



1.5. Process for Evaluation of Project Change

Under Division 3A of the SDPWO Act, Council can apply to the Coordinator-General to assess a proposed change to the project or a condition of the project and to evaluate the environmental effects of the proposed change, its effects on the project and any other related matters. The application must:

- describe the proposed change and its effects on the project;
- state reasons for the proposed change; and
- include enough information about the proposed change and its effects on the project to allow the Coordinator-General to make the evaluation.

After receiving the application, the Coordinator-General may:

- refer details of the proposed change, its effects on the project or any other related matter to anyone the Coordinator-General considers may be able to give comments or information to help the making of the evaluation.
- ask the proponent for further information about the proposed change, its effects on the project or any other related matter.
- require the proponent to publicly notify the proposed change and its effects on the project, in a way decided by the Coordinator-General.

In making the evaluation, the Coordinator-General must consider each of the following:

- the nature of the proposed change and its effects on the project;
- the project as currently evaluated under the Coordinator-General's Report for the EIS for the project;
- the environmental effects of the proposed change and its effects on the project;
- if public notification was required, all properly made submissions about the proposed change and its effects on the project;
- the submissions made to the EIS to the extent that it is relevant to the proposed change and its effect on the project.

The Coordinator-General may refer the proposed changes to anyone to seek input on the changes, and within this, may decide to publicly notify the change request for comment. Submissions made will be among materials the Coordinator-General uses to inform his decision on the changes. The Coordinator-General must prepare a report (a Coordinator-General's Change Report) that makes an evaluation and may make recommendations, amend any conditions, impose conditions or refuse to allow the proposed change.

After completing the Coordinator-General's Change Report, the Coordinator-General must:

- give a copy of it to the proponent; and



- publicly notify the report.

To the extent that there is any inconsistency between the Coordinator-General's Report and the Change Report, the Change Report prevails.

2. Reasons for Proposed Change and its Effects on the Project

2.1. Rationale and justification

Adequate off-street parking for the construction workforce is required to avoid impacts on the amenity and local access for local residents and to adhere to the conditions outlined in the Coordinator-General's Report. Condition 18(k) refers to avoiding workforce parking in local streets. Council has developed a construction workforce parking plan for the western worksite with the aim of delivering parking in a location that minimises disturbance to the community while providing sufficient car parking spaces for the contractor's construction workforce. In order to avoid workforce parking in local streets, the section of Sir Samuel Griffith Drive proposed as the car parking site would be closed to public vehicle access until the completion of construction.

Since the approval of the Scenic Drive construction workforce car park in August 2011, changes to the construction programme have resulted in an increased demand in car parks at peak periods during the construction phase. To address this increased demand, approval is being sought for the establishment of additional car parks to enable compliance with Condition 18(k).

In order to provide the required car park spaces, the Lower Sir Samuel Griffith Drive car parking would be used in conjunction with the already approved construction workforce carparks.

2.2. Alternatives

Council previously undertook further investigation of alternative locations for construction workforce car parking in early 2011. The full investigation (*Legacy Way, Western Workforce Car Parking – Investigation of Options Report*) is attached in **Appendix A**. This process identified 24 potential workforce car parking sites, including a variation of the Lower Sir Samuel Griffith Drive site (these sites are described in **Appendix A**). These potential workforce car parking sites were reviewed in 2012 to determine if there was a suitable site to accommodate the additional parking demand.

In 2011 the 24 identified sites were subject to a first pass assessment against the project criteria for a capacity of more than 80 parking spaces, a site within 2 km of the worksite and also being available within 3 months. Based on these initial criteria, five options were taken through the more detailed multi-criteria assessment described in the *Western Worksite Workforce Car Parking Investigations of Options Report*. These five options were:

- Option 1 Hoop Pine Picnic Area,
- Option 2 Mt Coot-tha Park and Ride,



- Option 3 Scenic Drive Combined Car Park (now the approved Scenic Drive site and a lower Scenic Drive site which would have utilised an existing gravel informal parking area located off Scenic Drive)
- Option 4 the Dog Off-leash Area within Anzac Park and
- Option 5 Anzac Park north (the originally proposed Anzac Park site)

Of these five options, a combination of Option 2 and 3 were progressed and are currently in use as construction workforce car parks. It was also concluded that Option 1 Hoop Pine Picnic Area, Option 4 Dog Off-leash Area within Anzac Park and Option 5 Anzac Park north were not suitable to be developed for construction workforce car parking due to potential impacts to heritage, recreation and community values. These sites were not reconsidered for the new additional car parking demand, necessitating a review of the full list of the original 24 options.

