

# **Coordinator-General's Report**

on the

## **Environmental Impact Statement**

for the proposed

### **Gateway Upgrade Project**

**UNDER PART (4) OF THE QUEENSLAND  
STATE DEVELOPMENT AND PUBLIC WORKS ORGANISATION ACT  
1971**

July 2005

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## **1.0 Introduction**

This Report has been prepared pursuant to s.35 of the *State Development and Public Works Organisation Act 1971* (Qld) (SDPWO Act) and provides an evaluation of the Environmental Impact Statement (EIS) process for the Gateway Upgrade Project (GUP). The EIS was conducted by the Queensland Department of Main Roads and prepared on its behalf by Connell Wagner Pty Ltd.

An Initial Advice Statement was lodged with the Department of State Development and Innovation (DSDI) on 16 December 2003 and I declared, on 22 December 2003, the GUP to be a "significant project for which an EIS is required", pursuant to s.26 of the SDPWO Act.

The project was referred to the Commonwealth Government under the *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth) (EPBC Act) in November 2003 (Department of Environment and Heritage reference number EPBC 2003/1297). On 12 February 2004, the Commonwealth Minister for the Environment and Heritage determined that the GUP did not constitute a controlled action pursuant to s.75 of the EPBC Act.

However, the section of the GUP that traverses Commonwealth land (being Brisbane Airport) triggers assessment and approval under the *Airports Act 1996*. The Brisbane Airport Corporation, on behalf of the Department of Main Roads, will be required to submit a Major Development Plan to the Commonwealth Department of Transport and Regional Services for this section of the project.

The objective of this report is to summarise the key issues associated with the potential impacts of the GUP on the physical, social and economic environments at the local, regional, state and national levels. It is not intended to record all the matters which were identified and subsequently settled. Instead, it concentrates on the substantive issues identified during the EIS process.

This report represents the end of the State impact assessment process. Essentially, it is an evaluation of the project, based on information contained in the EIS, Supplementary EIS (SEIS), submissions made on the EIS and information and advice from Advisory Agencies and other parties, and states conditions under which the project may proceed.

## **2.0 Project Description**

### **2.1 The Proponent**

The Proponent for the GUP is the Department of Main Roads (DMR). DMR is a Queensland Government organisation that manages approximately 34,000 kilometres of state controlled road network. This network carries 80% of Queensland's traffic and includes highways and other main connecting roads in Queensland.

### **2.2 The Project**

The proposed works include a two lane widening (to six lanes) of the existing Gateway Motorway between Mt Gravatt-Capalaba Road and Wynnum Road and a four lane widening (to eight lanes) from Wynnum Road to Lytton Road. To

improve river crossing capacity, a new six lane bridge across the Brisbane River will be constructed downstream of the existing Gateway Bridge. A new four lane Motorway, including a new interchange for additional access to Brisbane Airport, will be constructed through TradeCoast Central and Brisbane Airport and across Airport Drive, Airtrain and Kedron Brook Floodway to rejoin the existing Gateway Motorway just south of Nudgee Road.

The following changes to the project were included in the SEIS:

- the new bridge would incorporate a shared pedestrian/bikeway facility;
- confirmation of the decision to introduce full electronic tolling collection facilities for toll collection works at the Gateway Bridge which will include the removal of the existing toll plaza from its current position north of Lytton Road;
- road improvement works on Wynnum Road in the vicinity of the Gateway Motorway, including the intersections with the Motorway ramps;
- alternative interchange options were being investigated for the Airport Northern Access Interchange; and
- the length of the Kedron Brook bridges would be increased by moving the southern abutments approximately 560m southward to avoid a significant zone of underlying soft alluvial deposits.

### **2.3 Project Rationale**

The Gateway Motorway and Gateway Bridge is infrastructure that is vital to the South East Queensland Region and the Australia TradeCoast area, providing access to Brisbane Airport and the Port of Brisbane. The Gateway Bridge and sections of the Motorway are either at, or fast approaching, capacity. Travellers are already experiencing significant delays in the morning and evening peaks north and south of the Gateway Bridge.

The Proponent commissioned the 2003 Gateway Motorway and Second River Crossing Planning Study to investigate the provision of a second Gateway river crossing and upgrading of the Motorway between Nudgee Road and Mt Gravatt Capalaba Road. The investigation found an immediate need for additional approach capacity both north and south of the river, with augmentation of river crossing capacity to follow. The analysis for augmenting capacity on the north side indicated that a new deviation is preferred, rather than upgrading the existing Gateway Motorway alignment.

There is a clear need for the GUP to:

- alleviate future forecast traffic congestion;
- provide improved access to Port of Brisbane and Brisbane Airport;
- avoid increased congestion on alternative local roads through Brisbane City;
- enable and support continued growth of the local region; and
- stimulate economic growth of the Brisbane Region and SEQ.

## **3.0 Impact Assessment Analysis**

### **3.1 Review and Refinement of the EIS Terms of Reference**

An Initial Advice Statement was released for public information and Draft Terms of Reference (ToR) were advertised for public comment on 10 January 2004. Comments were accepted until close of business (cob) on 5 March 2004. A final

ToR was issued to the Proponent on 20 April 2004. Comments on the ToR were received from:

- Department of Aboriginal and Torres Strait Islander Policy
- Department of Emergency Services
- Department of Employment and Training
- Department of Communities
- Department of Housing
- Sport and Recreation Queensland
- Department of Local Government, Planning, Sport and Recreation
- Department of Natural Resources and Mines
- Department of Primary Industries & Fisheries
- Environmental Protection Agency
- Queensland Health
- Queensland Transport
- Queensland Treasury
- Department of Transport and Regional Services (Commonwealth)
- Brisbane City Council
- Brisbane Airport Corporation Limited
- Bicycle Queensland
- Royal Blind Foundation
- Public Transport Alliance

### **3.2 Public Review of the EIS**

The EIS was approved for release and distributed to Advisory Agencies on 23 August 2004. An advertisement in *The Courier-Mail* on Saturday 21 August 2004 inviting submissions from the public until cob on Monday 4 October 2004. The four-volume print version could be purchased for \$120 and the CD-ROM edition was available free of charge from the Proponent.

