



Gateway Upgrade Project



1. Introduction

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TOR Requirement:

The introduction should clearly explain the function of the EIS, why it has been prepared and what it sets out to achieve. It should also define the audience to whom it is directed and contain an overview of the structure of the document.

The Queensland Department of Main Roads (MR) is preparing a Business Case for the proposed construction and operation of the duplication of the Gateway Bridge and an upgrade of the Gateway Motorway, between Mt Gravatt-Capalaba Road and the Nudgee Road north bound off ramp. Figure 1.1 illustrates the general project details.

The proposed road works are referred to as the Gateway Upgrade Project (GUP) and in summary include:

- A two lane widening to six lanes of the existing Gateway Motorway between Mt Gravatt-Capalaba Road and Wynnum Road;
- A four lane widening to eight lanes of the existing Gateway Motorway between Wynnum Road and Lytton Road;
- A new six lane bridge crossing the Brisbane River to the east of the existing bridge;
- Removal of the existing toll plaza and the inclusion of full electronic toll collection (ETC) facilities at the existing bridge;
- A four lane Motorway “deviation”, from the northern end of the bridges (near Lavarack Avenue) through the old and new Brisbane Airport sites across Airport Drive, Airtrain and Kedron Brook Floodway to reconnect with the existing Gateway Motorway just to the south of Nudgee Road; and
- A new interchange off the deviation for additional access to Brisbane Airport.

This project has an estimated value of \$1.2 - \$1.4 (\$2002) billion dollars and is expected to generate significant investment and business opportunities to the region and state.

The Gateway Motorway and the Gateway Bridge are vital infrastructure routes within South East Queensland (SEQ) and the Australia TradeCoast (ATC) region, providing a critical link to Brisbane Airport and the Port of Brisbane. The Gateway Bridge and sections of the Gateway Motorway in this area are either at or fast approaching capacity. Travellers through this area are already experiencing significant delays in the morning and evening peaks north and south of the Gateway Bridge.

The Australian Government has announced that the Gateway Motorway and Gateway Bridge will form part of the AusLink National Land Transport Network, and that it will contribute funding for selected nationally-significant projects on the network. The timing for construction of this project is subject to the assessment of the merits of the project and the availability and sources of funding.

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FIGURE 1.1
General Project Details

The Business Case for the project is Stage 3 of the 6 Stage process outlined in the Queensland Government's Private Public Partnership (PPP) – Value for Money Framework for project delivery. This stage of the process will investigate if the project can be delivered through a PPP agreement. The purpose of the PPP Business Case Development Stage is to:

- Identify the Project Delivery Options most likely to provide the best value for money outcome; and
- Provide information regarding the available Project Delivery Options, sufficient to enable Cabinet and the Cabinet Budgetary Review Committee to:
 - Determine the preferred Delivery Option; and
 - Make commitments regarding funding of the potential project.

The key elements of Stage 3 are:

- Development of an Output Specification;
- Development of the Reference Project;
- Development of the PPP Project;
- Completion of risk analysis and development of a Risk Allocation Matrix;
- Market sounding;
- Completion of environmental, planning, cultural heritage, Native Title and other specialist studies including an Environmental Impact Statement (EIS);
- Development of the Public Sector Comparator;
- Development of the Partnership Model; and
- Value for money assessment of Project Delivery Options.

On 23 December 2003, Connell Wagner were commissioned by MR to undertake the 'Environmental Studies' component of the GUP, which includes the preparation of an EIS.

