



Dedicated to a better Brisbane

13 July 2012

Mr Barry Broe
Coordinator-General
Department of Infrastructure and Planning
PO Box 15009
City East QLD 4002

Dear Mr Broe

LEGACY WAY PROJECT

Application for Project Change of a Significant project – Construction Workforce Car Parking - 576 Moggill Road Indooroopilly

Council is committed to ensuring the workforce does not park in local streets and effective parking is provided during the construction phase of Legacy Way.

After further discussions with officers of the Coordinator-General's office, this letter represents Council's application to evaluate 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)*. Council remains of the view that parking within the 576 Moggill Road worksite is consistent with the objectives of the project's planning conditions.

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 11 July 2012.

BACKGROUND

In April 2010 the Coordinator-General placed conditions on the Legacy Way Project (formerly known as the Northern Link Road Tunnel) in relation to its impact on the Moggill Road interchange of the Centenary Motorway.

Under Appendix 1, Schedule 3, Condition 26 (d), the Moggill Road Interchange of the Centenary Motorway is to be designed and upgraded to mitigate traffic and pedestrian impacts resulting from operation of the project.

To enable Transcity to commence work under this condition, Council has entered into a commercial lease with the private property owner of 576 Moggill Road and has provided the site to Transcity for the purpose of constructing the Moggill Road upgrade.

REASONS FOR PROPOSED CHANGE

Transcity has identified a change to their anticipated construction workforce car parking demands outlined in the following table.

Brisbane City Council ABN 72 002 765 795

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Table of Transcity Construction Workforce Demand – July 2012

	2012		2013				2014				2015
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Total daily anticipated workforce (MAX)											
Previous Estimate	203	248	291	235	292	259	240	222	188	115	20
New Estimate	330	321	308	311	338	335	352	377	447	437	345
Current Capacity	291	291	291	291	291	291	291	291	291	291	291
Shortfall	39	30	17	20	47	44	61	86	156	146	54

This application for project change requests an additional 40 car park spaces for construction workforce parking at 576 Moggill Road (refer sketch 1 attached) effective from the start of Tunnel Boring Machine (TBM) operations (August 2012) through to the end of construction of the Moggill Road Interchange works, as expected in 2015.

Separate to this application, Council is preparing an application for project change in relation to a long-term workforce car parking solution to cater for expected peak workforce parking requirements for the Legacy Way Project in 2014.

The car parks at 576 Moggill Road are primarily to accommodate night-shift workers whilst the TBM are being assembled.

CURRENT SITE

The site is a partially remediated petrol station covering 2433m² in area. The site has remained vacant since petrol station activities on the site ceased in 1996. It has a full height security fence around its boundary with pad-locked gates.

The site faces onto both Moggill and Rennies Roads and is bound by a creek reserve and private property. The adjacent businesses include an indoor swimming school that borders the site and a Lexus car dealership (whom owns the land) across Rennies Road.

The site is on the Environmental Management Register and a number of environmental investigation reports on this site have been completed since 2007. Council has completed its own independent baseline contamination assessment of the site with recommendations that the site is sealed with an appropriately compacted surface sufficient to handle the proposed traffic and storage loads at the site and that no spoil leave site without a disposal permit. This assessment has been conditioned as part of the Site Access Deed between Council and Transcity.

Approximately 80% of the site has been sealed using 150mm road base and 50mm wearing course asphalt. Any portion of the sealed section plus suitable sections of the remaining area can be used for storage or lay-down areas and would be suitable for car parking purposes.

Currently no hazardous materials are planned to be stored at this location. In accordance with the Coordinator-General's conditions, Transcity has an approved Design & Construction Environmental Management Plan Sub-Plan for Hazard and Risk.

The current site has been handed over to Transcity for the purpose of a construction worksite to be used for site office(s), material storage and lay-down in any combination. On approval, construction workforce car parking will be included to its use.

The site currently has a small site office and portable bathroom facilities.