From the review of the original 24 options, the Scenic Drive lower park and the Lower Sir Samuel Griffith Drive site (described as the 'Sir Samuel Griffith Drive {new area of road reserve between Scenic Drive and Sir Samuel Griffith Drive}') in the Report) were selected for further consideration. This is due to their distance from residential properties or other sensitive receivers and their proximity to the existing Scenic Drive construction workforce car park, enabling efficiency with the existing shuttle bus operations.

The Scenic Drive lower car park has capacity to hold approximately 88 vehicles. As this capacity is not sufficient to provide for the identified additional demand of 150 car parks, consideration was given to using this option in combination with multiple smaller parallel car parks along Scenic Drive and Sir Samuel Griffith Drive between the intersection with Scenic Drive and Mt Coot-tha Road. This combined option was not selected by the project team for the following reasons:

- Splitting workforce parking into multiple locations with a small number of parks would create difficulties in managing the workforce and workers' movements to and from site.
- Safety concerns with potential conflict with cyclists and car park uses with parallel parking along Sir Samuel Griffith Drive and the road remaining open.
- The previous *Legacy Way, Western Workforce Car Parking – Investigation of Options Report* concluded that it was important to leave the 'lower Scenic Drive' site for public use to avoid impacts on the tourist value of Mt Coot-tha and due to the lack of suitable alternative sites for the informal recreation use it provides.
- The difficult access arrangements for car parking along Scenic Drive including the lower Scenic Drive site, with a u-turn required at the junction of Scenic Drive and Sir Samuel Griffith Drive.

Conversely, the proposed Lower Sir Samuel Griffith Drive site was selected for the following reasons:


- As a suitable alternative route is provided via Scenic Drive, there are no local road access implications;
- No impacts to local streets and existing car parks;
- Ability to coordinate shuttle bus services with the Scenic Drive site and avoid the traffic effects of servicing multiple car parking sites;
- All works would be carried out within the existing road reserve;
- Very minor construction activities required to establish the car park; and
- No construction activities within Brisbane Forest Park.

The Sir Samuel Griffith Drive option was not raised with the community during the consultation process carried for the Western Workforce – Car Parking Options Investigation Report. Targeted consultation has been carried out to specifically address the proposed Lower Sir Samuel Griffith Drive car park. This consultation is outlined further in **Section 5**.

2.3. Western Worksite Parking Plan

The parking plan for the western worksite outlines the priority car parking sites that will accommodate construction workforce vehicles. The proposed plan is as follows and is shown in **Table 2-1**:

- Use of the Ada Street overflow car park for the remaining duration of the Project's construction;
- Use of the Scenic Drive car park for the remaining duration of the Project's construction;
- Use of the Lower Sir Samuel Griffith Drive car park to accommodate the additional vehicles (approximately 150) beyond the capacity of the Ada Street and Scenic Drive car parks and two Transcity bus stops; and
- Use of the Park and Ride car park for peak periods where demand exceeds the combined capacity of Ada Street, Scenic Drive and Lower Sir Samuel Griffith Drive car parks.



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Table 2-1 Western Worksite Parking Plan

Quarter	2013				2014				2015
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Maximum total daily anticipated workforce	308	311	338	335	352	377	441	437	345
Maximum Ada Street car park day time workforce numbers using car park (Total capacity 81)	81	81	81	81	81	81	81	81	81
Maximum Scenic Drive day and night time workforce numbers using car park (Total capacity 170)	170	170	170	170	170	170	170	170	170
Maximum day and night time workforce numbers using Lower Sir Samuel Griffith Drive car park (Total capacity 150)	57	60	87	84	101	126	150	150	94
Maximum day time workforce numbers using Park and Ride car park	0	0	0	0	0	0	40	36	0

2.4. Consequences of not proceeding with proposed change

Not proceeding with this proposed change for a temporary construction workforce car park at Scenic Drive would result in a shortfall in the number of required parking spaces to support the construction workforce. In order to avoid the effects of workforce car parking spilling into local streets and to meet the requirements of the Coordinator-General's condition 18(k) (Schedule 3) another car park site would need to be identified and developed.

3. Current Use of the Sir Samuel Griffith Drive site

The Sir Samuel Griffith Drive site is currently road reserve managed by Brisbane City Council. This section of Sir Samuel Griffith Drive is one way only and is currently used as an alternative route to Scenic Drive down Mt Coot-tha (both shown on **Figure 3-1**). This section of Sir Samuel Griffith Drive ends at a T-intersection with Mt Coot-tha Road, where Sir Samuel Griffith Drive once again becomes a two way road (**Figure 3-2**).



