



*Dedicated to a better Brisbane*

20 August 2012

Mr Barry Broe  
Coordinator-General  
Department of Infrastructure and Planning  
Executive Building  
100 George Street  
City East Queensland 4002

Dear Mr Broe

**Legacy Way Project (formerly Northern Link Road Tunnel)  
Application for Project Change of a Significant Project – Temporary Construction Workforce Car Park – Lower Sir Samuel Griffith Drive, Mt Coot-tha**

Following recent discussions with your Office, please find attached Council's application for a proposed change to the Legacy Way Project in accordance with Part 4 Division 3A of the *State Development and Public Works Organisation Act 1971 (QLD)*.

I believe that the Notice is self-explanatory but please let me know if you require any further information.

Council has processed payment of the \$1071 application lodgement fee for evaluation of environmental effects proposed change (section 35C) via the electronic payment mechanism as outlined in the guideline for fees under part 4 Environmental Coordination process on 6 August 2012.

Yours sincerely



Scott Stewart  
**Divisional Manager**  
**BRISBANE INFRASTRUCTURE**

Encl. *Application for project change of a Significant Project – Temporary Construction Workforce Car Park - Lower Sir Samuel Griffith Drive*

Brisbane City Council ABN 72 002 765 795

**APPLICATION TO THE COORDINATOR-GENERAL  
TO EVALUATE A PROPOSED CHANGE  
LEGACY WAY PROJECT  
20 August 2012**

In April 2010, the Coordinator-General evaluated the environmental effects of the Northern Link Road Tunnel Project (NLRT), now identified as Legacy Way, recommending that the Northern Link Project as described in detail in the Environmental Impact Statement (EIS) and the Supplementary Report (**Reference Design**) may proceed, subject to the conditions contained in Appendix 1 of the "**Coordinator- General's Report**".

In December 2010, the Coordinator-General evaluated changes to the Legacy Way Project following the selection of Transcity Pty Ltd (**Transcity**) to design, construct, maintain and operate Legacy Way. The Coordinator-General recommended that the Project proceed as varied by the "**Coordinator-General's Report on project changes**".

Further to the Coordinator-General's December 2010 report on project changes for the Legacy Way Project, the contractor for the project, Transcity Joint Venture (Transcity), proposes an additional change to the approved project.

Changes to the construction programme have identified the need for additional car parks. Council is now making this further Application for Project Change to address an identified need to provide an additional 150 car parks and two Transcity bus stops for the construction workforce. The site proposed to accommodate the additional temporary car parking requirements is Lower Sir Samuel Griffith Drive between the intersection with Scenic Drive and the intersection with Mt Coot-tha Road. The proposed site can provide up to 170 car parks. Council proposes to close this section of the road to public car access for the duration of the construction period to safely provide a day and night car parking area, with access to the western worksite provided by a shuttle bus.

Included with this application is a detailed report which:

- describes the proposed changes and effects of the Legacy Way Project;
- states reasons for the proposed changes; and
- includes information about the proposed changes and the effect on the Legacy Way Project to allow the Coordinator-General to make the evaluation.

Brisbane City Council requests that the Coordinator-General evaluate the proposed change to the Legacy Way Project in accordance with Part 4 Division 3A of the *State Development and Public Works Organisation Act 1971* (Qld).

**BRISBANE CITY COUNCIL**

# LEGACY WAY

CONNECTING THE WESTERN SUBURBS TO THE NORTH

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**The Legacy Way Project  
Application for Project Change**

