



# BaT project

## Chapter 1 Introduction



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# 1. Introduction

The purpose of this chapter is provide information on the Project proponent, project background and the Environmental Impact Statement (EIS) process, including the purpose, method and community and stakeholder consultation as well as any approvals that may be required for the Project.

This chapter addresses section 8 of the Terms of Reference (ToR) for the Project<sup>1</sup>.

## 1.1 Overview

The Bus and Train project (the Project) addresses the bus and rail capacity constraints in Brisbane's inner city. The Project would deliver rail and busway infrastructure in a single, double-decked tunnel under the Brisbane River and the Brisbane Central Business District (CBD). The Project would extend from Dutton Park in the south to Spring Hill in the north, with new underground stations at Woolloongabba, George Street and Roma Street.

The Project would significantly increase the capacity of the rail and bus networks across the Brisbane River and improve frequency, travel time and accessibility for passengers whilst reducing inner-city traffic congestion.

## 1.2 Project Proponent

The Proponent for the Project is the State of Queensland, represented by the Department of Transport and Main Roads (TMR). The Proponent's address is:

**Bus and Train project  
Department of Transport and Main Roads  
PO Box 673  
Fortitude Valley Qld 4006**

This EIS has been prepared by TMR for the purposes of evaluation against the ToR.

### 1.2.1 Proponent's experience

As the Queensland Government department responsible for road, rail, air and marine transport networks in Queensland, the Proponent has extensive experience in planning and delivering rail and busway transport infrastructure. TMR is committed to planning, managing and overseeing the delivery of a safe, efficient and integrated transport system that supports sustainable economic, social and environmental outcomes in Queensland.

The Proponent is highly experienced in the planning, delivery and operation of major transport infrastructure. In 2012-13, the Proponent administered a transport capital budget of approximately \$5 billion and an operating budget of approximately \$4 billion.

The Proponent has an excellent track record in coordinating environmental assessments and delivering environmentally sensitive transport solutions, evidenced through recent major infrastructure projects such as the Ipswich Motorway Upgrade, Eastern Busway, Northern Busway, and Springfield and Moreton Bay rail projects.

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<sup>1</sup> The Project declared by the Coordinator-General to be a coordinated project is the Underground Bus and Train project. The Bus and Train (BaT) project is the same project as referred to by the Coordinator-General, despite the difference in the nomenclature.

The Proponent seeks to ensure that environmental and heritage values associated with Queensland's transport networks are recognised for their importance and are appropriately managed.

### 1.2.2 Environmental record

Key environmental areas that TMR is focussing on in managing its transport activities include:

- atmosphere, including working in partnership with other government agencies to ensure minimal detrimental impacts to air quality
- land management, including fauna management, erosion and sediment control, vegetation management, pest management and waste management
- water management
- noise and vibration management
- cultural heritage
- spoil and waste management
- climate change and greenhouse gas emissions
- traffic management when delivering large projects.

A copy of the Proponent's *Environment and Heritage Policy and Strategy 2008-2013* is included in **Appendix B**. Further information on TMR policies are available at:

- community and environment – [www.tmr.qld.gov.au/Community-and-environment](http://www.tmr.qld.gov.au/Community-and-environment)
- safety – [www.tmr.qld.gov.au/Safety](http://www.tmr.qld.gov.au/Safety).

## 1.3 Project background

South East Queensland is one of Australia's fastest growing regions. Brisbane is the administrative, commercial and cultural centre of Queensland, and is one of Australia's leading growth centres. Maintaining strong growth and economic competitiveness in a major city relies on an effective, safe and attractive transport system. The Brisbane CBD remains the focus of South East Queensland's public transport system and is a principle consideration of the *South East Queensland Regional Plan 2009-2031* (SEQ Regional Plan).

Brisbane's inner city is the hub of South East Queensland's rail network. Around 2020, the rail network is expected to reach capacity. Extensions and service increases to the broader rail network will depend on alleviating the capacity constraint at the heart of the network. The limited capacity of the Merivale Bridge and existing inner Brisbane rail tunnels significantly limit the number of additional trains that can be introduced to meet passenger demand.

Like the rail network, the bus network is focused on Brisbane's inner city. Bus constraints are already evident on parts of the network such as the Victoria Bridge, the South Easy Busway between Woolloongabba and Melbourne Street, and key streets in the CBD. The available capacity in the general traffic lanes on the Captain Cook Bridge is constrained by peak period traffic congestion. Providing capacity in and through the inner city bus network is critical to the effective operation of the wider bus network and the ability to cater for future growth in services.

The Project would relieve current capacity constraints as well as provide a major long-term boost to inner city bus and rail capacity and ensure growth in South East Queensland is supported by an efficient transport system.

The Project would support the achievement of the SEQ Regional Plan by providing:

- frequent and efficient public transport connections in the high growth areas of the Brisbane CBD and Woolloongabba, as identified in State and local government plans, through integrating land use and transport
- further sustainable alternatives to private vehicle use
- facilitating access and economic growth within regionally significant employment areas such as the Brisbane CBD, and tertiary services at the Princess Alexandra Hospital (PA Hospital), Mater Hospital, the Royal Brisbane and Women's Hospital (RBWH), the Queensland University of Technology (QUT) and the University of Queensland (UQ)
- integration with existing public transport services, such as bus and rail networks.