■ **Figure 3-1** View looking north towards Sir Samuel Griffith Drive (on left) and Scenic Drive



■ **Figure 3-2 View looking south east of the intersection of Sir Samuel Griffith Drive and Mt Coot-tha Road**

There are a number of community groups that currently run events requiring the closure of Sir Samuel Griffith Drive in this location. These events, including the Great Brisbane Bike Ride (Mt Coot-tha Challenge route), the Coot-tha Challenge and the Mousdash 5km Summit walk, typically require this section of road closed in conjunction with wider road closures to provide a route.

There are a number of informal recreational users, including cyclists, walkers, joggers and street lugers, that use this section of Sir Samuel Griffith Drive and Scenic Drive. A survey was carried out on three separate occasions between 5:30am and 7:30am to gain an understanding of the frequency of users on this section of these roads. The survey was carried out at this time as it coincides with the morning construction shift change over and the peak morning period for recreational users, particularly on week days. The results are provided in **Table 3-1**.



■ **Table 3-1 Recreational Users of Sir Samuel Griffith Drive**

Road	Saturday 19/05/12		Monday 21/05/12		Wednesday 23/05/12	
	Sir Samuel Griffith Drive	Scenic Drive	Sir Samuel Griffith Drive	Scenic Drive	Sir Samuel Griffith Drive	Scenic Drive
Cyclists	45 (2 up)	59 (11 up)	23	35 (20 up)	103	185 (86 up)
Walkers	0	13 (8 up)	2 (up)	1	0	3 (2 up)
Joggers	5	13 (5 up)	4	1	3 (2 up)	2
Total	50	85	29	37	106	190

Based on the observations of the users during these periods, users going down Mt Coot-tha are relatively evenly distributed between Sir Samuel Griffith Drive and Scenic Drive. The number of users on Scenic Drive is increased by the greater number of users travelling up Mt Coot-tha on this road.

While it wasn't clear why one route was preferred over the other, the left turn from Sir Samuel Griffith Drive on to Mt Coot-tha Road is a Give Way, rather than a Stop as is used at the Scenic Drive intersection. This is likely to be preferable for cyclists completing anti-clockwise loops of Sir Samuel Griffith Drive.

Table 3-2 provides an overview of the cyclist and pedestrian counts for three key routes in Brisbane. Comparatively, the Sir Samuel Griffith Drive and Scenic Drive routes carry far fewer cyclists and pedestrians than these routes.

■ **Table 3-2 Cyclist and Pedestrian Counts on Key Routes**

	Bicentennial Bikeway		Eleanor Schonell Bridge		Goodwill Bridge	
	24 hour weekday	Hourly average	24 hour weekday	Hourly average	14 Hour weekday	Hourly average
Cyclists	2,500	104	1,500	63	3,000	214
Pedestrians	1,500	63	3,000	125	9,000	642
Total	4,000	167	4,500	188	12,000	857

Traffic count information is included in the assessment of traffic and transport effects in **Section 6.2**.



4. Description of Proposed Change

The proposed change involves providing additional car parks for the Legacy Way western workforce in the form of a temporary construction workforce car park. The proposed location for the temporary construction workforce car park is on Lower Sir Samuel Griffith Drive between Scenic Drive and Mt Coot-tha Road. The concept design is shown on **Figure 1-1**.

4.1. Car park layout and design

The proposed car park layout for the temporary construction workforce car park provides for approximately 150 parking spaces. Car parking spaces would be provided on either side of the road and a four metre active traffic lane maintained for construction workforce vehicles and shuttle buses.

In addition to the bus stop located near to the Scenic Drive car park, another two bus stops are proposed at 350 m intervals along Lower Sir Samuel Griffith Drive to service the additional car parks. These bus stops would be provided as indented bus bays. A small shelter may be erected to provide wet weather protection for the construction workforce waiting for the shuttle bus.

4.2. Car park construction and infrastructure upgrades

Footpaths would be provided on either side of the car park for safe access for the construction workforce to the designated bus stops. To improve safety for pedestrians currently using Scenic Drive, the footpaths would be available to the public during construction of Legacy Way. The footpaths are proposed to be retained post-construction of Legacy Way to provide a safe alternative means for pedestrians to use in this area of Mt Coot-tha.

Minor cut and fill works would be required within the road reserve on the edges of Lower Sir Samuel Griffith Drive to improve the safety of the car parking and traffic arrangements. A cut would be made into sections of the embankment on the east side of Lower Sir Samuel Griffith Drive and appropriate retaining measures would be implemented that would be finalised during detailed design.