The EIS was displayed at:

- Gateway Upgrade Project Office, 196 Wharf Street, Spring Hill;
- Naturally Queensland Information Centre, 160 Ann Street, Brisbane;
- State Library of Queensland, Info Zone, South Bank, Brisbane; and
- John Oxley Library, 996 Wynnum Road, Cannon Hill.

Information on the project was available via the DSDI and DMR web sites and at public displays attended by DMR staff from 10.00am – 2.00pm at:

- Centro Toombul Shopping Centre from 23 to 28 August 2004;
- Brisbane Domestic Airport from 30 August to 4 September 2004;
- Carindale Shopping Centre from 6 to 11 September 2004;
- Cannon Hill Kmart Plaza from 13 to 18 September 2004; and
- Wynnum Plaza Shopping Centre from 20 to 25 September 2004.

The following Advisory Agencies were approached formally to conduct an evaluation of the EIS:

- Brisbane Airport Corporation Limited
- Brisbane City Council
- Department of Aboriginal and Torres Strait Islander Policy
- Department of Communities
- Department of Emergency Services

- Department of Employment and Training
- Department of Housing
- Department of Industrial Relations
- Department of Local Government, Planning, Sport and Recreation
- Department of Natural Resources and Mines
- Department of Primary Industries and Fisheries
- Department of the Premier and Cabinet
- Department of Public Works
- Department of Transport and Regional Services (Commonwealth)
- Environmental Protection Agency
- Office of Urban Management
- Queensland Health
- Queensland Police Service
- Queensland Transport
- Sport and Recreation Queensland
- Queensland Treasury

The EIS was also sent to the following community organisations:

- Bicycle Queensland
- Brisbane Region Environmental Council
- Public Transport Alliance

Following the six-week public review of the EIS a total of 24 submissions were received with the following distribution; 15 from Advisory Agencies, three from members of the public, two from community interest groups and four from private-sector companies as follows:

- Brisbane Airport Corporation Limited
- Brisbane City Council
- Department of Aboriginal and Torres Strait Islander Policy
- Department of Communities
- Department of Emergency Services
- Department of Employment and Training
- Department of Housing
- Department of Local Government, Planning, Sport and Recreation
- Department of Natural Resources and Mines
- Department of Primary Industries and Fisheries
- Department of the Premier and Cabinet
- Environmental Protection Agency
- Queensland Health
- Queensland Transport
- Sport and Recreation Queensland
- A. de Smidt
- Greg Sim
- Malcolm Wade
- Bicycle Queensland
- Public Transport Alliance
- New Products Development
- Port of Brisbane Corporation
- Powerlink Queensland
- Queensland Rail

**The substantive issues raised in submissions were as follows:**

- Impacts on Matchland Pty Ltd trading as New Products Development (NPD);
- GUP - Wynnum Road Interchange – congestion on local road network;
- Lack of pedestrian and cycle facilities on the new bridge;
- Impacts the GUP will have on Brisbane's road network, particularly, Kingsford Smith Drive/Fison Avenue/Links Avenue interchange and associated Australia Trade Coast (ATC) North Access; Mt Gravatt-Capalaba Road Interchange; Old Cleveland Road Interchange – Western Leg; Nudgee Road Interchange; and Bicentennial Road Interchange.
- Habitat Management;
- East-West fauna movement;
- Loss of Koala habitat; and
- Acid Sulfate Soils.

Submissions were forwarded to the Proponent and following discussions with the Proponent's representatives and its technical consultants it was determined that preparation of a Supplementary EIS was necessary to address issues raised.

### **3.3 Review of Supplementary EIS**

On 1 April 2005, the Supplementary EIS (SEIS) was forwarded to Advisory Agencies and respondents to the EIS.

The following agencies advised that they were satisfied that all issues had been addressed:

- Department of Aboriginal and Torres Strait Islander Policy;
- Department of Emergency Services;
- Department of Housing;
- Department of Industrial Relations;
- Queensland Health;
- Queensland Police Service; and
- Sport and Recreation Queensland.

The following agencies made minor comment or provided advice, which has been subsequently addressed/noted by the Proponent:

- Brisbane City Council;
- Brisbane Airport Corporation;
- Department of Communities;
- Department of Employment and Training;
- Department of Local Government, Planning, Sport and Recreation (including Office of Urban Management);
- Department of Natural Resources and Mines; and
- Queensland Transport.

Comments on the SEIS were not received from the following agencies who either advised that no submission would be made or that its issues had been addressed by the EIS:

- Department of the Premier and Cabinet;
- Department of Primary Industries and Fisheries;
- Department of Public Works;
- Department of Transport and Regional Services; and
- Queensland Treasury.

The Environmental Protection Agency (EPA) provided comments presented as:

- Part A – Provisions that the EPA would normally have provided as a concurrence agency for a development permit pursuant to the *Integrated Planning Act 1997* (IPA); and
- Part B – Comments that the Agency would offer as advice.

The provisions in Part A have been included in this Report as Appendix 2. Comments in Part B have been discussed in section 4.0 of this Report.

Substantive issues raised in submissions are discussed individually in the following section.

## **4.0 Evaluation of Environmental Effects**

### **4.1 Introduction**

The *SDPWO Act* defines ‘environment’ to include:

- a) ecosystems and their constituent parts, including people and communities;
- b) all natural and physical resources; and
- c) the qualities and characteristics of locations, places and areas, however large or small, that contribute to their biological diversity and integrity, intrinsic or attributed scientific value or interest, amenity, harmony and sense of community; and
- d) the social, economic, aesthetic and cultural conditions that affect, or are affected by, things mentioned in paragraphs (a) to (c).

‘Environmental effects’ means “the effects of development on the environment, whether beneficial or detrimental”. These effects can be direct or indirect, of short, medium or long-term duration and cause local or regional impacts.

The following section outlines the major environmental effects identified during the EIS process, including those raised in the EIS, SEIS, in submissions on the EIS and in consultation with Advisory Agencies and other key stakeholders. I have provided comments on these matters and, where necessary, set conditions or made recommendations to mitigate adverse impacts.

