

Cross River Rail project

Coordinator-General's change report – temporary change of certain work hours

May 2020

The Department of State Development, Manufacturing, Infrastructure and Planning improves productivity and quality of life in Queensland by leading economic strategy, industry development, infrastructure and planning, for the benefit of all.

Copyright

This publication is protected by the *Copyright Act 1968*.

Licence



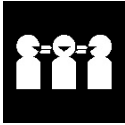
This work, except as identified below, is licensed by the Department of State Development, Manufacturing, Infrastructure and Planning under a Creative Commons Attribution-NonCommercial-No Derivative Works

(CC BY-NC-ND) 4.0 Australia licence. To view a copy of this licence, visit: <http://creativecommons.org.au/>

You are free to copy, communicate and adapt this publication, as long as you attribute it as follows:

© State of Queensland, Department of State Development, Manufacturing, Infrastructure and Planning, May 2020.

Third party material that is not licensed under a Creative Commons licence is referenced within this document. All content not licensed under a Creative Commons licence is all rights reserved. Please contact the Department of State Development, Manufacturing, Infrastructure and Planning / the copyright owner if you wish to use this material.



The Queensland Government is committed to providing accessible services to Queenslanders of all cultural and linguistic backgrounds. If you have difficulty understanding this publication and need a translator, please call the Translating and Interpreting Service (TIS National) on 13 14 50 and ask them to contact the Queensland Department of State Development, Manufacturing, Infrastructure and Planning on 07 3452 7100.

Disclaimer

While every care has been taken in preparing this publication, to the extent authorised by law, the State of Queensland accepts no responsibility and disclaims all liability (including without limitation, liability in negligence) for all expenses, losses (including direct and indirect loss), damages and costs incurred as a result of decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.

Copies of this publication are available on our website at www.dsdmip.qld.gov.au and further copies are available upon request to:

Department of State Development, Manufacturing, Infrastructure and Planning
PO Box 15517 City East Qld 4002.
1 William Street Brisbane Qld 4000 (Australia)

Phone: 13 QGOV (13 7468)

Fax: 07 3220 6465

Email: info@dsdmip.qld.gov.au

Web: www.dsdmip.qld.gov.au

Source number D20/81307

Contents

- Synopsis 4
- 1. Introduction 5
- 2. About the project 5
- 3. Change report process 6
- 4. Evaluation of the change application 9
- 5. Conclusion 14

Appendices

Appendix 1. Imposed Condition – temporary change of certain hours

Tables

- Table 1 Temporary hours of certain work for each construction worksite 8
- Table 2 Proposed change to haulage and delivery hours 11

Synopsis

The Cross River Rail Project (the project) is a rail link from Dutton Park to Bowen Hills, including a 5.9 km tunnel under the Brisbane River and Central Business District (CBD).

The project's Environmental Impact Statement (EIS) was originally approved on 20 December 2012 by the Coordinator-General, subject to conditions as detailed in the Coordinator-General's evaluation report (2012 CGER) on the EIS for the project. The project has undergone five project changes since the 2012 approval, with each change evaluated and approved, subject to conditions, via Coordinator-General change reports (CGCR).

On 29 April 2020, the Cross River Rail Delivery Authority as the project proponent applied to the Coordinator-General under section 35C of the *State Development and Public Works Organisation Act 1971* (SDPWO Act) to evaluate a sixth proposed change to the project.

The proponent's request seeks to vary the effect of Condition 10 of the CGCR dated 4 October 2019 (the October 2019 CGCR) by imposing a Condition (Condition 10A), which is to be read concurrently with Appendix 1, Part C, Condition 10 (Hours of work) of the October 2019 CGCR. The proposed Condition 10A would temporarily remove peak traffic period restrictions on spoil haulage and material/equipment deliveries at some construction worksites and remain in place until the COVID-19 declared public health emergency is revoked, or a shorter period as stated by the Coordinator-General.

The project will 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 project change application.

Coordinator-General's conclusion

I am satisfied that the requirements of Part 4 of the SDPWO Act has been met and that sufficient information has been provided to enable the evaluation of the proposed change to the project.