Further discussion on the rationale for the Project is provided in **Chapter 2 – Project rationale**.

The Queensland Government and Brisbane City Council have undertaken a number of rail and bus studies since 2008, examining solutions to the capacity constraints facing Brisbane's inner city public transport network. These studies include:

- Inner City Rail Capacity Study
- Cross River Rail – Independent Panel Review
- Suburbs 2 City Pre-feasibility Report
- Bus Access Capacity Inner City Study
- Transport Plan for Brisbane 2008-2026
- Underground Bus and Train project Phase A – Concept Design.

The feasibility studies for the Project now seek to find an affordable, technically viable solution to these capacity constraints. The feasibility study process commenced with re-examinations of the previous studies and then the development of a concept plan in 2013.

On the basis of those investigations, the Queensland Government decided to proceed with the detailed feasibility investigations into the Project, including development of a reference design, preparation of a business case, this EIS process and community and stakeholder engagement. The purpose of the feasibility investigations is to inform a future investment decision by government about the Project. Should that decision be that the Project should proceed, the next phases would involve procurement, detailed design and construction, commissioning and then operations.

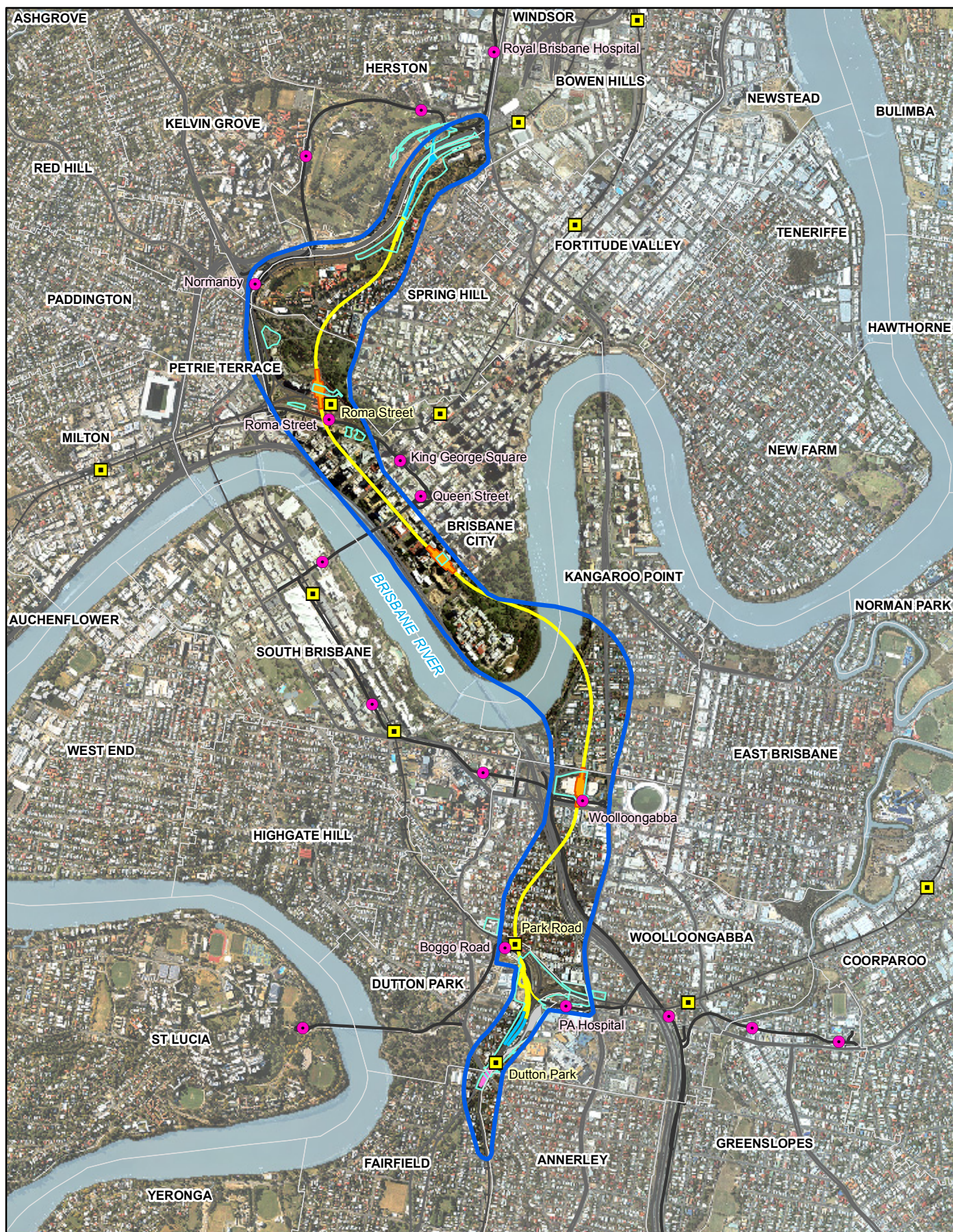
The current phase of the Project is funded by the Queensland Government. Future phases would continue to be funded by the Queensland Government with partners including Brisbane City Council.