This Report states conditions, collated in Appendix 1, which must attach to any Development Approval issued pursuant to IPA. The Environmental Protection Agency will be the Assessment Manager for development approval for the following:

- works within tidal waters pursuant to the *Coastal Protection and Management Act 1995*; and
- undertaking Environmentally Relevant Activities (ERA’s) pursuant to the *Environmental Protection Act 1994*.

These approvals are obtained through the Integrated Development Assessment System (IDAS) in the *Integrated Planning Act 1997* (IPA).

I also recommend that the Proponent implements other specific actions (collated in Appendix 3 – Coordinator General’s Recommendations), in accord with best practice environmental management, to mitigate particular impacts of the project. These recommendations, which cannot be attached as a condition to any statutory approval, reflect the objectives stated in the EIS documentation.



## **4.2 Impacts on New Products Development**

### ***EIS Findings and/or Key Points***

A comprehensive submission was received from New Products Development (NPD) about the likely effect of the proposed GUP on its manufacturing facility at 286 Fison Avenue, Eagle Farm where it manufactures goods under the Codes and Regulations enforced by the Therapeutic Goods Association. In response, DMR undertook a number of monitoring and modelling studies at NPD's premises. Following a series of meetings between NPD, DMR and their respective specialist technical consultants, NPD subsequently advised that the only area remaining at issue related to air quality, specifically assumptions made during modelling that may/may not eventuate.

### ***Conclusions***

NPD advised that it felt that these issues could be resolved with DMR as long as it was afforded the opportunity to raise them if it became necessary. DMR has formally agreed to this request by letter to NPD.

## **4.3 Wynnum Road – GUP Interchange**

### ***EIS Findings and/or Key Points***

Currently, access to Wynnum Road on/off ramps causes significant congestion on the local road network during the morning and afternoon peak hours. Brisbane City Council advised that it would not accept sole responsibility for resolving this issue. To address this issue DMR has included road improvement works on Wynnum Road in the vicinity of the Gateway Motorway, including the intersections with the Motorway ramps, within the scope of the GUP.

### ***Conclusions***

Brisbane City Council acknowledged inclusion of these works within the GUP scope and will continue to work with the GUP project team to refine layouts and design issues.

## **4.4 Shared Pedestrian/Cycle Facility**

### ***EIS Findings and/or Key Points***

Concern was raised by a number of organisations about the lack of cross-river pedestrian/cycle facilities down-river from the Story Bridge and the consequent large gap in both the local and regional cycle networks.

### ***Conclusions***

DMR has included the provision of a shared pedestrian/bicycle facility on the duplicated Gateway Bridge in the GUP scope of works. The facility will have provision for use of the pathway by emergency service vehicles.

## **4.5 Impacts on Brisbane's Road Network**

### ***EIS Findings and/or Key Points***

The EIS states that the proposed GUP will provide additional road capacity in areas where it is needed, relieve congestion, increase accessibility to the Brisbane Airport and Australia TradeCoast (ATC), improve the connectivity of the arterial road network and remove traffic from lower order roads forming a critical element of the transport system in Brisbane City for many years to come. Reductions in daily traffic on lower order roads and regional routes are forecast to

be up to five percent in 2011 and up to ten percent by 2021 when compared to the no GUP case.

Currently the existing intersections associated with the Motorway interchanges suffer delays as a result of inadequate Motorway capacity and poor on and off-ramp operations. By providing increased traffic capacity on the Motorway with:

- the introduction of Electronic Tolling;
- the removal of the Lytton Road Toll Plaza; and
- improving the operational characteristics of the ramps,

the GUP will reduce the traffic congestion associated with the Motorway that currently impacts upon adjacent intersections, thereby extending the design life of the intersections to that more aligned with the connecting arterial roads.

The ramps and merge areas of the Gateway Motorway proposed in the design of the GUP are projected to be well-used. They are however expected to operate at satisfactory levels of service beyond 2021 with no modifications required.

Brisbane City Council (BCC), while recognising that improving the operational characteristics of the Motorway will help ease congestion experienced on the Motorway itself and reduce the potential for congested motorway traffic queuing back and impacting on connecting arterial road through-traffic, remains concerned with how the Motorway connects to the surrounding road network and the impacts associated with certain locations. Locations of particular concern to BCC are Kingsford Smith Drive/Fison Avenue/Links Avenue interchange and associated ATC North Access; Mt Gravatt-Capalaba Road Interchange; Old Cleveland Road Interchange – Western Leg; Nudgee Road Interchange; and Bicentennial Road Interchange.

### ***Conclusions***

There are significant potential benefits of the GUP, particularly in comparison to the “do nothing” case, as is stated in section 5.4 of the SEIS. However, the GUP is forecast to result in a significant increase in traffic using the Gateway Bridge and Motorway sections and further, the distributional effect of this change to the transport network is complex.

The Proponent has advised DSDI that it intends to develop an Interface Agreement with BCC. The Agreement is anticipated to include all the project related interfaces with the BCC road network as well as potential issues in the surrounding area (i.e. access to TradeCoast Central from the existing Motorway). I am satisfied that the process of developing the Interface Agreement will afford BCC the opportunity to resolve issues of concern on how the Motorway connects to the surrounding road network and impacts associated with particular locations. I therefore make the following recommendation:

### **Recommendation 1**

**The Proponent should develop an Interface Agreement with the BCC, prior to the commencement of construction, which addresses the project related interfaces with the BCC road network as well as potential project related issues in the surrounding area.**

## **4.6 Habitat Management**

### ***EIS Findings and/or Key Points***

The Proponent's stated objectives in relation to terrestrial ecology are to minimise the loss of terrestrial and wetland vegetation and habitat; and minimise the impact of runoff waters on adjoining wetlands, watercourses, Bulimba Creek, Kedron Brook Floodway, Brisbane River and Moreton Bay.

