

## NOTICE OF REQUEST FOR EVALUATION OF A PROPOSED CHANGE AIRPORT LINK PROJECT

28 May 2008

The Coordinator-General evaluated the environmental effects of the Airport Link Project, recommending that the Airport Link Project proceed subject to conditions, in the Coordinator-General's report dated May 2007.

Since this report was issued, the Queensland Government has selected the BrisConnections Consortium (**BrisConnections**) to build, own, operate, finance and maintain the Airport Link Project. The BrisConnections proposal includes changes to the Airport Link Project and the Project delivery arrangements.

The Airport Link Project continues to be a system of road tunnels, connecting the Inner City Bypass (**ICB**) and North South Bypass Tunnel (**NSBT**) and the local road network at Bowen Hills in the south, with Gympie Road and Stafford Road at Lutwyche and Kedron in the north-west, and with Sandgate Road and East West Arterial at Clayfield in the north-east. As described in the EIS, the Airport Link Project includes:

- three lanes of traffic north-bound from Windsor and three lanes south-bound in parallel tunnels;
- two lanes of traffic east-bound from Lutwyche and two lanes west-bound from Clayfield in parallel tunnels;
- connections with the surface road network, established at Windsor and Bowen Hills in the south, at Lutwyche and Kedron in the north-west and at Clayfield in the north-east;
- safety systems including fire protection, monitoring systems and pressurised cross-passage safety exits at 120 metre intervals; and
- a ventilation system to manage air quality in the tunnel. This includes an elevated ventilation outlet at Windsor, Kedron and Clayfield.

The BrisConnections proposal adheres closely to the design of the Reference Project as assessed in the EIS, but incorporates a number of changes, which are an innovative response to achieve the Airport Link Project objectives, in a way that delivers greater value for money to the State.

The proposed changes and a summary of the reasons for those changes are:

- physical changes to the surface road connections and interchange alignments at Bowen Hills and Windsor to improve their efficiency, reduce impacts on The Mews apartments compared to the Reference Project, provide for better use of existing infrastructure and mitigate impacts on the riparian corridor of Enoggera Creek and the Queensland Rail infrastructure, as follows:
  - relocation of the O'Connell Terrace on-ramps adjacent to The Mews apartments to a ramp structure off the north-bound lanes in Bowen Bridge Road, north of Butterfield Street, providing an elevated crossing over Lutwyche Road to the north bound mainline Airport Link tunnel. The elevated ramp would also provide grade separated access to the NSBT and the ICB replacing the controlled right hand turn movement from Lutwyche Road proposed in the Reference Project and utilising the downstream NSBT bridge to access the ICB;
  - relocation of the O'Connell Terrace off-ramps by a tunnel portal surfacing in the centre of Lutwyche Road to the north of the intersection with Northey Street. The tunnel exit from the southbound lanes of the mainline tunnel crosses over the northbound mainline tunnel near Newmarket Road and requires a consequential extension of the south-bound cut and cover portal through Federation Street to achieve necessary grades;
  - realignment of the northbound Campbell Street elevated ramp to the north to provide greater separation from The Mews apartments and to remove the Reference Project requirement for a double stacked crossing of Enoggera Creek with the ICB connection;
  - realignment of the southbound Campbell Street and ICB connection to pass over the circular NSBT elevated connections, immediately downstream of the NSBT bridge across Enoggera Creek. The

proposed bridge alignment would replace the downstream crossing of Enoggera Creek near Mann Park and through the Queensland Rail (QR) Mayne Rail Yards proposed in the Reference Project;