The EIS has been divided into three volumes of four major parts with the following sections:

Volume 1: EIS

Executive Summary

Part A: Proposed Development

1. Introduction (this Section)
2. Background and Project Rationale
3. Project Description

Part B: Land Use, Transportation and Infrastructure Assessment

4. Land Use
5. Transportation
6. Pedestrians and Cyclists
7. Utility Services

Part C: Existing Environment and Impacts

8. Regulatory Framework and Planning
9. Topography/Geomorphology/Geology
10. Soils
11. Hydrology/Hydraulics
12. Surface Water Quality
13. Groundwater

14. Air Quality
15. Noise and Vibration
16. Terrestrial Ecology
17. Aquatic Biology
18. Cultural Heritage
19. Social Environment
20. Economic Environment
21. Hazard and Risk
22. Landscape and Visual Amenity

Part D: EMP and Conclusion

23. Environmental Management Plan
24. Findings and Conclusions

Volume 2: Appendices

Volume 3: Concept Design Drawings

Due to the length and nature of the GUP corridor, the majority of environmental elements within the EIS have been divided and assessed in the following sections:

- Mt Gravatt-Capalaba Road to Cleveland Branch Rail Line (southern section);
- Cleveland Branch Rail Line to Pinkenba Rail Line (bridge/middle section); and
- Pinkenba Rail Line to Nudgee Road (northern section).

1.1 The Proponent

TOR Requirement:

This section describes the Proponent (ie Main Roads) in terms that are relevant to the proposed upgrade works. The section should outline the experience of the Proponent, including the nature and extent of business activities and the Proponent's environmental record and Environmental Policy.

MR is a government organisation that manages approximately 34,000 kilometres of state controlled road network. This network carries 80% of Queensland's traffic and includes the highways and other main connecting roads in Queensland. MR's vision is for a road system that enhances the social, cultural, environmental and economic well being of Queensland's communities.

MR and Queensland Transport are portfolio partners under the leadership of the Minister for Transport and the Minister for Main Roads Hon Paul Lucas MP. Main Road's vision is summarised below.

MR Vision

A road system that enhances the social, cultural, environmental and economic well being of Queensland's communities.

Roads Connecting Queenslanders is the blueprint for achieving this vision. It is the strategy to enable MR to undertake a total road system focus, adopt a stewardship role of the state's roads, efficiently deliver road projects and manage road operations.

The document focuses on four key outcomes for the Queensland road system, which contribute to the government's priorities for the state:

- safer roads to support safer communities;

- efficient and effective transport to support industry competitiveness and growth;
- fair access and amenity to support livable communities; and
- environmental management to support environmental conservation.

MR's future emphasis is on investing in outcomes, not just investing in roads.

In achieving the vision, MR face a number of challenges including the need to anticipate and respond to the changing transport needs and expectations of many stakeholders. It is likely that these needs and expectations will exceed resources, requiring a greater focus on priority setting and efficiency.

The key to making these outcomes a reality will be the partnerships and working relationships with communities, federal and state government agencies, local government, industry and the private sector.

Environmental Management Approach

MR is committed to managing Queensland's road and road reserve network in a manner that optimises environmental outcomes for natural, human and built environments. The department uses knowledge of the actual and potential impacts of road infrastructure on these environments when planning, designing, constructing and maintaining the road network.

MR is committed to continuous improvement in their environmental performance through:

- Developing and implementing management systems and integrating environmental processes within general management practices;
- Monitoring, reviewing and reporting on environmental performance;
- Providing appropriate environmental resources;
- Delivering environmental resources;
- Delivering environmental awareness and training;
- Developing and implementing environmental practices which minimise predicted impacts; and
- Consulting with the public and other stakeholders to provide for well-informed decision making.

1.2 Terms of Reference and Purpose of the EIS

TOR Requirement:

Summarise the role and purpose of the EIS document including compliance with regulatory requirements, reference to the final TOR and any complementary or subsequent documentation (ie technical background papers).

The audience should be able to distinguish the EIS as the key environmental document providing information to decision makers considering approvals for the Project.

Draft Terms of Reference (TOR) for the GUP EIS were prepared by the Department of State Development and Innovation (DSDI) and issued for agency, special interest group and community comment. The Draft TOR document was on public display between 10 January and 5 March 2004. The display period was extended by two weeks due to the Queensland State election being called during this public display period.

The EIS has been prepared in accordance with the Final TOR (Appendix A) for the assessment of the potential impacts (both positive and negative) on the environment as a result of the construction and operation of the proposal.