Mitigation measures proposed include:

- preparation of a Vegetation Management Plan during the design phase to minimise the impact of the project on existing vegetation and fauna habitat;
- minimising the loss or disturbance of estuarine or freshwater wetland vegetation;
- minimising the area of disturbance along the banks of Bulimba Creek, Brisbane River and Kedron Brook Floodway and implementing stormwater management plans to minimise the entry of sediment into Bulimba Creek;
- minimising habitat loss for migratory birds, especially the Lewin's Rail habitat;
- drainage design to continue the function of Kedron Brook Floodway and other tidal channels as ecological corridors and low tide feeding areas for waders;
- retaining existing grassland/freshwater wetland corridor potential and the eastern edge of Kedron Brook Floodway; and
- minimising disturbance to the habitat on the southern side of the Kedron Brook Floodplain and allow to regenerate once construction is completed.

The environmental value of the Kedron Brook Floodplain area is notable in terms of Raptor species usage. The existing environment provides habitat and shelter for many grassland species including rodents and grass associated bird species such as quails and pigeons, all in the common diet of Raptor species. Raptor species, including the Black-shouldered Kite, Brahminy Kite, Whistling Kite, White-bellied sea eagle and Swamp Harriers are known to feed in the area with all but the Swamp Harriers nesting in the area as well.

Proposed mitigation measures for this area also include:

- maintaining sufficient distance between the Motorway (and associated works) and the active White-bellied sea eagle nest (located just outside GUP corridor on Brisbane Airport Corporation land);
- adoption of a minimum footprint design for bridges over Kedron Brook Floodway with supporting structures a sufficient distance from the banks to ensure mangrove communities can survive; and
- rehabilitation of the Lewin's Rail Habitat located within and near the Kedron Brook Floodplain.

During construction the Proponent will, among other measures, ensure a suitably qualified animal spotter/catcher is present during the initial clearing to relocate any fauna that is disturbed; inspect site works such as trenches and culverts each morning and after periods of activity; clearly define limits of clearing required for construction; and revegetate disturbed areas and maintain to ensure establishment.

### ***Conclusions***

Section 23.4.11 of the SEIS proposes mitigation measures to minimise the potential of the GUP to impact on terrestrial ecology values. By implementing

these proposed mitigation measures during the design, construction and operation phases of the GUP, I am satisfied that the potential for the GUP to impact on terrestrial ecology values will be minimised. I therefore make the following recommendation:

### **Recommendation 2**

**The Proponent should include, as a minimum, the mitigation measures in relation to terrestrial ecology which appear in section 23.4.11 of the SEIS in the Environmental Management Plan referred to in Condition 8 during the design, construction and operation phases of the GUP.**

The EPA in providing its comments on the EIS offered the following advice:

- riparian vegetation removal should be minimised to the smallest clearance area to undertake bridge works at Bulimba Creek, Brisbane River and Kedron Brook Floodway; and
- habitat areas for the Lewin's Rail located within and near the Kedron Brook Floodplain should be rehabilitated after construction.

The Proponent has proposed such mitigation measures in the EIS documents. I therefore make the following recommendations:

### **Recommendation 3**

**Riparian vegetation removal should be minimised to the smallest clearance area required to undertake bridge works at Bulimba Creek, Brisbane River and Kedron Brook Floodway.**

### **Recommendation 4**

**The Environmental Management Plan referred to in Condition 8 should include measures for the rehabilitation after construction of any habitat areas for the Lewin's Rail located within and near the Kedron Brook Floodplain which are impacted by construction of the GUP.**

The EPA has also offered advice that first flush runoff from the roadway (particularly the new Gateway Bridge and sections discharging to Bulimba Creek, Brisbane River and Kedron Brook should be treated prior to discharge. As noted above, part of the Proponent's stated objective for terrestrial ecology is to minimise the impact of runoff waters on adjoining wetlands, watercourses, Bulimba Creek, Kedron Brook Floodway, Brisbane River and Moreton Bay. I therefore state the following condition:

### **Condition 1**

**The Proponent shall include in the Environmental Management Plan referred to in Condition 8 measures that will ensure treatment of first flush runoff from the roadway prior to discharge (particularly from the new Gateway Bridge and sections discharging directly to Bulimba Creek, Brisbane River and Kedron Brook).**

**Pursuant to s.41 of the SDPWO Act, I nominate the Environmental Protection Agency as the concurrence agency for this condition.**

## **4.7 East-West Fauna Movement**

### ***EIS Findings and/or Key Points***

Ecosystem connectivity between the lands adjoining the Motorway to the east and west has generally been severed as a result of construction of the Motorway. Some ecosystem connectivity has been maintained in the area of the Motorway viaduct over Bulimba Creek and at Greendale Way Road Bridge.

A principal concern is the potential for further obstruction to east-west fauna movement by the construction of additional lanes and median barriers, particularly between Mt Gravatt-Capalaba Road and Old Cleveland Road.

Koalas were observed directly and indirectly (via scratches, scats etc.) within the GUP corridor during the study and are known to live adjacent to the corridor and to cross the Motorway. The existing Motorway contains no formal koala crossings. However, koalas are known to move between the Koala Coast Area and Mackenzie, crossing the Motorway between chainages 5160 and 6000; and between the Belmont Hills habitat and the adjacent Koala Coast Area between chainages 8000 and 10000.

The Motorway has been the site of a number of koala fatalities over recent times. The EIS states that this is likely to be exacerbated by the construction of the extra lanes and the installation of a median barrier, which will block koalas attempting to cross the carriageway. In the relatively small Belmont Hills Bushland area, the road forms a barrier to the dispersal of juvenile koalas between the two areas. This may prevent re-colonisation following a catastrophic event such as disease or a bushfire.

Mitigation measures suggested for consideration in the EIS include the installation of fauna underpasses at Wecker Road (CH6100) and the culvert east of Coventry Court (CH7100); use of "arbour tunnels" (specially built for koalas and other animals using logs suspended off the ground); and installation of fauna exclusion fencing on both sides of the Motorway between Mt Gravatt-Capalaba Road (CH1500) and Old Cleveland Road (CH9900).