CAR PARK OPERATION

The additional 40 car parks are primarily but not limited to accommodate night-shift workers whilst the TBMs are being assembled and any subsequent need for excess car parking capacity. This will generate a maximum of 80 car movements per day for car parking purposes.

Workers will enter and exit the site via the driveway on Rennies Road which will be manned with security during arrival and drop-off times.

In line with the project conditions, Council has arranged for buses to provide a service 7 days per week to shuttle workers between worksites.

Brisbane Transport will provide the bus service and co-ordination of services with both the project and Translink.

The services will pick-up workers twice daily around 5:30pm and 5:45pm and drop-off workers around 6:15am and 6:30am. The workers will be working within the acoustic shed and underground on the western worksite where Tunnel Boring Machine activities are permitted to operate on a 24hour/7day cycle.

The bus route has been identified on sketches 2, 3 & 4 attached.

Should the need arise, emergency services can access the site by travelling outbound on Moggill Road before turning left into Rennies Road and using the gated access on Rennies Road (refer sketch 5 attached). The two access points to the site along Moggill Road are locked for normal operations following verbal discussions with The Department of Transport and Main Roads.

Buses will pick up from the scheduled westbound bus stop on Moggill Road before turning left into Market Street and then right into Witton Road and right again onto Moggill Road eastbound before entering the Centenary Motorway inbound from Moggill Road and onto site.

The drop-off route will leave the western worksite onto the Centenary Motorway before using the Toowong roundabout to travel outbound until taking the Moggill Road exit, turning right onto Moggill Road and stopping at the scheduled westbound bus stop where workers alight. Market Street is currently used by Council buses on Translink approved bus routes and based on the proposed bus movements, traffic generation is considered to be minor and the traffic impact on the surrounding road network negligible. Vehicular access to the site off Rennies Road will not impact on the operation of Moggill Road.

EFFECT OF PROPOSED CHANGE

The proposed car parking site is a preferred location due to its immediate availability as a construction worksite and its location on a scheduled Brisbane Transport bus stop/route.

All workers parking at this location will be subject to project inductions, job safety assessments and the project safety plan which addresses Workplace Health and Safety considerations.

The nearest resident to the site is over 40m away across Moggill Road. The noise profile of the area is dominated by traffic along Moggill Road and the Western Freeway. Noise effects due to operations of the car park are expected to be negligible as hours of operation coincide with peak to high traffic volumes.

The proposed use of the site as a car park is not expected to impact negatively on the visual amenity of the local area as the site perimeter fence is approximately 1.8m in height and fully screened.

Lighting conditions within the area are dominated by traffic and street lights and any safety lighting of the construction compound will be designed in accordance with *AS4282-1997: Control of the obtrusive effects of outdoor lighting* to minimise light spill from the site.

With 80% of the site sealed under wearing surface asphalt and the remainder grassed, no dust impacts due to car parking are expected. Further, rainfall runoff from site will discharge into the local stormwater network without the need for site specific drainage.

