

19 August 2009

Mr Greg Davis
mag@netstorm.net.au

Dear Mr Davis

Wooloowin Worksite Modification

Thank you for your email requesting information on behalf of the Kalinga Wooloowin Residents Association.

1. The document "The Wooloowin Worksite Modification Request for Project Change" was produced by City North Infrastructure (CNI) from information provided by BrisConnections and Thies John Holland for the modification.
- 2-6 As part of the feasibility and EIS process, the State provided a set of geotechnical analyses. Each tenderer based their bid on this analysis plus any additional work they had undertaken themselves to reduce their risk. The BrisConnections tender was based on the information they had at this time, factoring in a certain amount of risk. Extensive due diligence was undertaken on each tender bid. This is a lump sum design and construct and any foreseen conditions, such as the geological conditions at Kedron, were taken on as project risk.

While a significant amount of testing was done pre-bid, better information has been obtained as a result of works at Kedron and Kalinga Park.

The timeline for information on the request for project change is as follows:

March	TJH's geotechnical investigations and anchor installation for Ramp C at Kedron identify major issues.
Early April	TJH confirms internally that adverse ground conditions could delay program.
Mid April	TJH develops a set of alternative solutions and concludes that Rose Street shaft was only viable alternative.
Late April	CNI briefed on issue with ground conditions and proposed modification to project. CNI require further technical work before progressing modification.
May	Excavation of Ramp C confirms geotechnical concerns.
May	BC/TJH undertake technical and other work for modification proposal undertaken.

Friday June 19 Modification Proposal submitted to Coordinator General.

Monday June 22 Minister announces consultation.

Wednesday June 24 Public consultation begins.

7. The Rose Street site was not contemplated in the Project Agreement.
8. CNI staff are regularly communicating with members of the Woolloowin community. CNI has attended a number of open days and community sessions, as well as responding to requests for further information by Woolloowin residents, including yourself, over the telephone and in writing. Should you have any particular examples, please provide details to allow me to investigate any failure to respond.
9. The full Project agreement is available on the internet at http://www.citynorthinfrastructure.com.au/media_and_publications/project_documents.html?PHPSESSID=383022fa98a405bf34935470dc571fcd
10. CNI has received one request and provided a response back to Department of Transport and Main Roads on August 6, 2009.
11. I am unsure as to what you are referring to here. Could you please be more specific as to the context of your request?
12. While we can not comment on specific properties, if a property is located above the tunnel alignment, it will be subject to a volumetric resumption. In these instances, property owners are entitled to claim compensation for the value of the land resumed. This is a negotiation undertaken by the Department of Transport and Main Roads with the property owner on a case by case basis, and will occur with properties along the entire length of the tunnel.
13. Paul Low was the Department of Transport and Main Roads' representative on the Board of CNI. He has moved on from the position. The Department of Infrastructure and Planning's representative is Mr Shane McDowall, Deputy Coordinator-General, Infrastructure Delivery.

Yours sincerely



David Lynch
Chief Executive Officer

CITY NORTH INFRASTRUCTURE PTY LTD

Delivering Airport Link, the Northern Busway (Windsor to Kedron) and the Airport Roundabout Upgrade