### ***Conclusions***

The EIS has suggested that mitigation measures such as exclusion fencing; fauna underpasses and culverts (including "arbour tunnels"); changes to the median strip structures; as well as promoting more awareness, will help reduce the loss of connectivity for animals moving between eastern and western habitats.

With respect to changes to the median strip structures, EPA has, in providing its comments on the EIS, offered advice that "high-tension wire safety fencing be used in preference to cement barriers to separate carriageways".

I therefore make the following recommendation and state the following condition:

### **Recommendation 5**

**Where carriageway separation requires the installation of barriers, high-tension safety wire fencing type barriers should be installed, as opposed to solid barriers, in an attempt to facilitate fauna movement except where, for reasons of safety for road users, solid barriers are preferred.**

## **Condition 2**

The provisions for Koalas and other fauna in Appendix 2 - Schedule I of this Report must be attached to the development approval granted by the Assessment Manager.

Pursuant to s.41 of the SDPWO Act, I nominate the Environmental Protection Agency as the concurrence agency for this condition.

### **4.8 Loss of Koala Habitat**

#### ***EIS Findings and/or Key Points***

The GUP abuts the Koala Coast Conservation Area and the Belmont Hills Bushland. The Koala Coast Conservation Area extends from north of Old Cleveland Road and to the east of the GUP corridor encompassing Mt Petrie Bushland. The bushland within the Koala Coast Conservation Area is significant at a regional level due to its relatively undisturbed koala habitat. It includes numerous species that are utilised as a food source by koalas and is estimated to contain 3,000 to 5,000 koalas. Belmont Hills Bushland on the western side of the Motorway is listed under Brisbane City Council's Natural Assets Register because of a number of attributes including its wildlife habitat values. It also includes numerous species that are used as a food source by koalas and has an approximate population of 18 koalas.

The EIS states that the removal of habitat (approx. 1.6 hectares within the Koala Coast Conservation Area) within the GUP corridor is likely to be insignificant when compared with the area of similar habitat reserved in the adjacent Belmont Hills Bushland and the Koala Coast Area.

#### ***Conclusions***

In providing its advice on the GUP, the EPA is required to consider the "Standard Criteria", s.73A 1 (b)(1) of the *Environmental Protection Act 1994* including any planning or management documents. The key document in this regard is the draft *Nature Conservation (Koala) Conservation Plan 2005 and Management Program 2005-2015. State Planning Policy 1/97* (focused on habitat protection in Redlands and Brisbane areas) and the *Nature Conservation Act 1992*, which lists koalas as 'vulnerable' in the South East Queensland Bioregion, should also be considered.

The general aim of the Conservation Plan is no net loss of habitat. Where 'major habitat' is involved, the goal is a substantial net benefit for koalas. The Koala Coast Conservation Area is considered 'major habitat'. DMR has indicated that the required area of Koala Habitat Restoration is possible within the road corridor in the Koala Coast Conservation Area, but outside the carriageway, and can be undertaken as part of general landscaping works. I therefore state the following condition:

## **Condition 3**

The provisions for Koala Habitat Restoration in Appendix 2 – Schedules I7-1 to I7-3 of this Report must be attached to the development approval granted by the Assessment Manager.

Pursuant to s.41 of the SDPWO Act, I nominate the Environmental Protection Agency as the concurrence agency for this condition.

## **4.9 Acid Sulfate Soils**

### ***EIS Findings and/or Key Points***

Acid sulfate soils (ASS) are a characteristic feature of low lying coastal environments in Queensland, particularly where landform elevations are below 5m AHD and have the potential when disturbed to result in mortality of aquatic flora and fauna and deterioration in ecosystem health as well as impacting on structures and existing infrastructure.

The hydraulic connection between the project corridor and the Brisbane River/Kedron Brook Floodway and Moreton Bay is likely to be the primary pathway by which impacts from ASS disturbance may be transmitted. The total volume of ASS affected material likely to be disturbed as a direct result of the GUP is estimated to range between 100,000 to 150,000 cubic metres.

The SEIS presented the findings of a preliminary acid sulfate soil investigation undertaken by the Department of Natural Resources & Mines' Queensland Acid Sulfate Soils Investigation Team (QASSIT) for the GUP in low lying areas (<5m AHD). The aim of the investigation was to identify the depth and net acidity of ASS at five sites along the GUP corridor, where disturbance of acid sulfate soils is likely to occur during construction. ASS was identified at three of the five sites.

### ***Conclusions***

Queensland legislation requires adequate containment, treatment and management of runoff/leachate generated during the disturbance of ASS affected material in order to ensure the protection of coastal ecosystems, particularly wetlands, waterways and in this case, Moreton Bay downstream of the GUP.

It will be necessary to adequately quantify the presence/absence of ASS affected material underlying the project corridor prior to disturbance in order to plan for appropriate management of the ASS affected material. I therefore state the following conditions:

#### **Condition 4**

**The provisions for Possible Acid Sulfate Soils (PASS) – Investigation in Appendix 2 – Schedules F1-1 to F1-4 of this Report must be attached to the development approval granted by the Assessment Manager.**

**Pursuant to s.41 of the SDPWO Act, I nominate the Environmental Protection Agency as the concurrence agency for this condition.**

#### **Condition 5**

**The provisions for Possible Acid Sulfate Soils (PASS) – Management in Appendix 2 – Schedules F2-1 and F2-2 of this Report must be attached to the development approval granted by the Assessment Manager.**

**Pursuant to s.41 of the SDPWO Act, I nominate the Environmental Protection Agency as the concurrence agency for this condition.**

## **4.10 Traffic Management Plan**

### ***EIS Findings and/or Key Points***

The EIS states that construction of the GUP will be undertaken so as to minimise impacts on the travelling public; shipping and aviation; the surrounding

environment; local residences and business; and existing utility services. Detailed Traffic Management Plans and Environmental Management Plans will be developed during the design phases of the project so as to mitigate any potential impacts.

The estimated average daily volume of heavy vehicles during construction of all sections of the project is 250 vehicles. Light vehicle volume associated with the construction workforce travelling to and from construction sites is estimated at 1750 vehicles per day.