The purpose of the EIS is to provide information on the nature and extent of potential environmental, social and economic impacts (direct, indirect and cumulative) arising from the construction and operation of the proposal. The EIS will also ensure that potential impacts are avoided where possible and appropriate management measures are recommended for unavoidable impacts.

In particular, the EIS provides:

- a basis for understanding the GUP, alternatives and preferred solutions, the existing environment that it would affect, both on and off the site, the impacts that may occur and the measures to be taken to mitigate all adverse impacts for interested bodies and persons;
- an outline of the effects of the proposed GUP on that land including access for groups or persons with rights or interests in land;
- a framework against which decision makers can consider the environmental aspects of the GUP in view of legislative and policy provisions and decide whether the GUP can proceed or not. Also, as appropriate, set conditions for approval to ensure environmentally sound development and, where required by legislation, recommend an environmental management and monitoring program;
- a source of information from which interested individuals and groups may gain an understanding of the proposal, the need for the proposal, the alternatives, the environment which it would affect, the impacts that may occur and the measures taken to avoid and or minimise these impacts; and
- a document for public consultation and informed comment on the proposal.

The EIS has also been prepared to address and support the Major Development Plan (MDP) for the section of the GUP which traverses airport land (refer Section 8 for further details) being land owned by the Commonwealth of Australia and leased to the Brisbane Airport Corporation (BAC).

1.3 The Study Team

The EIS has been prepared by Connell Wagner with support from a number of specialist subconsultants. Broad areas of responsibility were:

Table 1.1 EIS Study Team

Connell Wagner	Background and Project Rationale Project Description Land Use Regulatory Framework Topography/Geomorphology/Geology Soils Hydrology Surface Water Quality Groundwater Terrestrial Ecology Economic Environment Hazard and Risk Visual Amenities Environmental Management Plan
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Lambert & Rehbein	Shorebird Assessment
Turrbal Association	Indigenous Cultural Heritage – Turrbal Association
ARCHAEO Cultural Heritage Services	Non Indigenous Cultural Heritage Indigenous Cultural Heritage – Jagera Corporation, Yuggera People (Sandy family), Morgan and Isaac's families
Richard Heggies Associates	Noise and Vibration
Katestone Environmental	Climate and Air Quality
FRC Environmental	Aquatic Biology
Briggs & Mortar (Sharyn Briggs)	Social Environment
Masson Wilson Twiney	Traffic and Transport
G-tek Australia	UXO Desktop Study

1.4 Summary of Environmental Legislative Requirements

Given the regional and state significance of the GUP and the nature of environmental elements traversed, there are a number of Commonwealth and State environmental legislative requirements which need to be addressed prior to construction commencing. The key interactions between the environmental legislative requirements and the associated environmental studies are summarised in Table 1.2 and Figure 1.2.

The EIS process, regulatory framework and likely approvals for the GUP are discussed in more detail in Section 8.