**Temporary Construction Workforce  
Car Park**

**Lower Sir Samuel Griffith Drive,  
Mt Coot-tha  
August 2012**



*Dedicated to a better Brisbane*





The Legacy Way Project  
Application for Project Change

Temporary Construction Workforce  
Car Park

Lower Sir Samuel Griffith Drive,  
Mt Coot-tha

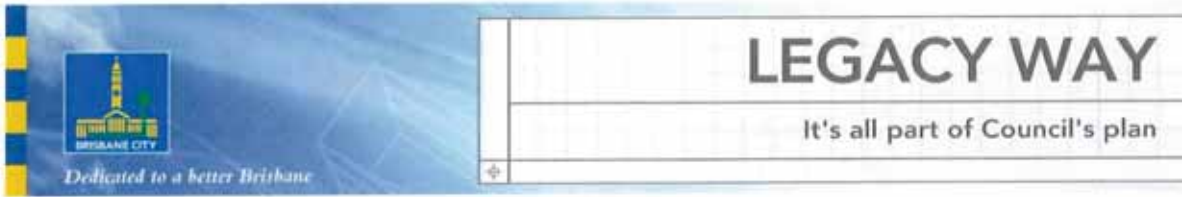
August 2012

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**Contents**

<b>Synopsis</b>	<b>4</b>
<b>1. Introduction</b>	<b>8</b>
1.1. Legacy Way – Description	8
1.2. Project implementation and changes	8
1.3. Coordinator-General's Recommendation on Construction Workforce Parking	9
1.4. Summary of proposed change	10
1.5. Process for Evaluation of Project Change	13
<b>2. Reasons for Proposed Change and its Effects on the Project</b>	<b>15</b>
2.1. Rationale and justification	15
2.2. Alternatives	15
2.3. Western Worksite Parking Plan	17
2.4. Consequences of not proceeding with proposed change	19
<b>3. Current Use of the Sir Samuel Griffith Drive site</b>	<b>20</b>
<b>4. Description of Proposed Change</b>	<b>23</b>
4.1. Car park layout and design	23
4.2. Car park construction and infrastructure upgrades	23
4.3. Car park operation	24
4.4. Rehabilitation	25
4.5. Approvals	25
<b>5. Consultation</b>	<b>26</b>
5.1. Consultation program	28
5.2. Community and stakeholder feedback	29
<b>6. Effects of Project Changes</b>	<b>30</b>
<b>6.1. Social Environment Effects</b>	<b>30</b>
6.1.1. Potential Impacts	30
6.1.2. Mitigation measures	31
<b>6.2. Traffic and Transport Effects</b>	<b>32</b>
6.2.1. Potential Impacts	32
6.2.2. Mitigation measures	34
<b>6.3. Flora and Fauna Effects</b>	<b>34</b>
6.3.1. Potential Impacts	34
6.3.2. Mitigation measures	35
<b>6.4. Surface Water Effects</b>	<b>35</b>
6.4.1. Potential Impacts	35
6.4.2. Mitigation measures	36
<b>7. Conclusions and Proposed Conditions</b>	<b>37</b>



**Appendix A Western Worksite Workforce Car Parking Investigation of Options  
Report 38**

**Appendix B Summary of Feedback and Response 40**



## Synopsis

### The Road Tunnel Project

The Legacy Way project, formerly known as the Northern Link Road Tunnel Project, involves construction of two tunnels for use by road traffic, both under five kilometres in length, linking the Centenary Motorway at Toowong with the Inner City Bypass at Kelvin Grove. The project also includes the construction of two ventilation stations and outlets and a tollroad control centre.

The proponent for the project is Brisbane City Council (Council). On 20 September 2010, Council 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 Council's agent for a 10-year period.

### Significant Project Report

Legacy Way was declared to be a significant project under section 26(1)(a) of the State Development and Public Works Organisation Act 1971 (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 2010: Northern Link Road Tunnel evaluating the EIS (Coordinator-General's report) 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 to mitigate impacts. The conditions, recommendations, standards, guidelines of that report apply to all project changes to the significant project.

### Construction Workforce Car Parking

The Coordinator-General's report of April 2010 provided the following condition in respect of construction workforce car parking in Condition 18(k), Appendix 1, Schedule 3 to the report:

*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 December 2010, the Coordinator-General considered the proponent's second application for project change (APC), which included a construction workers car park in Anzac Park, Toowong.