Materials requiring road transportation include embankment and pavement materials, concrete, asphalt, reinforcing steel, precast concrete products, topsoil and plants, will all be sourced from local suppliers. The main transport route for supply of materials and equipment will be the existing Gateway Motorway, interconnecting highways and the adjacent road network.

### ***Conclusions***

As stated in the EIS, the likely sources for bulk earthworks material are to the north and south of Brisbane. At the time of preparation of this report, transportation routes for this and other necessary construction materials are unknown, as are the transportation impacts. I therefore state the following condition:

#### **Condition 6**

**A Traffic Management Plan (TMP) must be prepared and implemented for construction phase traffic management. The TMP must be prepared in consultation with the Department of Main Roads Metropolitan District Office and Brisbane City Council prior to the commencement of construction. Preparation of the TMP will include undertaking assessment of the likely traffic impacts. The TMP will contain measures designed to minimise traffic impacts (during construction) attributable to the GUP on local authority and state controlled roads.**

**Pursuant to s.41 of the SDPWO Act, I nominate the Department of Main Roads as the concurrence agency for this condition.**

### ***4.11 Construction Impacts***

#### ***EIS Findings and/or Key Points***

Construction of the GUP is expected to take approximately four years. The GUP includes approximately 9.2 kilometres of bridge/elevated construction and 10.5 kilometres of roadway embankments. Construction activities include extensive earthworks operations including dredging; bored and driven piling for bridge foundations; placement of paving materials; placement of asphaltic concrete surfacing, and reinforced and precast concrete construction.

### ***Conclusions***

The principal impacts of this activity will be in the areas of air emissions including dust generation; water quality; noise and vibration; and the generation of waste material. Construction of the GUP will require approvals for the following aspects of developments:

Environmentally Relevant Activity (ERA) 19(c)    Dredging material



ERA 20(c) Extracting rock or other material  
ERA 22(c) Screening etc  
ERA 62 Concrete batching  
Operational work that is tidal work

The EPA has nominated provisions that will apply to these aspects of development. These provisions, listed in Appendix 2, are designed to control and limit potential impacts on the land, surface water, ground waters and air environments from contaminants that may result from construction activities. I therefore state the following condition:

### **Condition 7**

**The provisions in Appendix 2 of this Report, which relate to the following aspects of development, must be attached to the development approval granted by the Assessment Manager:**

ERA 19(c) Dredging material  
ERA 20(c) Extracting rock or other material  
ERA 22(c) Screening etc  
ERA 62 Concrete batching  
Operational work that is tidal work

**Pursuant to s.41 of the SDPWO Act, I nominate the Environmental Protection Agency as the concurrence agency for this condition.**

## **5.0 Environmental Management Plan**

### **Introduction**

A preliminary Environmental Management Plan (EMP) (included in the SEIS) has been prepared by the Proponent.

The project delivery method for the GUP will be via government finance using a design, construct and maintain (DCM) type delivery. The EMP management structure and responsibility determination will be developed in the next phase of the project by DMR in consultation with Queensland Motorways Limited and Queensland Treasury. Once the management structure has been finalised, the preliminary EMP will be amended to reflect the GUP DCM management structure.

### **Aim of the EMP**

The aim of an EMP is to detail the actions and procedures to be carried out during the design, construction and operational phases of the project in order to mitigate adverse impacts and enhance beneficial environmental and social impacts. It addresses the proposed mitigation measures, records environmental commitments and establishes the framework to ensure they are implemented during each stage of the project. It will also serve as the benchmark for measuring the effectiveness of environmental protection and management, and makes provision, as appropriate, for unforeseen events by outlining corrective actions which may be implemented in these situations.

### **Format of the EMP**

The preliminary EMP has been prepared as a stand alone document and is structured as follows:

- relevant statutory obligations and regulatory framework within which the project will be required to progress;
- management structure and general project responsibilities for staff involved in the project;
- environmental management strategies for particular environmental aspects; and
- subsequent stage of the environmental management process during the detailed design, construction and operational phases of the project.

### **Environmental Management Strategies**

The following table summarises the elements and phase of the project for which Environmental Management Strategies have been prepared.

<b>Project Element</b>	<b>Design</b>	<b>Construction</b>	<b>Operation</b>
Land Use & Emergency Management Services	X	X	
Transportation	X	X	X
Geotechnical	X	X	X
Soils	X	X	X
Hydrology/Hydraulics	X	X	X
Water Quality	X	X	X
Groundwater	X	X	X
Air Quality	X	X	
Noise & Vibration	X	X	X
Terrestrial Ecology	X	X	X
Aquatic Biology	X	X	X
Social Environment		X	X
Waste Management	X	X	X
Landscape & Visual Amenity	X		

In summary, implementation of the EMP will ensure the effective management of environmental impacts of the GUP. Furthermore the monitoring measures proposed within the document will gauge the success of that effectiveness. I therefore state the following condition:

### **Condition 8**

**A draft Environmental Management Plan (EMP) must be prepared to address the design, construction and operational phases of the project. The draft EMP must be submitted to the EPA for comment at least 28 days prior to the commencement of construction activities. Any comments from the EPA received within 21 days of the draft EMP being received, should be considered when preparing and implementing the final EMP. The final EMP must be generally consistent with the findings, recommendations and conditions of the Coordinator-General's Report and the findings of the EIS.**

**Pursuant to s.41 of the SDPWO Act, I nominate the Environmental Protection Agency as the concurrence agency for this condition.**

## **6.0 Statement Pursuant to s.39 of the SDPWO Act**

Pursuant to s.35 of the SDPWO Act I have evaluated the environmental effects of the Project and state conditions as set out in this report.

Pursuant to s.39(1)(a) of the SDPWO Act I state for the Assessment Manager the conditions, collated in *Appendix 1 – Conditions pursuant to Section 39 of the SDPWO Act 1971*, that must attach to the development approval.