Gateway Upgrade Project

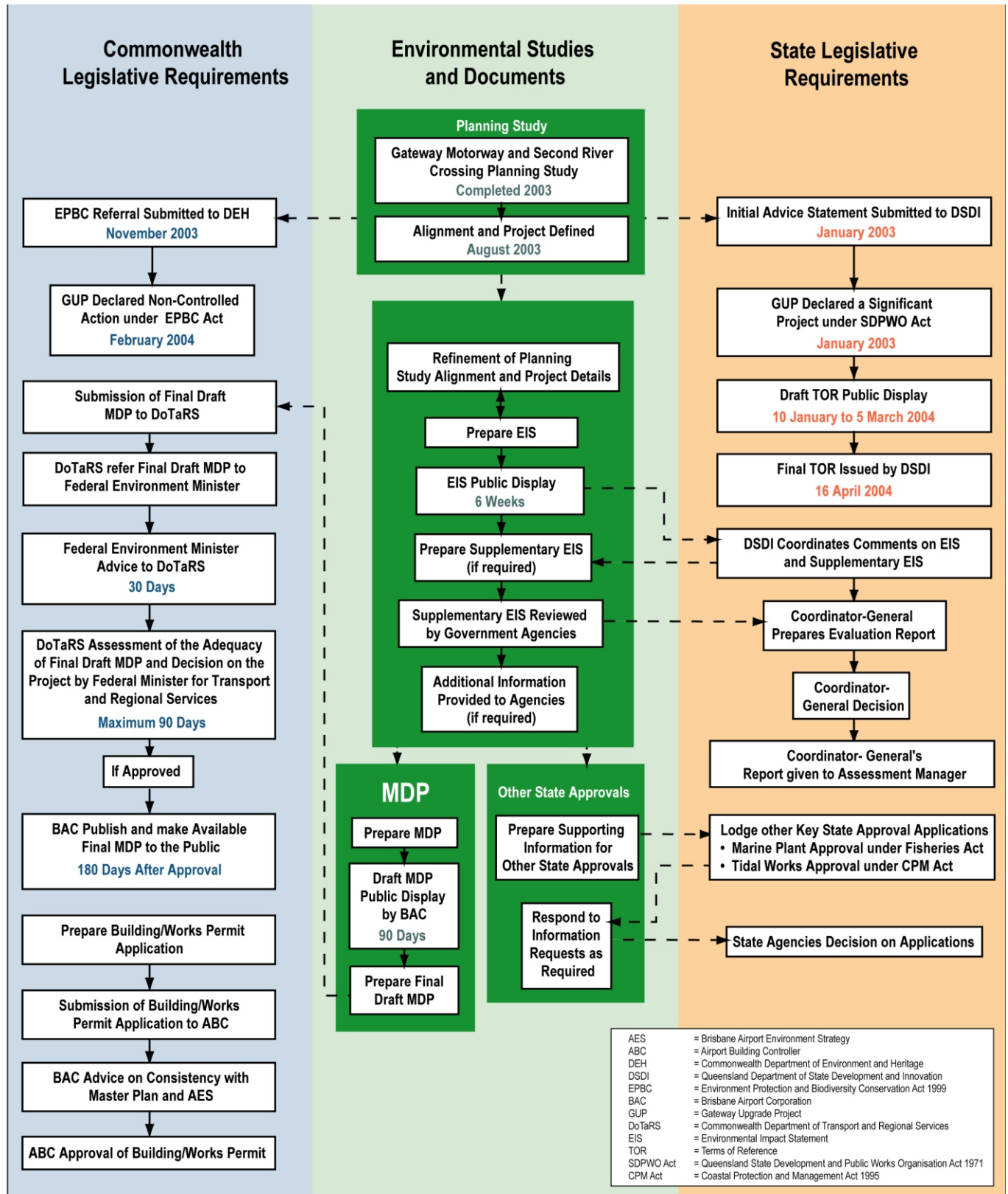


Figure 1.2
Summary of Key Legislative Requirements of the Project

Table 1.2 Summary of Key Environmental Legislative Requirements for the Project

Legislation	Legislative Trigger	Project Requirement/Response
Environment Protection and Biodiversity Conservation Act 1999 (Cth)	Significant impact on matters of national significance	<ul style="list-style-type: none"> • EPBC Act Referral submitted to DEH in November 2003. • DEH declared project to be non controlled action in February 2004. • EIS prepared for GUP (this document) to further confirm significance of environmental impact.
	Section 160 (advice required from Federal Environment Minister in relation to MDP)	<ul style="list-style-type: none"> • MDP if required (as defined in the <i>Airports Act 1996</i>) to be prepared for the project component traversing Brisbane Airport (Commonwealth land). • The scope of matters to be considered by the Federal Environment Minister are likely to include: <ul style="list-style-type: none"> – downstream Moreton Bay Ramsar site; – listed threatened species; – listed migratory species; and – potential impacts on Commonwealth land.
Airports Act 1997 (Cth)	Section 89 (defines Major Airport Development)	<ul style="list-style-type: none"> • GUP (on Airport land) defined as Major Airport Development.
	Section 90(1)	<ul style="list-style-type: none"> • MDP to be prepared for GUP.
		<ul style="list-style-type: none"> • Public display of draft MDP by BAC.
		<ul style="list-style-type: none"> • BAC submit final draft MDP to DoTaRS for assessment and approval.
		<ul style="list-style-type: none"> • DoTaRS refer final draft MDP to Federal Environment Minister for advice (Section 160 of EPBC Act).