## 1.4 Project overview

### 1.4.1 Project design

The Project would provide a new south-north passenger rail line and busway in Brisbane's inner city, extending from Dutton Park in the south to Spring Hill in the north, via Woolloongabba and the Brisbane CBD. The overall length of the Project is 6.7km. It comprises a single double-decked tunnel system, approximately 5.7km in length, with two new rail tracks and two new bus lanes in a stacked arrangement. The study corridor for the EIS is shown in **Figure 1-1**.





#### LEGEND

- Existing busway station
- Existing rail station
- Existing busway
- Existing rail line
- Highway/main road
- Watercourse
- Suburb boundary
- Study corridor
- Project Infrastructure
- Construction worksite
- Underground station
- Bus layover
- Dutton Park Station (upgraded)

- Alignment**
- Above ground
  - Underground

#### BUS AND TRAIN PROJECT ENVIRONMENTAL IMPACT STATEMENT

#### FIGURE 1-1 Study corridor



0 0.5 1  
Kilometres  
1:30,000 (at A4)  
Projection: GDA 1994 MGA56



The Project would include three new underground integrated bus and rail stations at Woolloongabba, George Street and Roma Street. Connections at Dutton Park and Spring Hill would accommodate rail track and busway connections to the existing rail network and busway system.

The station at Woolloongabba would be situated in the Woolloongabba Priority Development Area (PDA) to support planned urban growth in that location. The station would have multiple roles in the rail and bus network, acting as a major interchange serving the Woolloongabba precinct.

The George Street Station would be critical to delivering additional passengers, revitalising the southern part of Brisbane's CBD. The station would provide better access by rail and bus to employment, recreation, parklands, and the QUT Gardens Point campus. The Roma Street Station would extend South East Queensland's primary transport interchange hub and support the continued development of commercial and mixed-use activities in this quarter of the Brisbane CBD.

Detailed information on the reference design is provided in **Chapter 3 – Project description**, while detailed reference design drawings are included in **Volume 2** of the EIS.

#### 1.4.2 Project construction

Construction of the Project would involve:

- realignment of some existing rail and busway infrastructure to integrate with the new Project rail and busway elements
- civil and building work to install internal and external superstructures of the tunnel, stations and bridges, as well as foundations for rail and busway
- installation of a ventilation system for fire life safety requirements as well as passenger comfort
- fit out of the tunnel and stations, including systems related to network function such as fire and life safety, access (including vertical transport within the stations), security, communication and general amenity.

The Project would be constructed using a combination of methods, including:

- general excavation where the dive structures and upper parts of the station access shafts are located close to the surface
- mining possibly by road header and drill and blast methods, for the deeper sections of the station access shafts, station caverns and some sections of the separate entry and exit tunnels for each mode of transport before they join the primary tunnel
- driven tunnelling by a large diameter (15m) tunnel boring machine (TBM) of the primary tunnel.

Rockbreakers and drill and blast methods may be used, subject to specific site management requirements, to advance excavations in areas of hard rock.

Detailed information on the Project construction is included in **Chapter 3 – Project description**.

#### 1.4.3 Project operation

The State of Queensland, represented by TMR, would be the asset owner upon opening. On this basis, TMR is the primary entity responsible for coordinating overall Project operations and management. The Project would be managed in accordance with internal procedures.

Bus, train and ferry services across South East Queensland are coordinated by TransLink, a division within TMR. Aspects of the services are provided by Queensland Rail and a number of bus operators, including Brisbane Transport under TransLink's direction.

Queensland Rail is the current railway manager of train services for the City Network while Brisbane Transport is the principle operator of buses in the Brisbane metropolitan area. These roles and responsibilities would extend to the Project upon commissioning.

The Project would create a new rail operating sector, connecting the southern lines through the new corridor to Roma Street Station. The Project would also provide a new, fully grade-separated busway corridor through the inner city, allowing for significant network reform and optimisation including new and enhanced routes, reduction of duplicated routes and improved interconnectivity.

Detailed information on the Project operations is provided in **Chapter 3 – Project description**.

## 1.5 EIS process

This section outlines the EIS process, including the role of the EIS in the Coordinator-General's decision making process.

### 1.5.1 Objectives of the EIS

The EIS has been prepared in accordance with Part 4 of the *State Development and Public Works Organisation Act 1971* (SDPWO Act), to identify, assess and manage the potential environmental, social and economic impacts associated with the construction and operation of the Project.

The overall objective of the EIS is to ensure that potential environmental, social and economic impacts of the Project are identified and assessed and that adverse impacts are avoided or mitigated to the extent reasonable and practicable. Specific objectives of the EIS are to identify:

- the need for the Project, alternatives to it and options for its implementation
- the existing environment of the study corridor or other areas potentially affected by the Project
- the potential impacts, including beneficial and adverse, of the Project on the natural, social and economic environment
- measures for avoiding, managing or mitigating adverse impacts and maximising or enhancing the beneficial impacts of the Project.