### **6.1 Evidence or Other Material Relied Upon**

In forming my decision, I had regard to the following materials:

- a) Gateway Upgrade Project Environmental Impact Statement Volumes 1, 2a, 2b, & 3 – Connell Wagner, 16 August 2004;
- b) Gateway Upgrade Project Supplementary Environmental Impact Statement – Connell Wagner, 29 March 2005;
- c) properly made submissions on the EIS and Supplementary EIS received from persons and Advisory Agencies; and
- d) relevant Queensland legislation.

### **6.2 Findings on Material Questions of Fact**

Discussed in Section 4.0 – Evaluation of Environmental Effects.

### **6.3 Reasons for Conditions**

The conditions and recommendations contained in this report establish the environmental requirements to enable construction of the project. The conditions and recommendations are designed to control and limit potential impacts on the land, surface water, ground waters and air environment that may result from construction activities. These conditions and recommendations apply to the whole of the development site for the proposed road and bridge works.

These conditions and recommendations ensure that the project is undertaken by the Proponent in the manner described in the EIS and that the Proponent fulfils the commitments made in the EIS and SEIS. They are consistent with information provided in the Gateway Upgrade Project Environmental Impact Statement Volumes 1, 2a, 2b, & 3 August 2004 and the Gateway Upgrade Project Supplementary Environmental Impact Statement March 2005.

## **7.0 Conclusion**

The documentation provided during the EIS process is considered to have satisfied the requirements of the Queensland Government for impact assessment in accordance with the *State Development and Public Works Organisation Act 1971*. It has provided sufficient information to government and to the community to allow an informed evaluation of potential environmental impacts which could be attributed to the GUP. Careful management of the key construction and operational activities should ensure that any potential environmental impacts will be reduced or avoided.

I consider that on balance there are substantial public benefits which would accrue as a result of construction of the GUP. Therefore, I recommend that approval of the project, as described in detail in the EIS and SEIS and summarised in Section 2 of this report, be granted and that the conditions, contained in *Appendix 1 – Conditions pursuant to Section 39 of the SDPWO Act 1971*, must be attached to the development approval by the Assessment Manager.

The Department of Main Roads and its agents, lessees, successors and assigns, as the case may be, must implement the conditions and recommendations in this Report and all commitments presented in the EIS and SEIS and subsequent discussions. In the event of any inconsistencies between the EIS documents and the conditions and recommendations in this Report, the conditions and recommendations in this Report prevail.

Copies of this Report will be issued to the:

- Proponent, pursuant to s.35(5)(a) of *the State Development and Public Works Organisation Act 1971* (Qld) {This Report should then comprise part of the Proponent's application for development approval pursuant to the *Integrated Planning Act 1997* (Qld)}; and
- Assessment Manager (i.e. the Environmental Protection Agency), pursuant to s.40 of *the State Development and Public Works Organisation Act 1971* (Qld);

A copy of this Report will also be made publicly available on the Department of State Development and Innovation's web site.

**Ross Rolfe**  
**Coordinator-General**  
**Date 5 August 2005**

# APPENDIX 1

## CONDITIONS PURSUANT TO SECTION 39 OF THE STATE DEVELOPMENT AND PUBLIC WORKS ORGANISATION ACT 1971.

**Conditions provided by the Coordinator-General to be attached to the development approval granted by the Assessment Manager under the *Integrated Planning Act 1997*.**

### **Condition 1**

The Proponent shall include in the Environmental Management Plan referred to in Condition 8 measures that will ensure treatment of first flush runoff from the roadway prior to discharge (particularly from the new Gateway Bridge and sections discharging directly to Bulimba Creek, Brisbane River and Kedron Brook).

Pursuant to s.41 of the SDPWO Act, I nominate the Environmental Protection Agency as the concurrence agency for this condition.

### **Condition 2**

The provisions for Koalas and other fauna in Appendix 2 - Schedule I of this Report must be attached to the development approval granted by the Assessment Manager.

Pursuant to s.41 of the SDPWO Act, I nominate the Environmental Protection Agency as the concurrence agency for this condition.

### **Condition 3**

The provisions for Koala Habitat Restoration in Appendix 2 – Schedules I7-1 to I7-3 of this Report must be attached to the development approval granted by the Assessment Manager.

Pursuant to s.41 of the SDPWO Act, I nominate the Environmental Protection Agency as the concurrence agency for this condition.

### **Condition 4**

The provisions for Possible Acid Sulfate Soils (PASS) – Investigation in Appendix 2 – Schedules F1-1 to F1-4 of this Report must be attached to the development approval granted by the Assessment Manager.

Pursuant to s.41 of the SDPWO Act, I nominate the Environmental Protection Agency as the concurrence agency for this condition.

### **Condition 5**

The provisions for Possible Acid Sulfate Soils (PASS) – Management in Appendix 2 – Schedules F2-1 and F2-2 of this Report must be attached to the development approval granted by the Assessment Manager.

Pursuant to s.41 of the SDPWO Act, I nominate the Environmental Protection Agency as the concurrence agency for this condition.

### **Condition 6**

A Traffic Management Plan (TMP) must be prepared and implemented for construction phase traffic management. The TMP must be prepared in consultation with the Department of Main Roads Metropolitan District Office and Brisbane City Council prior to the commencement of construction. Preparation of the TMP will include undertaking assessment of the likely traffic impacts. The TMP will contain measures designed to minimise traffic impacts (during construction) attributable to the GUP on local authority and state controlled roads.

Pursuant to s.41 of the SDPWO Act, I nominate the Department of Main Roads as the concurrence agency for this condition.

### **Condition 7**

The provisions in Appendix 2 of this Report, which relate to the following aspects of development, must be attached to the development approval granted by the Assessment Manager:

- ERA 19(c) Dredging material
- ERA 20(c) Extracting rock or other material
- ERA 22(c) Screening etc
- ERA 62 Concrete batching
- Operational work that is tidal work

Pursuant to s.41 of the SDPWO Act, I nominate the Environmental Protection Agency as the concurrence agency for this condition.

### **Condition 8**

A draft Environmental Management Plan (EMP) must be prepared to address the design, construction and operational phases of the project. The draft EMP must be submitted to the EPA for comment at least 28 days prior to the commencement of construction activities. Any comments from the EPA received within 21 days of the draft EMP being received, should be considered when preparing and implementing the final EMP. The final EMP must be generally consistent with the findings, recommendations and conditions of the Coordinator-General's Report and the findings of the EIS.