Table Notes:

EPBC Act = Environment Protection and Biodiversity Conservation Act 1999
DEH = Commonwealth Department of Environment and Heritage
EIS = Environmental Impact Statement
MDP = Major Development Plan

BAC = Brisbane Airport Corporation
TOR = Terms of Reference for EIS
DoTaRS = Department of Transport and Regional Services
ERAs = Environmentally Relevant Activities
DSDI = Department of State Development and Innovation

Legislation	Legislative Trigger	Project Requirement/Response
<i>State Development and Public Works Organisation Act 1971</i>	Significant project under Section 26	• Initial Advice Statement submitted to DSDI in January 2004.
		• Coordinator-General declared GUP significant project in January 2004.
		• Final TOR issued by DSDI on 16 April 2004.
		• EIS prepared (this document).
		• Public display of EIS.
		• Prepare Supplementary EIS to address comments on EIS (if required).
		• Agency review of Supplementary EIS.
		• Coordinator-General prepares Evaluation Report.
		• Coordinator-General decision on GUP.
• Coordinator-General Report given to proponent and assessment manager.		
<i>Fisheries Act 1994</i>	Removal, destroy or damage marine plants (Section 51)	• A permit will be obtained for any disturbance, removal or damage of marine plants associated with the construction of the project.
<i>Coastal Protection and Management Act 1995 and Integrated Planning Act 1997</i>	Works within tidal waters	• A permit will be obtained for any works within tidal waters.
<i>Environmental Protection Act 1994 and Integrated Planning Act 1997 (for ERAs)</i>	Relocation of contaminated soil	• Contaminated land assessments to be undertaken for land parcels requiring relocation of contaminated soil. • Disposal permit will be obtained for any relocation of contaminated soil.
	Undertaking ERAs	• Environmental Authorities will be obtained for all ERAs carried out on the GUP construction sites.
	General Environmental Duty	• All GUP construction staff to comply with the General Environmental Duty provisions of the Act.

Table Notes:

EPBC Act = *Environment Protection and Biodiversity Conservation Act 1999*
 DEH = Commonwealth Department of Environment and Heritage
 EIS = Environmental Impact Statement
 MDP = Major Development Plan

BAC = Brisbane Airport Corporation
 TOR = Terms of Reference for EIS
 DoTaRS = Department of Transport and Regional Services
 ERAs = Environmentally Relevant Activities
 DSDI = Department of State Development and Innovation

1.5 The Public Consultation Process

TOR Requirement:

An appropriate public consultation program, developed in accordance with the requirements under the SDPWO Act and the Main Roads Public Consultation Policy, Standards and Guidelines, is essential to the full conduct of the impact assessment. This section should outline the methodology that will be adopted to identify and mitigate socio-economic impacts that may arise from the project. Information about the consultation that has already taken place and the results of such consultation should be provided.

A list of affected persons and interested stakeholders as well as information on consultation with these persons is to be provided.

The public consultation program should provide ongoing opportunities for community involvement and education (as per the Main Roads publication "Public Consultation: How to Gain Broader Participation in Consultation). It may include public meetings, interest group meetings, production of regular summary information and updates and other consultation mechanisms as required that would encourage and facilitate active public consultation.

The public consultation process should allow for the identification of issues of concern to the local community and interest groups.

A summary of the stakeholder and public consultation program for the GUP is provided in the table below.