### 1.5.2 Requirement to prepare an EIS

#### **State Development and Public Works Organisation Act 1971**

##### **Declaration of coordinated project**

An Initial Advice Statement (IAS) was prepared and submitted to the Coordinator-General in November 2013. The IAS provided the Coordinator-General with information to decide whether to declare the Project a coordinated project requiring the preparation of an EIS under Section 26(1)(a) of the SDPWO Act. The IAS also provided information to enable advisory agencies and the public to have input into the ToR for the EIS.

In November 2013, the Coordinator-General declared the Project to be a 'coordinated project for which an EIS is required' under Section 26(1)(a) of the SDPWO Act.

## Terms of Reference

The draft ToR for the EIS were publicly notified on 25 November 2013 and were available for public review and comment until 20 December 2013. The Coordinator-General finalised the ToR on 14 January 2014 following consideration of comments received on the draft ToR from the public and government agencies.

A copy of the final ToR approved by the Coordinator-General under section 30 of the SDPWO Act is in **Appendix A**.

## Function of EIS

The EIS addresses the matters identified in the ToR and matters raised during community and stakeholder consultation for the Project. The assessment considers the beneficial and adverse impacts of the Project's construction and operation, as well as cumulative impacts. Measures to avoid, or manage and mitigate potential adverse impacts and facilitate beneficial impacts of the Project are summarised in **Chapter 18 – Draft Outline EMP**.

The EIS also outlines the legislation and other non-statutory guidelines administered by the Australian and Queensland Governments and Brisbane City Council relevant to the environmental aspects of the planning, design, construction and operation of the Project.

The EIS provides the Coordinator-General with a framework to:

- consider the environmental, social and economic aspects of the Project in the context of legislative and policy provisions and decide whether the Project can proceed
- state, recommend or impose conditions for approval, as appropriate
- recommend appropriate environmental management and monitoring programs to avoid, minimise, mitigate or offset any adverse impacts.

## Environment Protection and Biodiversity Conservation Act 1999

The Australian Government seeks to avoid or manage potential impacts on matters of national environmental significance through the provisions of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The Project was referred to the Commonwealth Department of the Environment on 24 December 2013 for a decision as to whether the Project is a 'controlled action' under the EPBC Act (Referral Reference No. EPBC 2013/7106).

On 29 January 2014, the delegate of the Minister determined that the Project is not a 'controlled action'.

## Sustainable Planning Act 2009

The Project is a major infrastructure project by the State. Consequently, Schedule 4 of the *Sustainable Planning Regulation 2009* (SP Regulation) renders the Project exempt from assessment under the Brisbane City Council City Plan.

Further information on the development approval requirements for the Project is provided in **section 1.8** and **Appendix C**.

### 1.5.3 EIS structure and presentation of findings

The EIS aims to provide sufficient information to allow stakeholders to understand the Project and reach an informed view on the Project.

This Executive Summary provides a broad overview of the Project including potential impacts and proposed mitigation measures. It also provides a summary of the conclusions and proposals to the Coordinator-General in relation to environmental management.

This Executive Summary should be read in conjunction with the EIS, which comprises:

- Volume 1 – a detailed assessment of the key values, potential environmental, social and economic impacts and proposed mitigation measures:
  - Chapters 1, 2 and 3 of the EIS provide background information on the Project, including the project rationale, project alternatives and project description
  - Chapter 4 includes a description of the existing transport networks and an assessment of the Project's potential construction and operation effects on transport and traffic
  - Chapter 5 includes a summary of land use and tenure within the study corridor and an assessment of potential impacts of the Project on existing and future land use and development
  - Chapter 6 to Chapter 11 provide descriptions of the biophysical and natural values in the study corridor (soils and topography, hydrology, ecology, climate, air quality and noise and vibration) and an assessment of impacts to these values
  - Chapter 12 to Chapter 14 describe socio-economic values in the study corridor, including cultural heritage, social environment and local business, landscape and visual amenity and assessments of the Project's potential effects on these values
  - Chapter 15 to Chapter 17 describe impacts of the Project relating to waste, hazard and risk and cumulative impacts
  - Chapter 18 provides an outline of proposed environmental management measures for design, construction and commissioning of the Project, noting that operational impacts would be resolved mostly through detailed design
  - Chapter 19 outlines conclusions and recommendations from the EIS process
- Volume 2 – engineering drawings to assist in understanding the reference design, including the alignment (both vertical and horizontal), station locations and conceptual designs, property impacts and construction worksites
- Volume 3 – technical reports that provide additional detail on matters including traffic and transport, air quality, and noise and vibration.

## 1.6 Community and stakeholder consultation

This section provides an overview of community and stakeholder consultation undertaken for the Project. A detailed consultation report outlining stakeholders, consultation strategies, program and outcomes is provided in **Appendix D**.