I consider that the change to the Imposed Conditions (Appendix 1) will result in overall acceptable outcomes for the project's delivery and that any potential effects can be well managed through the existing Imposed Conditions and additional requirements included in the change to Imposed Conditions that will limit and control impacts.

I approve the temporary change to the project conditions as stated in Appendix 1. Appendix 1 of this CGCR must be read concurrently with Appendix 1 of the October 2019 CGCR. Appendix 1, 2 and 3 of the October 2019 CGCR continue to have effect.

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

A copy of this report will be provided to the proponent and relevant government agencies and will also be made publicly available at: www.dsdmip.gld.gov.au/crr.



.....
Toni Power
Coordinator-General

1. Introduction

This change report has been prepared pursuant to section 35I of the *State Development and Public Works Organisation Act 1971* (Qld) (SDPWO Act) and provides an evaluation of the proposed change to the Cross River Rail project (the project) outlined in the project change application received by the Coordinator-General on 29 April 2020 (the April 2020 project change application).

This change report does not re-evaluate the project as a whole. Further, it is not intended to revisit all the matters that were identified and subsequently addressed in the project's environmental impact statement (EIS) assessment process. Rather, this report concentrates on the particular issues identified in the project change application. The change report:

- summarises the change report process, the proponent's proposed change to the project and the key issues associated with the proposed change
- presents an evaluation of the proposed change, based on information contained in the project change application
- imposes a new condition, Condition 10A that is to be read concurrently with the existing Imposed Conditions in the Coordinator-General's change report (CGCR) dated 4 October 2019 (the October 2019 CGCR).

2. About the project

2.1 The proponent

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

2.2 The project

The project is a 10.2 km north-south rail line connecting Dutton Park to Bowen Hills with 5.9 km of tunnel under the Brisbane River and Central Business District (CBD). The project also includes new stations at Boggo Road, Woolloongabba, Albert Street, and Roma Street, with upgrades to the existing Exhibition Railway Station and stations between Fairfield to Salisbury. Further information on the project and changes that have occurred since originally approved in 2012 are detailed in:

- the Coordinator-General's evaluation report (CGER) on the EIS, dated 20 December 2012 (2012 CGER)
- the CGCR dated 9 June 2017
- the CGCR dated 31 August 2018
- the CGCR dated 13 March 2019
- the CGCR dated 26 June 2019
- the CGCR dated 4 October 2019.

3. Change report process

The proponent submitted the April 2020 project change application in accordance with section 35C of the SDPWO Act. The April 2020 project change application addresses the requirements of section 35E of the SDPWO Act, in that the written application describes the proposed changes and their effect on the project and states reasons for the proposed changes.

3.1 Proponent's reason for change and project change details

3.1.1 Reasons for the change

The proponent's states the April 2020 project change application was made in response to significantly reduced peak traffic volumes occurring as a result of the COVID-19 event and the associated Public Health Direction - Non-essential business, activity and undertaking Closure.

On 29 January 2020, the Hon Dr Steven Miles MP, Minister for Health and Minister for Ambulance Services made under the *Public Health Act 2005* a public health emergency order in relation to Coronavirus (COVID-19) for 'all of Queensland'. This order has been extended by regulation to 19 May 2020 and may be extended again.

The directions issued by the Chief Health Officer pursuant to the public health emergency order include the 'Non-essential business, activity and undertaking Closure Direction (No.5)'. This direction provides that businesses, activities and undertakings deemed non-essential must not operate until the end of the declared public health emergency, unless it is revoked or replaced.

One of the many flow-on effects from this direction is that there has been a significant decrease in typical daily traffic volumes throughout Queensland, and particularly within the Brisbane City Central Business District (CBD) and surrounding areas during normal peak traffic/commuting periods. In response, Brisbane City Council (BCC) relaxed the road use restrictions for heavy construction vehicles greater than 12.5m in length through the Brisbane City CBD between the hours of 7.30am to 9.00am and 4.00pm to 6.30pm. This restriction was previously implemented to prevent large vehicles contributing to traffic delays during the busiest traffic periods in the CBD.

In recognition of the Queensland Government's public health direction, the reduced traffic volumes currently occurring and the decision from BCC to relax road use restrictions on heavy vehicle movements through the CBD, the proponent has made a project change application which would allow spoil haulage and materials/equipment delivery to occur at all the project's worksites during typical morning and afternoon peak traffic periods.