Table 1.3 Stakeholder Consultation and Communication Plan

	Stakeholder(s)	Activity	Purpose
1	Agency Reference Group (refer Appendix O for members list)	ARG meeting 1	Re-introduction to project; communicate program and process; introduce early draft TOR
		ARG meeting 2	Summarise changes to draft TOR
		ARG meeting 3	Mid-EIS: progress report; update on issues raised at earlier sessions
		ARG meeting 4	Emergency services requirements.
		ARG meeting 5	Introduce and seek feedback on draft EIS.
		ARG meeting 6	Post EIS display: outline key changes; program update
2	Special Interest Groups (refer Appendix O for members list)	Personal letter	Re-introduction to project; communicate program and process; introduce and enclose draft TOR
		Briefing/ workshop 1	Presentation on project: scope, timing, PPP Business Case and EIS process; discuss TOR content; workshop TOR issues
		Briefing 2	Briefing on the EIS and issues progress report
		Briefing 3	Pre EIS public display: introduce key findings and outline process for EIS submissions
		Individual meetings	Discuss specific issues in detail with relevant parties

Table Notes:
Bold Denotes Completed Activities

	Stakeholder(s)	Activity	Purpose
3	Property owners – directly affected (27 property owners, excluding State land)	Personal letter	Re-introduction to project; communicate program and process; introduce early draft TOR
		Personal meetings	Outline project timeframes, any changes likely requirement, process
4	Pedestrian/Cycle Working Group	Meeting 1	Establish key base information: target user groups, demand, hours/days of use, purpose of use and requirements of use
		Meeting 2	Review and agree upon base information; discuss possible technical options with a view to identifying preferred options for further investigation
		Meeting 3	Discuss in detail preferred options and reach agreement on preferred option
		Supplementary meeting	Purpose as per above, involving those unable to attend meeting 3.
		Teleconference	Discuss accessibility/disability design standards with Human Rights and Equal Opportunities Commission and accessibility representatives.
		Meeting 4	Discuss recent developments and amended options; program update
		Supplementary meeting	Discuss priorities for cycling facilities in the district and region
5	Local community (within adjacent corridor)	Flyer 1	Re-introduction to project; communicate program and process; introduce involvement opportunities: draft TOR and Local Community Group
		Local Community Focus Group Sessions/ individual meetings	Derive information regarding social and community aspects of the projects – feed into Social Impact Assessment of EIS.
		Flyer 2 and feedback form	General project update; feedback opportunity; via attached reply paid form
		Stakeholder meetings with local facilities/ stakeholder groups (eg schools)	Provide information and encourage feedback
		Public Display of EIS	Exhibit EIS, invite public comment

Table Notes:
Bold Denotes Completed Activities

	Stakeholder(s)	Activity	Purpose
5	Local community (within adjacent corridor)	Public display of Brisbane Airport Corporation Master Development Plan (if required)	Exhibit proposed changes to airport land; invite public comment
6	General community	Media reports	Communicate project milestones and involvement opportunities throughout project
		Website	Communicate project milestones and involvement opportunities throughout project
		Press advertisements	Announce draft TOR comment opportunity
		Public Display of EIS	Exhibit EIS, invite public comment
		Public display of Brisbane Airport Corporation Master Development Plan (if required)	Exhibit proposed changes to airport land; invite public comment
7	Elected Representatives	Letter	Invite detailed project briefing
		Briefings	Re-introduction to project; communicate program and process
		Briefings pre EIS display	Advising of distribution of Flyer 2 and planned EIS public display
8	Indigenous groups / traditional owners	Personal contact	Discuss requirements; reach agreement on timing and budget
		Site visit	Identify potential issues; basis for Cultural Heritage Report
9	Departmental employees	Interface, Sector Wide, Momentum articles	Keep departmental employees informed of progress, developments and milestones.
10	Industry	Industry briefing	Introduce project to representatives from key industry sectors (eg, banking/finance, construction, planning/development)
		Market Sounding	Obtain an understanding of the market's overall appetite for the project. Market forum presentation followed by a feedback questionnaire for written responses and face-to-face meetings.

Table Notes:

Bold Denotes Completed Activities

Further details of the project consultation process and results are contained in the Consultation and Communication Report (refer Appendix O).