COMMUNITY ENGAGEMENT

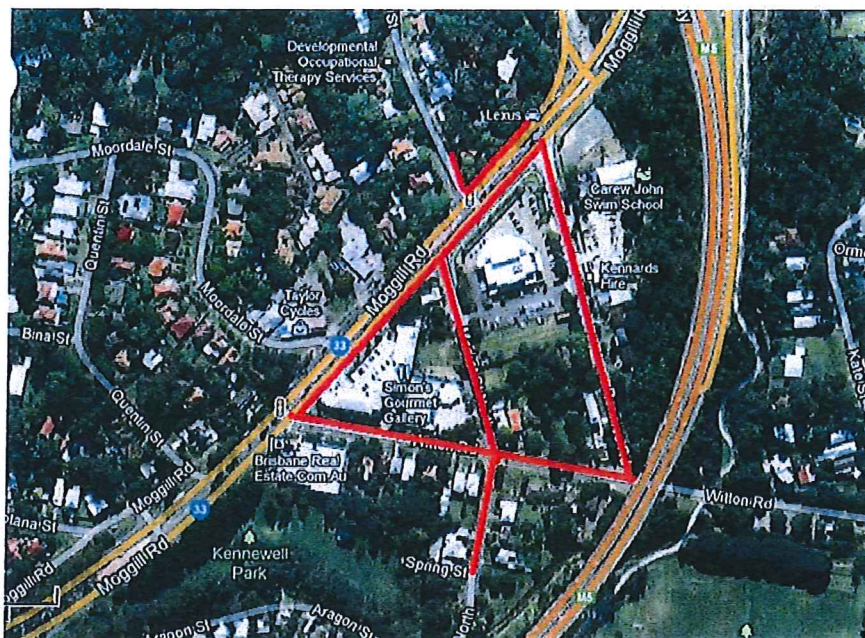
Prior to establishing the worksite at 576 Moggill Road, Indooroopilly, Transcity actively engaged the local community. Below is a list of the consultation activities that were carried out prior to establishment of the car park:

- Met with representatives of the John Carew Swim School and SciFleet Lexus (and phoned several other stakeholders, including the Cubberla Witton Catchment Group).
- Distributed a notification (Moggill Road, Rennies Road, Market Street and Witton Road) to approximately 50 residences and businesses.
- Doorknocked neighbouring businesses and residences on Moggill Road and Rennies Road (approximately 10-15). Please see below a map of the doorknocked area.
- Distributed a notification to an email list (to stakeholders registered as Moggill Road residents and western CLG members).
- Uploaded the notification to Transcity's website.
- Erected signage on the site to provide information for interested parties.

There was community engagement which described the proposed car park and hours of operation, in the form of the distribution of a notification to industry and residences in Market Street and Witton Road and neighbouring businesses and residences on Moggill Road and Rennies Road. There were responses to the engagement process which were reviewed and assessed by Council.

The majority of feedback from the community during the doorknock, and during meetings with stakeholders, was that they did not feel it would have an impact on them.

The Carew Swim School was the only stakeholder who raised an issue. They asked that there be no parking on the streets and were supportive of the proposal.



Distribution area of community notification

The proposed car parking area for up to 40 cars is required to address temporary project needs without impacting on local streets in Toowong or Mt Coot-tha. The proposal addresses a community need to avoid or minimise the effects of workforce car parking during the construction phase of Legacy Way.

The Changed Project described in this application should proceed, subject to the complete list of conditions contained in the Coordinator-General's Report on project changes dated December 2010.