In accordance with the October 2019 CGCR, these activities were not authorised due to impacts on commuter traffic during these times. In the project change application, the proponent has identified that the requested change to the project:

- will aid in the delivery of the project during the temporary period in which the reduced traffic conditions are in place
- applies only to the heavy vehicle lock out periods (for spoil haulage and materials/equipment delivery) as detailed in the October 2019 CGCR conditions and will not change existing street lockouts or routes

- is temporary with the spoil haulage and materials/equipment delivery restrictions as detailed in Condition 10 of the October 2019 CGCR to be re-enlivened upon Condition 10A ceasing to have effect.

There are no changes to the scope, design and location of project work in these locations proposed as part of the proponent's project change application and all other conditions in the October 2019 CGCR will remain in effect.

3.1.2 Change details

The requested change seeks to create an additional Imposed Condition (Condition 10A) which is to be read concurrently with Appendix 1, Part C, Condition 10 (Hours of work) of the Coordinator-General's change report dated 4 October 2019.

Condition 10A 'temporary hours of certain work' would allow for spoil haulage and materials/equipment delivery to be undertaken at specific worksites which currently have morning and afternoon peak traffic restrictions in place from Monday to Friday. Condition 10A would temporarily remove restrictions on heavy vehicle haulage and delivery at the following worksites:

- Fairfield, Yeronga, Yeerongpilly, Rocklea and Salisbury stations
- Moorooka/Clapham Yard
- Boggo Road
- Dutton Park
- Woolloongabba
- Roma Street.

There is no change proposed to the project's Southern or Northern portals, Albert Street or Exhibition stations or Mayne Railway Yard worksites as spoil haulage and material/equipment deliveries can already occur during these periods at these sites. Therefore, spoil haulage and material/equipment deliveries could occur at all project worksites while the change was in effect.

Table 1 shows the proponent's requested 'temporary hours of certain work' for spoil haulage and materials/equipment delivery that would be authorised at each worksite.

Table 1 Temporary hours of certain work for each construction worksite

Worksite	Existing spoil haulage and materials /equipment delivery (under Condition 10 October 2019 CGCR)	Additional temporary hours of certain works - Spoil haulage and materials /equipment delivery
Fairfield, Yeronga, Yeerongpilly, Rocklea and Salisbury stations	Monday to Friday: 6.30am - 7.30am 9.00am - 2.30pm 4.30pm - 6.30pm Saturday: 6.30am - 6.30pm	Monday to Friday: 7.30am - 9.00am 2.30pm - 4.30pm
Moorooka / Clapham Yard	Monday to Friday: 6.30am - 7.30am 9.00am - 2.30pm 4.30pm - 6.30pm Saturday: 6.30am - 6.30pm	Monday to Friday: 7.30am - 9.00am 2.30pm - 4.30pm
Southern portal	24 hours, 7 days	No changes required
Boggo Road Railway station	Monday to Friday: 6.30am - 7.30am 9.00am - 2.30pm 4.30pm - 6.30pm Saturday: 6.30am - 6.30pm	Monday to Friday: 7.30am - 9.00am 2.30pm - 4.30pm
Dutton Park Railway station	24 hours, 7 days, 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, except for Monday to Friday: 7:00am - 9:00am 4:30pm - 6:30pm	Monday to Friday: 7.00am - 9.00am 4.30pm - 6.30pm
Albert Street Railway station	Monday to Friday: 6.30am - 10.00pm Saturday: 6:30am - 6:30pm	No changes required
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
Northern Portal	Monday to Friday: 6.30 am - 10.00 pm Saturday: 6:30am - 6:30pm	No changes required
Exhibition Railway Station	Monday to Saturday: 6:30am - 6:30pm	No changes required
Mayne Railway Yard	24 hours, 7 days	No changes required

In addition, condition 10A will require:

- a specific Construction Environmental Management Plan (CEMP) to be prepared and endorsed by the Independent Environmental Monitor prior to the commencement of the works authorised by Condition 10A. This will include a Construction Traffic Management Plan sub-plan which is to include construction traffic management arrangements for schools in proximity to each worksite, to ensure additional safety
- local communities near the authorised works will be notified about the works authorised by Condition 10A at least 2 business days prior to those works commencing
- the authorised works will only occur during the period in which the public health direction remains in effect, or any shorter period as stated by the Coordinator-General.