Development of the Project has been informed by an extensive program of stakeholder and community consultation. This has involved engagement with a broad range of stakeholders including the community, Traditional Owners, Brisbane City Council, Queensland Government, Australian Government, interest groups and industry.



### 1.6.1 Purpose and scope of the consultation process

A project of this size and significance requires a far-reaching communication and stakeholder engagement approach. The planning phase provides numerous opportunities for involvement at many levels and requires inputs from a variety of key stakeholders and community members to understand constraints, values and impacts.

The overarching purpose of the community and stakeholder engagement program is to:

- raise awareness about the Project, including the need for the Project, its benefits and the process to develop the reference design and EIS
- provide stakeholders with opportunities to inform investigations being undertaken for the reference design and EIS about local values and issues
- inform government agencies, stakeholders and the community about the progress of the Project and to seek their input into the development of the reference design and EIS
- understand stakeholder and community issues and where possible address any issues raised.

Concept and draft reference designs were released to the public for comment in November 2013 and March 2014. Comments received were considered during development of the reference design.

Stakeholder and community feedback and comments received from the consultation process has informed the preparation of the EIS including:

- identification of community values and local conditions in the study corridor
- identification of issues about the Project alignment, connections, station locations, key infrastructure and proposed construction worksites
- assessment of potential benefits and impacts of the Project's construction and operation
- identification of strategies to minimise or avoid potential impacts and maximise or enhance potential Project benefits.

The consultation program was structured to inform individuals and groups directly affected by the Project, as well as the population of Brisbane and South East Queensland. The process was also structured to allow input from:

- stakeholder groups with specific interests in the Project, such as Traditional Owners and industry associations
- Queensland Government agencies and Brisbane City Council, including those with either a regulatory or an advisory role in the design, construction or operation of the Project.

Feedback and community enquiry channels established for the Project include:

- freecall 1800 number (1800 010 875)
- project email
- postal address (Bus and Train project, Department of Transport and Main Roads, PO Box 673, Fortitude Valley Qld 4006).

Feedback received was recorded in a dedicated Consultation Manager database to ensure it was tracked and issues recorded and actioned. This information was shared regularly with the Project's technical team for consideration. This communication would be ongoing.

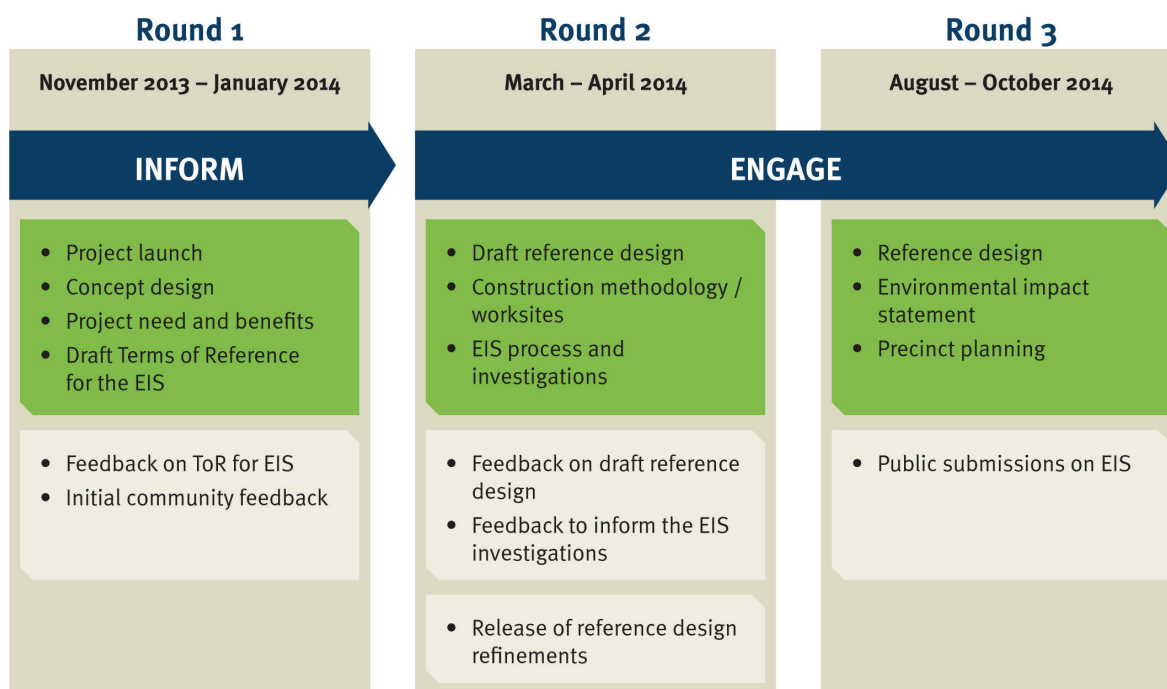
A detailed consultation report outlining stakeholders, consultation strategies and program and consultation outcomes is provided in **Appendix D**.