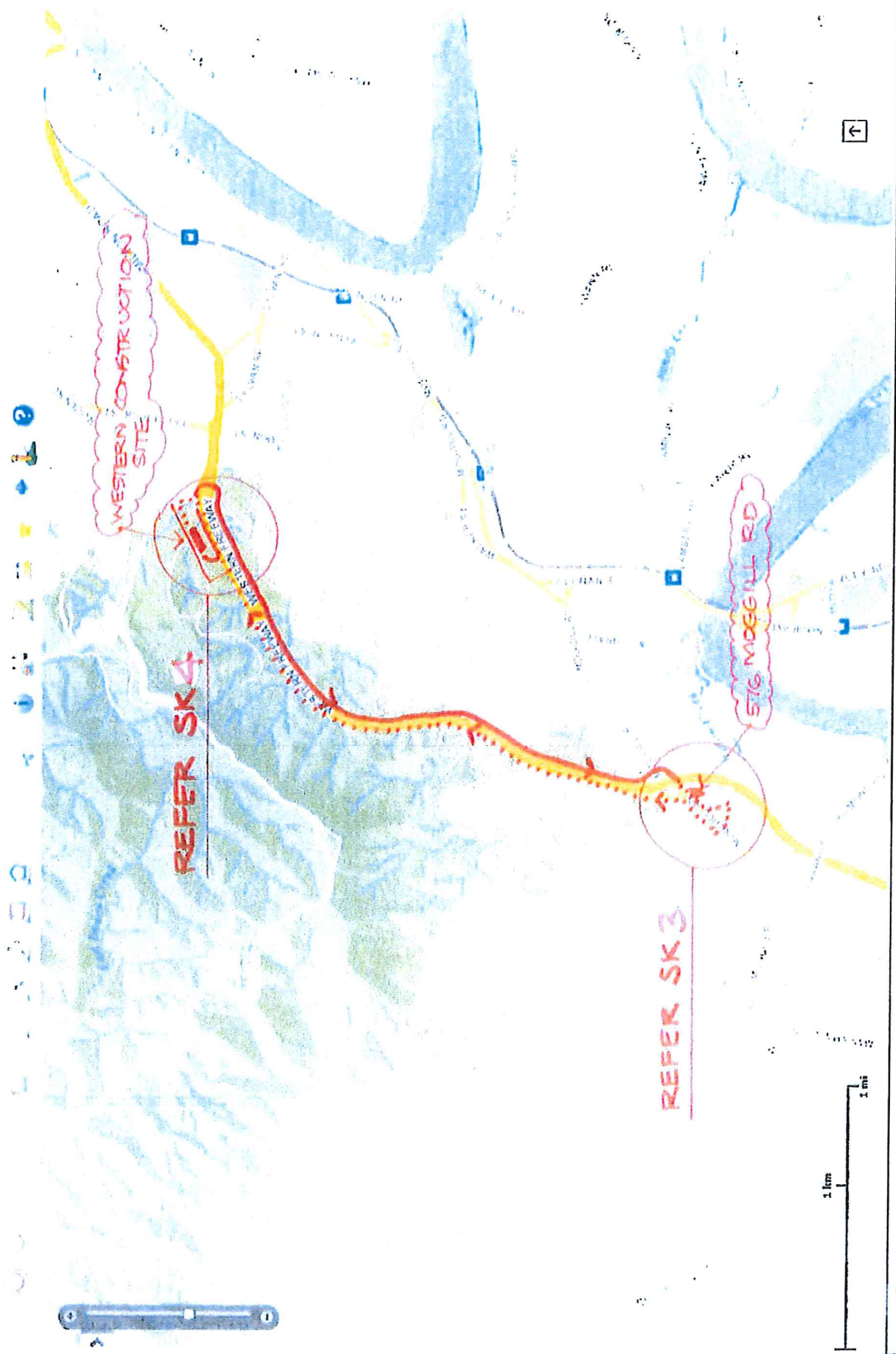
No additional conditions are required for the changed project. Council will monitor and review use of the site for car parking to ensure compliance with existing conditions which remain appropriate for this change to the project as described in this application.

Yours sincerely


 Scott Stewart
 Acting Divisional Manager
 BRISBANE INFRASTRUCTURE

Encl.

- Sketch 1 – Site Layout*
- Sketch 2 – Bus Route*
- Sketch 3 – Bus Route around Western Worksite*
- Sketch 4 – Bus Route around 576 Mooggill Road*
- Sketch 5 – Emergency Access Points*