The Coordinator General refused parking in this area, and recommended that Council, in developing a new parking plan, investigate a range of locations to satisfy the project's parking requirements during the construction phase of the project. 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 Council consult with the community on the options (Appendix 1 to the report, page 59).

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

*The proponent may apply to the Coordinator-General to evaluate, under this division, the environmental effects of the proposed change, its effects on the project and any other related matters.*

All applications to the Coordinator-General and the Coordinator-General reports are available at [www.deedi.qld.gov.au/cg/legacy-way-project.html](http://www.deedi.qld.gov.au/cg/legacy-way-project.html)

### **Application for Project Change 7**

This application is the seventh APC and is provided to the Coordinator-General in accordance with section 35C of the *State Development and Public Works Organisation Act 1971*. The application is for establishment of up to approximately 150 additional car spaces and two Transcity bus stops for the Legacy Way construction workforce. The site proposed to accommodate the additional temporary car parking requirements is Lower Sir Samuel Griffith Drive between the intersection with Scenic Drive and the intersection with Mt Coot-tha Road. Council proposes to close this section of the road to public car access for the duration of the construction period to provide a safe day and night car parking area. Access to the western worksite would be provided by a shuttle bus service.

**Figure 1** identifies the location of the proposal in the context of the Project site.

**Figure 2** identifies the design and location of the proposed Lower Sir Samuel Griffith Drive workforce car park.





**Proposed Workforce Car Park Location**

Showing 18 Jun 2012  
 200 m  
 500 ft  
 Legend

<p><b>Figure 1: Lower Sir Samuel Griffith Workforce Car Park Location</b></p>	<p><b>APC 7: Temporary Construction Workforce Car Park, August 2012</b></p>	<p><b>LEGACY WAY</b>          It's all part of Council's plan</p>
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**Figure 2: Lower Sir Samuel Griffith Workforce Car Park Layout**

APC 7: Temporary Construction Workforce Car Park, August 2012

**LEGACY WAY**  
It's all part of Council's plan

## 1. Introduction

### 1.1. Legacy Way – Description

Legacy Way (formerly known as the Northern Link Road Tunnel project), is a tolled cross-city tunnel system, just under 5km in length, linking the Centenary Motorway at Toowong in the west of Brisbane with the Inner City Bypass and Kelvin Grove to the north of Brisbane. A complete description of the Project is available in the October 2010 Application for Project Change<sup>1</sup>.

### 1.2. Project implementation and changes

Legacy Way has been evaluated by the Coordinator-General in accordance with the *State Development and Public Works Organisation Act 1971* (SDPWO Act). An Environmental Impact Statement (EIS) (September 2008) and a supplementary report (June 2009) were prepared for the Reference Design with the evaluation report and associated approval conditions provided by the Coordinator-General in April 2010.

The Reference Design identified that dedicated workforce car parking facilities would be established at:

- the western end, either in the overflow car park across Mt Coot-tha Road from the entrance to the Mt Coot-tha Botanic Gardens (the Mt Coot-tha overflow car park); or
- in areas along Sir Samuel Griffith Drive between Mt Coot-tha Road and Simpsons Road; or
- any combination of more than one of these sites when required to avoid workforce parking on local streets.

The conditions for the approval of the Reference Design attached to the Coordinator-General's Report required that the construction workforce must not park in local streets. The condition also required that a dedicated and adequate construction workforce off-street parking area be provided and that all construction workforce vehicles be directed to project construction workforce car parks. In addition, 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.

The Coordinator-General's Report also noted that the detailed design process may result in amendments to the Reference Design which would be likely to require a Coordinator-General's Change Report under the process in Division 3A Part 4 of the SDPWO Act.