### 1.6.2 Consultation program

Consultation to date has involved two rounds of consultation and communication, coinciding with key project milestones. A third round of consultation and communication would be undertaken with the release of the EIS and reference design. This consultation will support the opportunity for people to make submissions to the Coordinator-General about the EIS in accordance with the SDPWO Act.

**Figure 1-2** outlines the consultation program for the Project including the timing, purpose and focus of consultation, and feedback sought from stakeholders and the community.

**Figure 1-2 Consultation program**



### 1.7 Submissions to the EIS

The EIS for the Project is now available for public comment with a copy available at: [www.dsdip.qld.gov.au/underground](http://www.dsdip.qld.gov.au/underground).

To the extent that the Project involves a material change of use, or requires impact assessment, under the *Sustainable Planning Act 2009* (SP Act), a properly made submission is taken to be a properly made submission about the application under the Integrated Development Assessment System (IDAS). A properly made submission is defined in Schedule 2 of the SDPWO Act, to mean that the submission:

- is made to the Coordinator-General in writing
- is received on or before the last day of the relevant submission period
- is signed by each person who made the submission
- states the name and address of each person who made the submission
- states the grounds of the submission and the facts and circumstances relied on in support of the grounds.

Submissions to this EIS are to be addressed to:

The Coordinator-General  
EIS Project Manager – Underground Bus and Train Project  
Office of the Coordinator-General  
Department of State Development, Infrastructure and Planning

Post: PO Box 15517 City East Qld 4002  
Fax: 07 3452 7486  
Email: [underground@coordinatorgeneral.qld.gov.au](mailto:underground@coordinatorgeneral.qld.gov.au)

Submissions can be made online, posted, faxed or emailed.

Following public consultation, the Coordinator-General will prepare a report evaluating the EIS. The Coordinator-General will consider the EIS, all properly made submissions and other submissions accepted by the Coordinator-General about the EIS and any other material the Coordinator-General considers relevant to the Project. The Coordinator-General may ask the Proponent for additional information or comment about the EIS and the Project.

## 1.8 Project approvals

To construct and operate the Project, a range of approvals and permits would be required beforehand. These approvals are required by Commonwealth and State legislation.

The EIS, public consultation undertaken on the EIS, and the conditions placed on the Project by the Coordinator-General, would inform the preparation and assessment of these approvals.

### 1.8.1 Relevant legislation

The Project has been assessed against Commonwealth and State Government legislation to determine the approvals necessary for construction and operation. A summary of relevant legislation is included in **Appendix C**.

Relevant Commonwealth legislation includes:

- *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)
- *Native Title Act 1993*
- *Energy Efficiency Opportunities Act 2006*
- *National Greenhouse and Energy Reporting Act 2007*
- *Disability Discrimination Act 1992*.

The key Commonwealth legislation in terms of approvals is the EPBC Act. The Project has been referred under this Act and the delegate of the Minister determined that the Project is not a 'controlled action' (refer to **section 1.5.2**).

Relevant State legislation includes:

- |   |   |
|---|---|
| • <i>Aboriginal Cultural Heritage Act 2003</i> (ACH Act)  | • <i>Electricity Act 1994</i>                   |
| • <i>Acquisition of Land Act 1967</i>                     | • <i>Economic Development Act 2012</i> (ED Act) |
| • <i>City of Brisbane Act 2010</i> (City of Brisbane Act) | • <i>Fire and Emergency Services Act 1990</i>   |
|   | • <i>Sustainable Planning Act 2009</i> (SP Act) |

- *Building Act 1975*
- *Environmental Protection Act 1994*
- *Land Title Act 1994*
- *Local Government Act 2009*
- *Plumbing and Drainage Act 2002*
- *Queensland Heritage Act 1992*
- *Land Act 1994*
- *Nature Conservation Act 1992*
- *Transport Infrastructure Act 1994 (TI Act)*
- *Transport Operations (Road Use Management) Act 1995*
- *Transport Operations (Passenger Transport) Act 1994*
- *Transport Planning and Coordination Act 1994*
- *Transport (Rail Safety) Act 2010*
- *Transport Security (Counter Terrorism) Act 2008*
- *Workplace Health and Safety Act 2011.*

The SP Act and SP Regulation are the key State legislation in terms of development approvals. Schedule 4 of the SP Regulation provides a specific exemption for all aspects of development of the Project against a local government planning instrument. As a result, any activities carried out specifically for the Project would not require assessment under the Brisbane City Plan 2014.

Local laws for Brisbane City Council are administered under the City of Brisbane Act and provide the local government with the ability to establish permit or licence regimes for activities they want to regulate, to create offences for unacceptable behaviour and to allow for the issue of compliance abatement notices. Liaison with the Brisbane City Council in relation to its interests in relevant local laws or provisions of the City of Brisbane Act would occur prior to the commencement of such activities.

### 1.8.2 Approvals in the EIS process

Following the EIS process, the Proponent would need to seek a number of State approvals, permits and licences to construct and operate the Project. These approvals, permits and licences are identified in **section 1.8.3**.

The EIS process, including additional development approvals, is shown in **Figure 1-3**.