Some minor interference with vegetation within the road reserve may be required for the establishment of the car park. Any trimming or pruning of vegetation within the road reserve would be carried out in accordance with Brisbane City Council's current roadside vegetation management practices.

To minimise confusion for traffic travelling down Scenic Drive from the Mt Coot-tha summit, the existing merge onto Lower Sir Samuel Griffith Drive would be closed through the use of temporary concrete safety barriers. The shoulder between Scenic Drive and Sir Samuel Griffith Drive would be shortened to provide additional road space for vehicles, including the shuttle



buses, accessing the construction workforce car parks (both Scenic Drive and Lower Sir Samuel Griffith Drive sites).

In conjunction with clear signage stating that cyclists are not to use Lower Sir Samuel Griffith Drive, the closure of the merge should act as a deterrent to cyclists to travel through the car park. No other provisions, such as speed humps or gates at the entry and exit points, would be implemented to deter cyclists. Green pavement treatment, 1.5 m wide, and bicycle pavement symbols would be applied along Scenic Drive near to the intersection with Sir Samuel Griffith Drive to alert cyclists of the preferred route.

Lighting is currently provided at a number of locations along Sir Samuel Griffith Drive. However, these lights do not illuminate the entire length of the Sir Samuel Griffith Drive site. Additional lighting would be installed to allow for safe operation of the car park. It is proposed that a Brisbane City Council Rate 3 lighting system would be implemented. Specifications for the lighting requirements would be identified during detailed design.

4.3. Car park operation

The Lower Sir Samuel Griffith Drive car park would be used by day-time and night-time construction workers. Access into the site would be via the upgraded right turn off Scenic Drive. Egress from the site would be at the intersection at Mt Coot-tha Road. The peak period of activity would be 5:30-7:30 am/pm during shift change-over. A shuttle bus would transport all workers from the Scenic Drive and Lower Sir Samuel Griffith Drive car parks to the western worksite.

The car park would be operated in accordance with the environmental management plans for the project. This would include construction staff inductions to address use of the car park, workforce behaviour within the car park, entering and exiting the car park, use of local streets, pedestrian and cycle routes and general staff behaviour.

It is proposed that traffic speed within the car park area would be managed to 20-30 km/hr. This would be achieved through a number of measures including:

- Clear signage to alert drivers of the speed and the nature of the location (ie car park, not a road);
- Fencing either side of the entrances and exits to alert drivers that they are entering and exiting the car parking site;
- Use of road markings, such as 'SLOW' or to identify shared space zones where workers are likely to be crossing to the road to access bus stops; and
- By providing a single, one lane road that is fringed by car parks rather than a two lane road (Lower Sir Samuel Griffith Drive's current form), a driving environment is created that is more likely to reduce traffic speeds.



The existing access arrangements for the Scenic Drive car parking site would be maintained with construction workers departing through the Lower Sir Samuel Griffith Drive car park.

4.4. Rehabilitation

Following completion of construction of Legacy Way, the temporary car park infrastructure would be removed and the site reinstated to the pre-existing condition.

It is proposed that the footpaths would be retained to provide a legacy for future users of Sir Samuel Griffith Drive and Mt Coot-tha.

4.5. Approvals

Development involving the construction, maintenance or operation of roads and things associated with roads (including parking areas) on behalf of, or under contract with, Brisbane City Council is exempt development under the provisions of Brisbane City Plan 2000. The proposed change is exempt development under Brisbane City Plan 2000 as it is development associated with the construction of the Legacy Way road tunnel.

Council will seek to temporarily close Lower Sir Samuel Griffith Drive prior to the commencement of activities to establish the car park. It is proposed to carry out this road closure under the provisions provided under the *Road Operations (Road Use Management) Act 1995*.

The proposal does not involve the clearance of native vegetation and does not require approval under the *Vegetation Management Act 1999* or under Council's Natural Assets Local Law. Likewise it does not involve development on a heritage place and does not required approval under the *Queensland Heritage Act 1992*.

The proposal is not the subject of any State Planning Policies, or development approval legislation, policy instruments or guidelines.

5. Consultation

In line with the Application for Project Change process, Brisbane City Council undertook consultation with the community and key stakeholders to gain feedback on the Lower Sir Samuel Griffith Drive workforce parking proposal.