SKETCH SK 2

BUS ROUTE

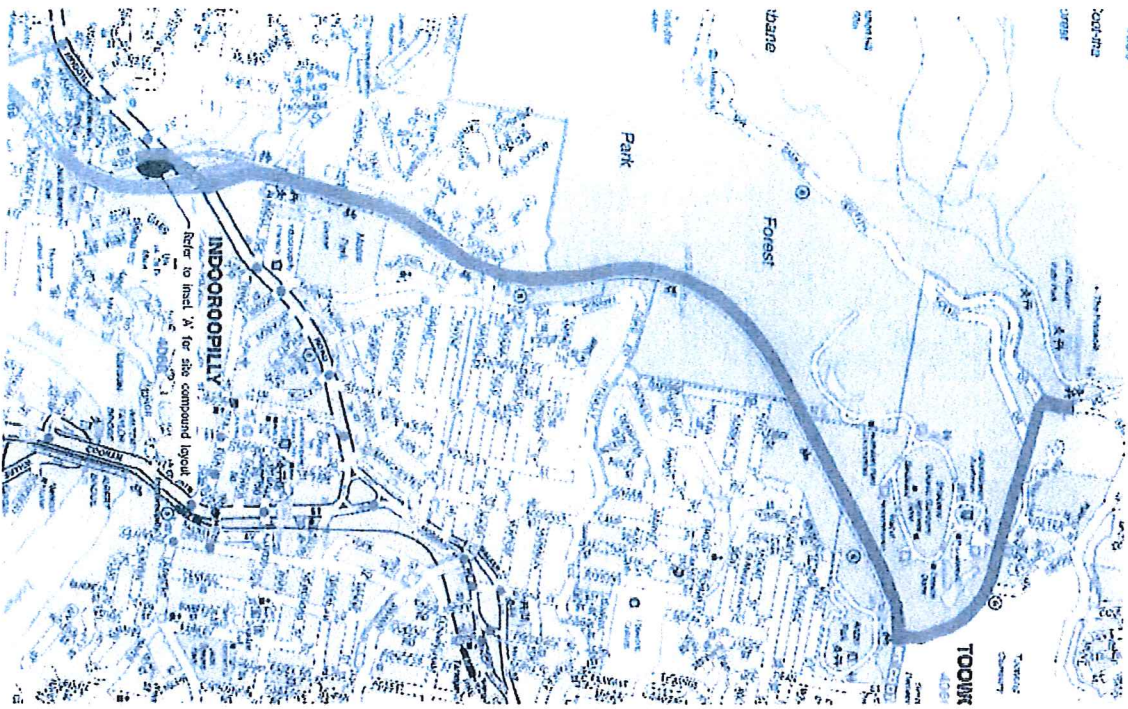


SKETCH SK 4



EMERGENCY ACCESS FOR ALL SERVICES
TO SITE VIA MOGGILL RD OUTBOUND
TURNING LEFT INTO RENNIERS ROAD.

EMERGENCY ACCESS SKETCH 5



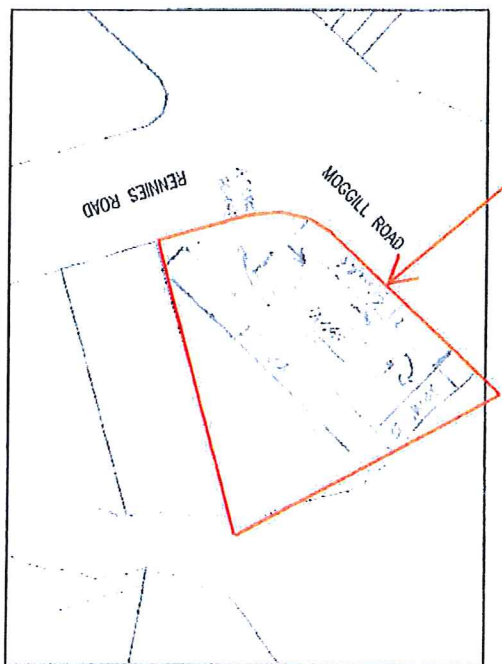
Shuttle bus route from St Samuel Griffin Drive to Moggill Road site compound

City	Completion	Site	Approved
U	ISSUE FOR SUBMISSION	13.05.10	08

TRANSCITY
 Precast for
Northern Link
 Client: Brisbane City Council | May 2010



576 Moggill Road



Building and Site Offices
 The proposed site offices will be located on the vacant block next to the work site on the corner of Kengill Road and Kennies Road. It will be a fenced compound which includes offices, lunch room, first aid room, ablution blocks and on site for 12 car parks. The facilities will be equipped with water, power and air conditioning. The stores for the works will also be located on this site.
 Shuttle bus services will transport workers to and from the NorthernLink projects essential parking area on St Samuel Griffin Dr and Tearing Train Station.