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<sup>1</sup> The previous Applications for Project Change for Legacy Way are available at [www.deedi.qld.gov.au/cg/legacy-way-project.html](http://www.deedi.qld.gov.au/cg/legacy-way-project.html)





A temporary construction workforce car parking area within Anzac Park was included as part of the Legacy Way Application for Project Change (APC) submitted by Council in October 2010.

During consultation on this report, it became clear that, while meeting many key criteria, the location and design of the construction workforce car park was not seen as acceptable to the local community. Significant community opposition was presented in public submissions on the APC to the Coordinator-General.

In response to these submissions, including the decision by Council to no longer proceed with the TCC being located within the Mt Coot-tha overflow car park area, the design of the proposed Anzac Park workforce car parking area was modified.

The design modifications included a reduced parking area to accommodate up to 200 vehicles (rather than 300) and also revised access to significantly reduce the impact of traffic accessing the parking area, including the associated safety concerns.

Despite the proposed design modifications to the construction workforce car parking area within Anzac Park, the Coordinator-General noted that further consideration of alternative locations was required in order to understand if locating parking elsewhere would reduce disturbance to the community while still providing a workable solution for the project. The APC request to locate temporary car parking in a section of Anzac Park was therefore refused.

Consistent with the recommendations provided in the Coordinator-General's Report on project changes (outlined in **Section 1.3**), Council undertook a further investigation of alternative locations for the construction workforce car parking. The full investigation (*Legacy Way, Western Worksite Workforce Car Parking – Investigation of Options Report*) is attached in **Appendix A**.

Council lodged the first change application for workforce car parking in May 2011 for use of part of the existing Park and Ride facility off Mt Coot-tha Road. An additional APC was lodged in July 2011 for the establishment of a car parking facility at an area at the intersection of Scenic Drive and Sir Samuel Griffith Drive. This site was approved by the Coordinator-General in August 2011 and is now operational.

In June 2012, Council lodged an APC for the use of an approved Legacy Way construction site at 576 Moggill Road for the use of temporary workforce car parking. This APC was approved in July 2012 and will allow the Legacy Way project to meet short term car park demand shortfalls.

### **1.3. Coordinator-General's Recommendation on Construction Workforce Parking**

In refusing the proposed project changes to locate a temporary construction workforce car park in Anzac Park, the Coordinator-General made a Recommendation in the imposed conditions (Schedule 3 of Appendix 2) in the Coordinator-General's Change Report for the Legacy Way Project. Recommendation 35 Temporary Construction Car Parking states:

- 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 whether an application is made as per above, it is recommended that the proponent undertake consultation with the community on its parking plan.

#### **1.4. Summary of proposed change**

Since the approval of the construction workforce car park at Scenic Drive in August 2011, changes by the contractor TransCity to the construction programme have identified the need for additional car parks. Council is now making this further APC to address an identified need to provide approximately 150 car parks and two Transcity bus stops for the construction workforce. At the western worksite the site proposed to accommodate the additional temporary car parking requirements is Lower Sir Samuel Griffith Drive between the intersection with Scenic Drive and the intersection with Mt Coot-tha Drive. Council proposes to close this section of the road to public car access for the duration of the construction period to provide a safe day and night car parking area. Access to the western worksite would be provided by a shuttle bus. The proposed car park layout for the temporary construction workforce car park is shown in **Figure 1-1**

This application:

- states reasons for the proposed change and its effects on the Project (Section 2)
- includes a summary of the workforce construction car park selection process and the reason why the Lower Sir Samuel Griffith Drive site was selected (refer to Section 2)
- describes the current use of the area required for construction workforce parking (Section 3)
- describes the proposed change including a plan of the proposed car park (**Figure 1-1** and Section 4)
- describes the effects of the proposed changes and mitigation measures (Section 6)
- includes the full report on the investigation of western workforce car parking options (refer to Appendix A).

This application includes enough information about the proposal and its effects on the project to allow the Coordinator-General to make the evaluation.