To ensure that this feedback was representative of the community and key stakeholders, the project team utilised feedback gained from the broader community during last year's workforce parking consultation process. A targeted program was developed to consult key stakeholders identified from earlier consultation and ongoing community engagement activities and liaison on the project. **Table 5-1** provides a list of relevant Legacy Way conditions and information on how these conditions are addressed for this APC.

■ **Table 5-1 Legacy Way Conditions**

Condition	Response	APC 7 Reference (where relevant)
April 2010, Appendix 1, Northern Link Road Tunnel Project		
<i>Part 2 Design and Construction Phase</i>		
6. Communication and Consultation	Consultation has been carried out in accordance with the communication and engagement strategies currently in place for the Legacy Way project. Targeted consultation was carried out to inform nearby residents and road users of the scale, timing, duration, location, intensity and potential effects of the proposed Lower Sir Samuel Griffith Drive construction workforce car park.	Section 5
7. Community Liaison Group	Notification of the proposed car park has been emailed to members and discussed at the July 2012 meeting.	Section 5.1
8. Community Communication Strategy	Consultation has been carried out in accordance with the communication and engagement strategies currently in place for the Legacy Way project. A Communication and Engagement Strategy has been developed for the proposed Lower Sir Samuel Griffith Drive construction workforce car park.	Appendix B
9. Independent Community Liaison Representative	Has been informed as part of the Community Liaison Group process.	Section 5.1
10. Display Centres	The Legacy Way Visitors' Centre, at 80 Jephson Street, Toowong, has been set up to provide information on the Project to the public.	Section 6.1
December 2010, Appendix 1, Appendix 2, The Legacy Way Project (formerly known as Northern Link Road Tunnel)		
<i>Appendix 1</i>		
Recommendation 1: Temporary Construction Car Parking	The Western Workforce Car Parking Investigation of Options report was completed in April 2011 to advise on car parking options for Legacy Way. A variation of the Lower Sir Samuel Griffith Drive option was considered in this investigation. This option has been developed further and assessed against alternatives.	Section 2, Appendix A

Condition 9: Bicycle Infrastructure – consultation	Cyclists using Sir Samuel Griffith Drive and bicycle user groups, including Bicycle Queensland and Bicycle User Group, have been consulted on the proposed Lower Sir Samuel Griffith Drive construction workforce car park.	Section 5
<i>Appendix 2</i>		
<i>Part 2: Design and Construction Phase</i>		
(6) Communication and Consultation	Consultation has been carried out in accordance with the communication and engagement strategies currently in place for the Legacy Way project. Targeted consultation was carried out to inform nearby residents and road users of the scale, timing, duration, location, intensity and potential effects of the proposed Lower Sir Samuel Griffith Drive construction workforce car park.	Section 5
(7) Community Liaison Group	Notification of the proposed car park has been emailed to members and discussed at the July 2012 meeting.	Section 5.1
(8) Community Communication Strategy	Consultation has been carried out in accordance with the communication and engagement strategies currently in place for the Legacy Way project. A Communication and Engagement Strategy has been developed for the proposed Lower Sir Samuel Griffith Drive construction workforce car park.	Section 5.1
(9) Independent Community Liaison Representative	Has been informed as part of the Community Liaison Group process.	Section 5.1
(10) Display Centres	The Legacy Way Visitors' Centre, at 80 Jephson Street, Toowong, has been set up to provide information on the Project to the public.	Section 6.1
(15) Environmental Management Plan (ix) Complaints	Any complaints received regarding the proposed Lower Sir Samuel Griffith Drive construction workforce car park will be addressed through the process established for the Legacy Way project.	Section 6.1.2
<i>Part 3: Operation Phase</i>		
(28) Community Engagement	During operation of Legacy Way, it is anticipated that the Lower Sir Samuel Griffith Drive car park would be returned to its use as a public road. Targeted consultation will be carried out prior to the end of its use to determine the final form of the road.	Section 4.4
<i>Part 4: New Conditions and Recommendations</i>		
(35) Recommendation: Temporary construction car parking	The Western Workforce Car Parking Investigation of Options report was completed in April 2011 to advise on car parking options for Legacy Way. A variation of the Lower Sir Samuel Griffith Drive option was considered in this investigation. This option has been developed further and assessed against alternatives.	Section 2, Appendix A
<i>Schedule 4: Jurisdictions for Conditions</i>		
Schedule 3: Imposed Conditions – part 2 – Design and construction phase	The Coordinator General is identified as the Entity with Jurisdiction over Conditions relevant to this Application for Project Change.	Section 1.5
Schedule 4: Imposed	The Coordinator General is identified as the Entity with	Section 1.5