary use of the Scenic Drive site for parking purposes is not likely to affect disaster management, given the area is not essential for these requirements. The benefits of the area in presenting a low risk to public amenity are noted.

The project will need to manage use of the Scenic Drive area to ensure it integrates well with other road users. BCC, as project proponent and the entity responsible for managing the safety of Scenic Drive as a council-managed road, has a vested interest in this. Mitigation measures proposed by BCC in tandem with conditions as made previously on the project, and as applied in this report, will work to further this outcome.

While it is acknowledged that after the project concludes Council may choose to revert the site to its previous use, BCC should consult with the community and local businesses in the vicinity on possible future uses of the site if there are opportunities to alter its development or continue its use as a car park (Recommendation 1, Appendix 2).

Conditions made in this report are made pursuant to section 35I(2) of the SDPWO Act. As per section 35K of the same Act, the Coordinator-General's report for the EIS for the project and the Coordinator-General's change reports have effect for the project. However, if the reports conflict, the Coordinator-General's change report prevails to the extent of the inconsistency.



As per section 35J of the SDPWO Act, a copy of this report will be given to the proponent and be made publicly available on the Department of Employment, Economic Development and Innovation's website at:

**[www.deedi.qld.gov.au/cg/legacy-way-project.html](http://www.deedi.qld.gov.au/cg/legacy-way-project.html)**

Signed personally

.....

Keith Davies  
Coordinator-General

Date: 18 August 2011



# Appendix 1. Extract from Legacy Way change report (December 2010)

## PART 4, APPENDIX 2

### (35) Recommendation: Temporary construction car parking

- (a) It is recommended that the proponent investigate, in the making of a parking plan, a range of options to satisfy the project's construction workforce parking requirements for the western works.
- (b) Should the plan propose options that require a change to the project, for example, construction on a new site not currently used for parking, consideration by the Coordinator-General of the project's workforce parking plan for the western works is required through the making of an application under section 35C of the *State Development and Public Works Organisation Act 1971*.
- (c) The plan should demonstrate that a range of options have been explored in detail prior to the making of any application. The parking location options should be considered individually and collectively, and assessed using criteria including community impacts, cost, suitability, opportunities and risk. Mitigation measures for risk and impacts should also be considered.
- (d) Regardless of if an application is made as per above, it is recommended that the proponent undertake consultation with the community on its parking plan.



## Appendix 2. Conditions and recommendations

### CONDITIONS

#### Condition 1

(a) The proponent is to erect clear signage for the public's information about the Scenic Drive car park, which includes advice about hours of peak use. Signage is to be installed:

- at the car park entrance
- along the frontage of Sir Samuel Griffith Drive and Scenic Drive
- on the approach to the site from the Mount Coot-tha summit.

(b) A project freecall contact number is to be provided on the signage to allow the public to make enquiries about the use.

Such calls are to be clearly documented in the enquiries and complaints management system as being about the Scenic Drive car park.

(c) Clear signage for users of the car park is to be installed advising caution is to be exercised on entering and exiting the car park.

#### Condition 2

The proponent is to invite advice and input from Bicycle Queensland on design and development of the Scenic Drive site.

#### Condition 3

Prior to commencement of use of the car park:

(a) The proponent is required to upgrade the intersection of Sir Samuel Griffith Drive and Scenic Drive, including pavement, kerbing, signage, line marking, clear sightlines and lighting to provide safe, legible and convenient connections for pedestrians, cyclists, motorists and car park users to and from all areas adjacent to the car park.

(b) From where road users have line-of-sight to the Scenic Drive car park access on the descent from the Mount Coot-tha summit, the road is to be assessed by Brisbane City Council to determine if any improvements (for example, surfacing) are required, and such works are to be completed.

#### Condition 4

The project is to coordinate with the 'Cootha Classic' and 'Brisbane Coot-tha Challenge' about such events proposed to be undertaken during the project's use of the Scenic Drive site, to ensure the continued use does not adversely impact the usual running of the events.





### **Condition 5**

The proponent is to make available, in the vicinity of the Mount Coot-tha summit, a representative to provide information, particularly to cyclists, about the new use of the Scenic Drive site. The representative is to be available during times of peak use of the car park for a two-month period, from when the use of the site commences.

### **Condition 6**

- (a) The proponent is required to utilise an on-site car park attendant for a two-month period during peak-use times from commencement of the project's use of the area for both day and night-time shifts.
- (b) The attendant is to monitor use of the car park's entrance and exit and interaction with other road users.
- (c) Information obtained by the attendant is to be considered by the proponent in working to improve safety.

### **Condition 7**

Instruction on safe use of the parking area is to be included in regular training sessions, such as toolbox talks, when the area is in use.

### **Condition 8**

The project's construction traffic environmental management sub-plan is to be updated to address use of the Scenic Drive site.

### **Condition 9**

Condition 1(a) from Part 1 of Schedule 3, Appendix 2, *The Legacy Way Project (formerly known as Northern Link Road Tunnel) Coordinator-General's report on project changes* (December 2010) is amended to read:

The project must be carried out generally in accordance with the environmental impact statement (September 2008) (EIS) for the project, and the EIS Supplementary Report of the project (June 2009) (Supplementary Report) and all applications for project changes, including further information provided during the change report process as endorsed or varied by Coordinator-General's reports on project changes.

## **RECOMMENDATIONS**

### **Recommendation 1**

At completion of the project, in determining subsequent use of the Scenic Drive site, if there are opportunities to alter its development or continue its use as a car park, the proponent should consult with and invite feedback from local businesses and the community.



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