3.2 Public Notification

In accordance with s35G of the SDPWO Act, the Coordinator-General decided not to require the proponent to publicly notify the proposed change to the project. Factors that have informed this decision include:

- the changes are discrete and temporary in nature
- the community will be notified prior to commencing works including any potential impacts and mitigation measures
- the proponent is not requesting any changes to the scope, location and design of the project
- varying the effect of Imposed Condition 10 is consistent with BCC's notice to relax road use restrictions on heavy vehicles through the CBD and with similar relaxations afforded at the Queen's Wharf Brisbane Priority Development Area
- the proponent would benefit from extended work hours and there are no predicted new or changed impacts on peak period traffic conditions compared to the impacts already assessed and managed in the Coordinator-General's evaluation report (2012) and subsequent change reports issued from 2017 to 2019
- the project will 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 project change application.

4. Evaluation of the change application

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

- the nature of the proposed change and its effects on the project
- the project as currently evaluated under the Coordinator-General's report for the EIS for the project and the material mentioned in former section 35(1) of the SDPWO Act to the extent it is relevant to the proposed change and its effects on the project
- the environmental effects of the proposed change and its effects on the project.

4.1 Condition 10 development and purpose

The project's hours of work for spoil haulage and materials/equipment delivery were imposed following the assessment of the project's EIS and the release of the CGER in 2012. The authorised hours of work were originally determined as part of a comprehensive approach to heavy vehicle management and with a view to authorise construction hours for the project that balance amenity considerations against the need to deliver the project in a timely and efficient manner. The hours of work were developed with consideration of 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 worksites and Woolloongabba
- 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 the current version of Condition 10 (October 2019 CGCR) differs slightly to that of the 2012 CGER, the same morning and afternoon heavy vehicle haulage and delivery restrictions remain.

4.2 Coordinator-General's evaluation of the proposed change to the project

Table 2 details the spread of haulage and delivery hours for each worksite authorised under existing Condition 10 and the proposed Condition 10A.

The approval of Condition 10A would allow the temporary increase of authorised spoil haulage for 3.5 hours per day (Monday to Friday), resulting in an additional 17.5 hours per week at the:

- Fairfield, Yeronga, Yeerongpilly, Rocklea and Salisbury stations
- Moorooka/Clapham Yard worksite
- Boggo Road station
- Roma Street station.

The Dutton Park and Woolloongabba station worksites would temporarily allow an increase of authorised haulage for 4 hours per day (Monday to Friday) resulting in an additional 20 hours per week at those worksites.

Unlike the similar relaxation provided at the Queen's Wharf Brisbane Priority Development Area (which is entirely in the CBD), the proposed relaxation is not restricted to the project's CBD worksites. The proponent advised that the worksites outside the CBD were also included due to the reduced school traffic conditions occurring in response school closures from the COVID-19 declared public health emergency and associated public health directions.

It is noted that the change application has been made and assessed at a time where some relaxations to the COVID-19 health restrictions—particularly reopening of some schools¹—are being considered. Condition 10A requires a specific Construction Environment Management Plan (CEMP)—which among other matters—requires construction traffic management arrangements to be developed in consultation with schools in proximity to each worksite. This CEMP will then be required to address the progressive reopening of schools as COVID-19 health restrictions are relaxed. This may result in the benefits accrued to the proponent and project at these non-CBD worksites only occurring for a short duration. However, the ‘life’ of the requested change has been linked to the continuation of the ‘Non-essential business, activity and undertaking Closure Directive’ not other directives and relaxations made via other directives may be revoked if the public health requires it.

The spoil haulage and materials/equipment delivery hours at the remaining project worksites, including the Southern Portal, Albert Street, the Northern Portal, Exhibition Railway Station and Mayne Railway Yard will remain unchanged. Therefore Condition 10 authorised hours apply.