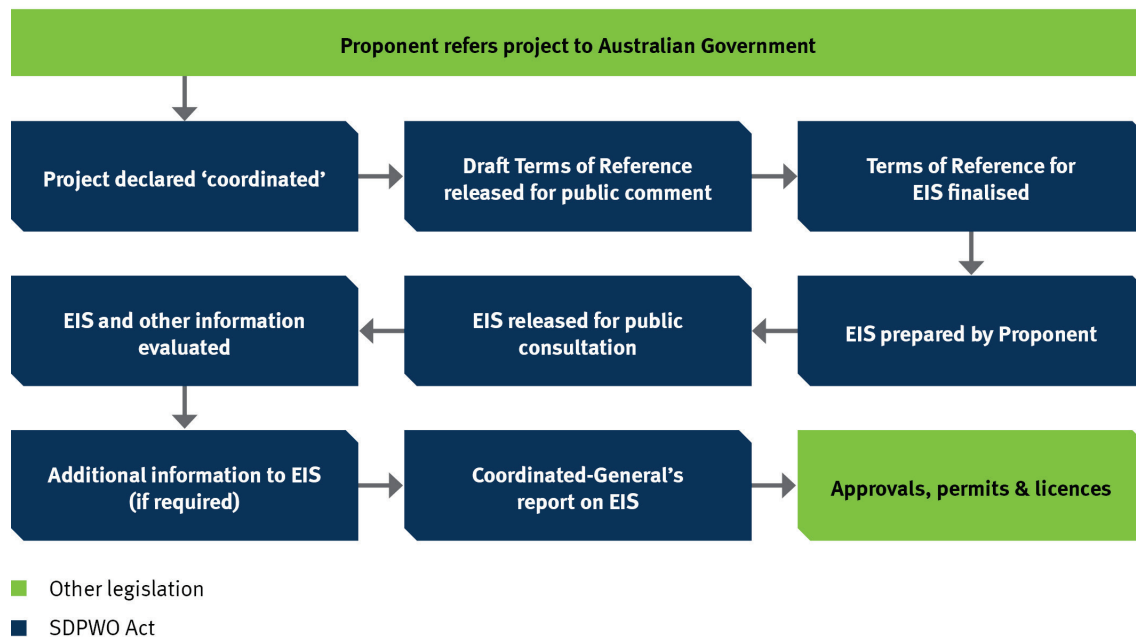
The declaration by the Coordinator-General of the Project as a coordinated project under the SDPWO Act sets the statutory framework for the EIS to be prepared. In particular the Coordinator-General's report may:

- state conditions that must apply to a development approval under the SP Act
- recommend requirements for inclusion in a community infrastructure designation under the SP Act
- make recommendations for other approvals
- impose conditions.

The EIS process provides the mechanism for the Project to be publicly notified and for comments to be received and considered. Public notification during the EIS process satisfies the notification needs for any post-EIS development approvals. The EIS and the Coordinator-General's evaluation report would form part of the supporting documentation for the subsequent development applications.



**Figure 1-3 EIS process**



### 1.8.3 Key approvals

Approvals for the Project are likely to include:

- Material Change of Use of premises for an Environmentally Relevant Activity and an Environmental Authority (under the EP Act)
  - 8: Chemical storage
  - 41: Cement manufacturing
  - 63: Sewerage treatment
  - 64: Water treatment.
- disposal permit under the EP Act for the removal and treatment or disposal of contaminated soil removed from a property listed on the Environmental Management Register (EMR) or Contaminated Land Register (CLR).
- an approved Cultural Heritage Management Plan (CHMP) under the ACH Act
- agreement to carry out road works on, or to interfere with the operation of State-controlled roads under the TI Act
- approval to interfere with a railway under the TI Act
- approval of a compliance management plan under the TIA Act
- approval to interfere with or carry out works on busway transport infrastructure under the TI Act
- development permit for the Project's busway elements within a PDA (Woolloongabba) under the ED Act.

**Table 1-1** provides a more detailed list of the key approvals that may be required. **Appendix C** describes the broader number of approvals, permits and licences required for the Project.

**Table 1-1 Key project approvals**

Permit/ approval	Legislation	Assessing authority	Trigger/ relevant aspect of the Project	Location	Timing
Development Permit for a Material Change of Use of Premises for a concurrence Environmentally Relevant Activity	<i>Sustainable Planning Act 2009</i> <i>Environmental Protection Act 1994</i>	Chief Executive, Department of State Development, Infrastructure and Planning	Undertaking an activity that is identified as being a concurrence Environmentally Relevant Activity under the EP Act. Environmentally Relevant Activities could include: <ul style="list-style-type: none"> <li>• 8 Chemical storage</li> <li>• 41 Cement manufacturing</li> <li>• 63 Sewage treatment</li> <li>• 64 Water treatment.</li> </ul> Environmental Authority for the concurrence Environmentally Relevant Activities would be required prior to their commencement.	Likely at large construction worksites (i.e. Dutton Park or Victoria Park) Possible at smaller construction worksites	Prior to undertaking any Environmentally Relevant Activity
Cultural Heritage Management Plan (s87)	<i>Aboriginal Cultural Heritage Act 2003</i>	Department of Aboriginal and Torres Strait Islander and Multicultural Affairs	An approved CHMP is required for projects requiring an EIS.	Whole of Project	Must be prepared and approved prior to the commencement of construction
Environmental Authority for a Prescribed Environmentally Relevant Activity (s119, s426)	<i>Environmental Protection Act 1994</i>	Chief Executive, Department of Environment and Heritage Protection	Registration as a suitable operator and an environmental authority must be obtained prior to the commencement of a prescribed Environmentally Relevant Activity.	At all locations that require a development permit for a prescribed Environmentally Relevant Activity	Prior to commencement of prescribed Environmentally Relevant Activity