- changes to the connections and lane configurations with the surface road network and with the NSBT;
- changes to the north-south tunnel alignments including a shallower vertical alignment in order to improve tunnel gradients and shorten the construction program by enabling construction access from a new Truro Street worksite to be shared with the Northern Busway;
- relocation of the southern ventilation station to a site approximately 50m to the east of that indicated in the Reference Project, over Byrne Street to accommodate the changed connections described above. The relocation also enables the station to be partially buried into a proposed “landbridge” connecting Mann Park to Lutwyche Road;
- the east-west driven tunnels would be realigned and generally at greater depth than the Reference Project to avoid construction of the mainline tunnel by cut and cover along Lutwyche Road through the DES site and Kedron State High School land as proposed in the Reference Project, and simplify the surface traffic arrangements and improve visual amenity and urban amenity at the surface. The realignment would be in an arc to the east and south of the Reference Project alignment between Lowerson Street Lutwyche and Park Avenue Wooloowin, passing at depth beneath Wooloowin State School and Melrose Park;
- elements of the surface infrastructure proposed by the Reference Project at Kedron would be constructed underground to reduce infrastructure at the surface, reduce construction impacts and to improve connectivity to the local road network, and would include:
  - connecting ramps constructed in driven tunnel located under Wooloowin State School and areas between Eveleigh Street and Kedron State High School to link with large Y-junctions with the mainline tunnels and merge with cut and cover works across Lutwyche Road and across Kedron Brook, east of Gympie Road;
  - physical changes to the surface road layout at Kedron with tunnel connections directly from Stafford Road and Gympie Road replacing surface lanes and elevated structures across Kedron Brook. This would improve the efficiency of the intersections, reduce the visual impact and scale of the surface connections, and improve pedestrian and cycle connectivity under the Kedron Brook bridge;
- rearrangement of Lutwyche Road to provide a school drop-off and collection area adjacent to Wooloowin State School to improve safety from the present situation;
- rearrangement of the surface interchange at Clayfield with shorter connection ramps to and from Sandgate Road, an open portal west of Sandgate Road in line with the southern on-ramp, and a land-bridge providing greater pedestrian and cycle connectivity from the south through the rehabilitated parkland;
- reconstruction of Sandgate Road north of the intersection with the East West Arterial to raise the pavement by 600mm to 800mm to improve flood immunity for Sandgate Road;
- in response to the Coordinator-General's conditions to reduce the impact of ventilation outlets, changes to the ventilation station and outlet have been made as follows:
  - the Clayfield ventilation station building would be buried at the same location as in the Reference Project to improve pedestrian and cycle access to the rehabilitated parkland. The electricity sub-station would be an above-ground two-storey structure on additional land to the south of the ventilation station;
  - reduction in the height of the ventilation outlet at Clayfield to 25m compared to the Reference Project height of 30m to reduce the visual impacts. The air quality goals established by the Coordinator-General's conditions would be readily achieved through use of variable apertures in the lowered ventilation outlet;
  - relocation of the Kedron ventilation station to the north of the DES building which would be retained. The ventilation station would be visually screened from the south by the DES building;

- establishment of a fire water compound, including water tanks, pump building and fire truck hardstand on land on the northern side of Wongara Street and its intersection with Sandgate Road;
- relocation of the tollroad control centre to a site at the corner of Stafford Road and Clarence Street, Stafford to allow improved access to the Changed Project tunnel system;
- changed requirements for property for both surface and volumetric acquisitions to accommodate the design enhancements for the Changed Project. In some localities, such as Windsor East, Gordon Park and Clayfield, there would be increased surface property acquisitions whereas in other localities such as Lutwyche and Woolloowin, there would be changed volumetric acquisitions.

The changes to the project delivery arrangements include:

- launching two TBMs from the Clayfield worksite to drive westwards towards an extraction point at Chalk Street Lutwyche. This would extend TBM construction further to Lutwyche, with reduced cut and cover tunnelling impacts at Lutwyche and Kedron. The impacts of the Reference Project on Kedron State High School, DES site, St Andrew's Anglican Church, and the residential area west of Lutwyche Road would be reduced;
- a reduction to the surface construction required by the Reference Project along the eastern side of Lutwyche Road, would reduce the effects of surface construction works on Woolloowin State School;
- spoil from the west-bound TBM tunnel construction to be removed from the Clayfield worksite, with direct access to the arterial road network, resulting in reduced impacts for spoil haulage across the road network;
- the opportunity for spoil haulage from the TBMs to placement sites via a conveyor, which would reduce spoil haulage traffic by about 80,000 spoil haulage truck movements on the road network;
- a reduction in the duration of impacts at Kalinga Park, west of the railway line and the ability to commence rehabilitation within the western part of Kalinga Park earlier than programmed in the Reference Project;
- construction of cut and cover tunnels beneath Kedron Brook to provide connections from the mainline tunnels to Stafford Road and Gympie Road. This would require temporary works, including partial stream diversion, within Kedron Brook;
- changes to construction methodology as a result of design changes to mitigate impacts of ramp connections on The Mews Apartments, leading to a tunnel connection directly to Lutwyche Road.

Included with this notice is a detailed report which:

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

The State supports the formal public notification of this Request for Evaluation of the Proposed Changes to the Airport Link Project. In addition to the anticipated formal public notification process, from 22 May 2008 an Information Centre for the Airport Link Project at 109 Gympie Road Kedron has been established, in addition to displays at Council libraries and Ward Offices. Copies of this Notice of Request for Change, including the detailed report describing the proposed change, will be made available at the Information Centre as well as through the usual public notification process.

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

**STATE OF QUEENSLAND**