Table 2 Proposed change to haulage and delivery hours

Worksite	Spoil haulage and materials/equipment delivery hours	
	Proposed authorised hours (under Condition 10 and proposed Condition 10A)	
Fairfield, Yeronga, Yeerongpilly, Rocklea and Salisbury stations	Monday to Friday:	6.30am - 6.30pm
	Saturday:	6.30am - 6.30pm (no change)
Moorooka/Clapham Yard	Monday to Friday:	6.30am - 6.30pm
	Saturday:	6.30am - 6.30pm (no change)
Southern portal	24 hours, 7 day (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 (no change)	
Woolloongabba Railway station	24 hours, 7 days (no change)	
Albert Street Railway station	Monday to Friday:	6.30am - 10.00pm (no change)
	Saturday:	6:30am - 6:30pm (no change)
Roma Street Railway station	Monday to Friday:	6.30am - 10.00pm
	Saturday:	6.30am - 6.30pm (no change)
Northern Portal	Monday to Friday:	6.30 am - 10.00 pm (no change)
	Saturday:	6:30am - 6:30pm (no change)
Exhibition Railway Station	Monday to Saturday:	6:30am - 6:30pm (no change)
Mayne Railway Yard	24 hours, 7 days (no change)	

As demonstrated in Table 2, by reading Condition 10A concurrently with Condition 10 of the October 2019 CGCR, the change to the project will not result in works occurring at new locations and the hours of haulage and deliveries will continue to occur between 6.30am and 6.30pm, with no extension beyond the daily start and finish times for those works at any worksite authorised under the October 2019 CGCR.

¹ School closures associated with the COVID-19 event are addressed through the Chief Health Officer's Public Health Direction - *School and Early Childhood Service Exclusion Direction*.

In the April 2020 project change application, the proponent stated that it does not anticipate that the proposed change would result in any additional impacts to the existing impacts already identified and managed for the project.

The potential impacts associated with spoil haulage and the delivery of materials for the project have previously been assessed as part of the Coordinator-General's evaluation report (2012) and through the subsequent CGCRs issued from 2017 to 2019. These assessments included 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 was appropriate.

I am satisfied that due to the reduced traffic levels occurring as a result of measures implemented by the Queensland Government relating to the COVID-19 declared public health emergency, there would be no material impacts on traffic conditions over or above normal peak hour traffic conditions for which the relevant restrictions within Condition 10 were imposed to manage. This also extends to the concerns previously raised regarding safety for school students in the vicinity of the Boggo Road station construction site and other construction sites in the vicinity of schools, as school attendance is significantly reduced due to the COVID-19 declared public health emergency measures.

In addition, Condition 10A will require the preparation and implementation of a specific CEMP and Construction Traffic Management Sub-plan, which are to be endorsed by the independent Environmental Monitor prior to the commencement of the authorised works. These plans will describe the work being undertaken, 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 proponent is also required to provide local communities with advance notification of the commencement of these authorised works.

Condition 10A will cease to be in effect once the Queensland Government's direction 'Non-essential business, activity and undertaking Closure Direction' (and all amendments, extensions or replacements) made in relation to the COVID-19 public health emergency are revoked, or it is determined at an earlier time that the full effect of Condition 10 of the October 2019 CGCR is warranted due to a return to 'normal' peak hour traffic conditions and school attendance. At which time, an earlier date for the end of the condition will be stated to the CRRDA.

In accordance with Condition 4(a) of the October 2019 CGCR, the CEMP associated with the implementation of Condition 10A is required to be prepared in accordance with the project Outline Environmental Management Plan (OEMP). The most current version of the OEMP is the September 2019 OEMP, which includes the following mitigation and management measures relevant for heavy vehicle haulage and materials 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. This includes the use of GPS tracking for major deliveries to minimise conflicts and prevent queuing on public roads
- 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.

I consider that the Imposed Conditions of the October 2019 CGCR remain appropriate - with the additional requirement of the specific CEMP—to manage any potential impacts associated with temporarily removing the peak traffic period restrictions on haulage and delivery works.

I am satisfied that the requested change is discrete and temporary in nature and there will be no changes to the scope, design and location of project work in the locations in which Condition 10A would come into effect. The existing Imposed Conditions (October 2019 CGCR) to be read concurrently with the new Imposed Condition 10A, will manage any potential impacts associated with the commencement of the works proposed by the proponent to be authorised by Condition 10A. The specific CEMP, which must be consistent with the OEMP, will also provide tailored mitigation and management measures that further act to address any potential impacts associated with the change to the project.