Permit/ approval	Legislation	Assessing authority	Trigger/ relevant aspect of the Project	Location	Timing
Development by the State on a Queensland Heritage Place (s71)	<i>Queensland Heritage Act 1992</i>	Heritage Council (Department of Environment and Heritage Protection)	Development by the State on a property listed on the Queensland Heritage Register requires a report about the proposed work to be given to the Queensland Heritage Council.	George Street, Victoria Park, Roma Street station	Prior to undertaking development on listed properties
Disposal Permit (s424)	<i>Environmental Protection Act 1994</i>	Chief Executive, Department of Environment and Heritage Protection	Required for the removal and treatment or disposal of contaminated soil removed from a property listed on the EMR or CLR.	Refer to <b>Chapter 6 – Soils and topography</b> for details of properties	Prior to removing and treating or disposing of contaminated soil from an EMR/ CLR listed property
Agreement of the Chief Executive to carry out road works on, or to interfere with the operation of, State-controlled roads (s33/ s50)	<i>Transport Infrastructure Act 1994</i>	Chief Executive, Department of Transport and Main Roads	Any works that would impact on the road structure or the intended operation of the State-controlled road.  Would be required for any works undertaken to the Pacific Motorway and associated on and off ramps.	Woolloongabba/ Kangaroo Point	Prior to interfering with a State-controlled road
Approval of railway manager to interfere with a railway (s255)	<i>Transport Infrastructure Act 1994</i>	Railway manager	Any works that would impact on the railway or the intended operation of the railway.	Locations where works interfere with the existing network	Prior to impacting the existing railway network
Approval of Chief Executive to interfere with or carry out works on busway transport infrastructure	<i>Transport Infrastructure Act 1994</i>	Chief Executive, Department of Transport and Main Roads	Any works that would impact on busway transport infrastructure unless authorised under another Act or the works are for construction, maintenance or operation of a road permitted under TI Act.	Locations where works interfere with existing network	Prior to impacting the existing busway network
Chief Executive may investigate potential rail corridor (s109A))	<i>Transport Infrastructure Act 1994</i>	Chief Executive, Department of Transport and Main Roads	Allows Chief Executive, or someone authorised by Chief Executive to enter and re-enter onto land to investigate potential and suitability as a railway corridor	Locations that require further investigation	Prior to gaining entry onto land

Permit/ approval	Legislation	Assessing authority	Trigger/ relevant aspect of the Project	Location	Timing
Busway Authority (s298)	<i>Transport Infrastructure Act 1994</i>	Chief Executive, Department of Transport and Main Roads	Allows a person authorised by the Chief Executive to enter, temporarily occupy, or use land for the purpose of busway transport infrastructure.	Locations that require temporary occupation or use of busway transport infrastructure	Prior to gaining entry onto land
PDA Assessable Development Permit for development (s73)	<i>Economic Development Act 2012</i>	Minister for Economic Development Queensland	Authorises PDA assessable development to be carried out in a PDA.	Woolloongabba Station	Prior to construction within the Woolloongabba PDA
Variation of accreditation of Rail Transport Operator (s113)	<i>Transport (Rail Safety) Act 2010</i>	Chief Executive, Department of Transport and Main Roads	Queensland Rail's (or other eligible entity) accreditation would need to be amended to include the Project's rail infrastructure components.	Railway corridor	Prior to construction
Amendment of accreditation of busway manager (s335AJ)	<i>Transport Infrastructure Act 1994</i>	Chief Executive, Department of Transport and Main Roads	Brisbane Transport's accreditation would need to be amended to include the Project's busway infrastructure components.	Busway corridor	Prior to construction
Amendment of Safety Management Systems	<i>Transport (Rail Safety) Act 2010</i>	Management plans are issued to Department of Transport and Main Roads	The Safety Management Systems must be amended by the Rail Transport Operator to incorporate the Project's rail infrastructure components.	Railway corridor	Prior to construction
Risk Management Plan for a Security-Identified Surface Transport Operation	<i>Transport Security (Counter-Terrorism) Act 2008</i>	Department of Transport and Main Roads	A risk management plan must be prepared and issued to the Chief Executive prior to the prescribed date if the Project is declared by the Chief Executive as a Security-Identified Surface Transport Operation.	NA	NA