5. Conclusion

This report concludes my evaluation of the proposed project change pursuant to section 35I of the SDPWO Act.

I am satisfied that the requirements of the SDPWO Act have been met and that sufficient information has been provided to enable the evaluation of the proposed change to the project.

I consider that the changes to the project's Imposed Conditions would result in acceptable overall outcomes and to ensure that work continues during the health pandemic. Accordingly, I approve the changes to the Cross River Rail project as set out in the April 2020 project change application, subject to the conditions in Appendix 1.

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 reports, have effect for the project. However, if the reports conflict, this Coordinator-General's change reports prevail to the extent of the inconsistency. In addition to the condition in Appendix 1 of this report, the proponent must implement all conditions in the October 2019 CGCR.

Appendix 1 of this report must be read concurrently with Appendix 1 October 2019 CGCR. Therefore Appendix 1, 2 and 3 of the October 2019 CGCR remain in effect.

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

A copy of this report will be issued to the proponent.

A copy of this report and all relevant EIS assessment documentation are available on the Department of State Development's website at www.dsdmip.qld.gov.au/crr

Appendix 1. Imposed Condition – temporary change of certain hours

Condition 10A Temporary change of certain hours

- (a) In addition to the hours of work set out in Appendix 1, Part C, Condition 10 (Hours of work) of the Coordinator-General's change report dated 4 October 2019, surface works of spoil haulage and materials/equipment delivery may be undertaken within the hours set out in Table 1A below (the **authorised works**), provided that:
- i) a specific Construction Environmental Management Plan (CEMP) for the authorised works has been prepared in accordance with Condition 4 and endorsed by the Environmental Monitor prior to the commencement of the works. The timeframe in condition 4(b) for an endorsed CEMP for works authorised under this condition is changed to 'as soon as practicable but no later than the day before commencement of the authorised works';
 - ii) the endorsed CEMP includes a Construction Traffic Management Sub-Plan for the authorised works and specifically provides for construction traffic management arrangements for:
 - a. schools in proximity to each worksite, developed in consultation with each school including but not limited to the following:
 - (A) Boggo Road Railway Station - the Dutton Park State Primary School;
 - (B) Woolloongabba Railway Station - St Joseph's Primary School and the East Brisbane State School;
 - (C) Roma Street Railway Station - Brisbane Grammar School and Brisbane Girls Grammar School;
 - b. Inner northern bus diversions onto Roma Street and interface with public transport;
 - iii) local communities near the authorised works must be notified about the works at least two (2) business days prior to those works commencing including notification of timeframes, potential impacts, mitigation measures, project contact information through letterbox drop, project website updates and social media updates.
- (b) Condition 10A ceases to have effect at the earlier of the following:
- i) the expiration or revocation of:

the direction made under section 362B of the *Public Health Act 2005* pursuant to the Ministerial Public Health Emergency Order in relation to COVID-19 and titled 'Non-essential business, activity and undertaking Closure Direction' and all amendments or extensions or replacements of the direction;

or
 - ii) a date stated by the Coordinator-General in writing to the proponent.

Table 1A Construction hours

Worksite	Works - Spoil haulage and materials/ equipment delivery
Fairfield, Yeronga, Yeerongpilly, Rocklea and Salisbury stations	Monday to Friday: 7.30am – 9.00am 2.30pm – 4.30pm
Moorooka/Clapham Yard	Monday to Friday: 7.30am – 9.00am 2.30pm – 4.30pm
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

Schedule 2A. Nominated entities with jurisdiction for conditions

In addition to Appendix 1, Schedule 2 of the Coordinator-General's change report dated 4 October 2019, Table A1 below lists the agency responsible for the Coordinator-General's Imposed Condition 10A (Appendix 1).

Table A1 Entities with jurisdiction for Coordinator-General Imposed Conditions

Part	Approval	Condition no.	Entity with jurisdiction
C	Temporary change of certain hours	10A	Chief Executive, TMR

Office of the Coordinator-General
PO Box 15517 City East Qld 4002 Australia
tel 13 QGOV (13 74 68)
CRR@coordinatorgeneral.qld.gov.au
www.dsdmip.qld.gov.au/crr