Pursuant to s.41 of the SDPWO Act, I nominate the Environmental Protection Agency as the concurrence agency for this condition.

## APPENDIX 2

### PROVISIONS THAT THE ENVIRONMENTAL PROTECTION AGENCY WOULD NORMALLY HAVE PROVIDED AS A CONCURRENCE AGENCY FOR A DEVELOPMENT PERMIT PURSUANT TO THE *INTEGRATED PLANNING ACT 1997*

#### Aspects of Development:

**ERA 19(c) Dredging material** - dredging material from the bed of any waters (other than dredging by a port authority of material for which a royalty or similar charge is not payable) using plant or equipment having a design capacity of 100,000 tonnes or more a year.

**ERA 20(c) - Extracting rock or other material** - extracting rock (other than rock mined in block or slab form for building purposes), sand (other than foundry sand), clay (other than clay used for its ceramic properties, kaolin or bentonite), gravel, loam or other material (other than gravel, loam or other material under a mining authority) from a pit or quarry using plant or equipment having a design capacity of 100,000 tonnes or more a year.

**ERA 22(c)- Screening etc. materials** - screening, washing, crushing, grinding, milling, sizing or separating material extracted from the earth (other than under a mining authority) or by dredging using plant or equipment having a design capacity of 100,000 tonnes or more a year.

**ERA 62 Concrete batching** - producing concrete or a concrete product by mixing cement, sand, rock, aggregate or other similar materials in works (including mobile works) having a design production capacity of more than 100 tonne per year.

**Operational work that is tidal work** - s123 Development Permits, *Coastal Protection and Management Act 1995*

## **Schedule A - Activity**

### **Prevent and /or minimise likelihood of environmental harm**

(A1-1) In carrying out the activities, reasonable and practicable measures must be taken to prevent or minimise the likelihood of environmental harm being caused.

### **Maintenance of measures, plant and equipment**

(A2-1) Ensure that:

- (a) all measures, plant and equipment necessary to ensure compliance with the conditions of this approval are installed;
- (b) such measures, plant and equipment are maintained in a proper and efficient condition; and
- (c) such measures, plant and equipment are operated in a proper manner.

### **Integrated Environmental Management System (IEMS)**

(A3-1) Prior to the commencement of any environmentally relevant activity ('the activities') under this integrated authority, the following is required:

- develop an Integrated Environmental Management System (IEMS) which provides for the effective management of the actual and potential environmental impacts resulting from the carrying out of the activities; and
- implement and maintain the IEMS from the commencement of carrying out the activities.

(A3-2) The IEMS must provide for at least the following functions:

Training staff in the awareness of environmental issues related to carrying out the activities, which must include at least:

- all persons that carry out the activities are aware of all relevant commitments to environmental management; and
- any relevant environmental objectives and targets, so that all staff are aware of the relevant performance objectives and can work towards these; and
- control procedures to be implemented for routine operations for day to day activities to minimise likelihood of environmental harm, however occasioned or caused; and
- contingency plans and emergency procedures to be implemented for non-routine situations to deal with foreseeable risks and hazards including corrective responses to prevent and mitigate environmental harm (including any necessary site rehabilitation); and
- organisational structure and responsibility to ensure that roles, responsibilities and authorities are appropriately defined to manage environmental issues effectively; and
- effective communication to ensure two-way communication on environmental matters between operational staff and higher management;
- their obligations in respect of monitoring, notification and record keeping obligations under the IEMS and relevant environmental authorities and/or development approvals;



- monitoring of the release of contaminants into the environment including procedures, methods, record keeping and notification of results;
- conducting assessment of the environmental impact of any release of contaminants into the environment;
- waste prevention, treatment and disposal; and
- a program for continuous improvement.

#### **Records**

- (A4-1) Records must be compiled and kept for a minimum of five years including all monitoring results or other information required by or under this approval and made available for inspection upon request by the administering authority.
- (A4-2) Where monitoring is required by or under this approval, it must be conducted by a competent person.

#### **Activity specific information**

- (A5-1) This approval authorises dredging for the removal of material from the bed of the Brisbane River, Kedron Brook and Bulimba Creek for the sole purpose of the works associated with the Gateway Upgrade Project.

END OF PROVISIONS FOR SCHEDULE A

#### **Schedule B - Air**

- (B1-1) The release of noxious or offensive odours or any other noxious or offensive airborne contaminants resulting from the activities must not cause a nuisance at any sensitive place.

#### **Dust nuisance**

- (B2-1) The release of dust or other particulate matter resulting from the activities must not cause an environmental nuisance at any sensitive place.
- (B2-2) For the purposes of Provision (B2-1) and without limiting the applicability of other criteria relevant in particular circumstances, the activities would cause environmental nuisance where dust or other particulate matter resulting from the activities exceeds the following limits when measured at a relevant sensitive place:
- (a) dust deposition of 120 milligrams per square metre per day or 4 grams per square metre per month when monitored in accordance with Australian Standard 3580.10.1 Methods for sampling and analysis of ambient air – Determination of particulates – Deposited matter – Gravimetric method ; or
  - (b) a concentration of suspended particulate matter with an aerodynamic diameter of less than 10 micrometres ( $\mu\text{m}$ ) (PM10) of 150 micrograms per cubic metre over a 24 hour averaging time at a sensitive place downwind, when monitored in accordance with:
    - (i) Australian Standard AS 3580.9.6 Methods for sampling and analysis of ambient air – Determination of particulate matter – PM (sub) 10 high-volume sampler with size-selective inlet - Gravimetric method; or

- (ii) any alternative method of monitoring PM10 which may be permitted by the 'Air Quality Sampling Manual' as published from time to time by the administering authority.
- (B2-3) Dust or other particulate monitoring must be undertaken as directed by the administering authority to investigate any complaint about dust nuisance being caused by the activities, which complaint in the opinion of an authorised person is not frivolous, vexatious nor based on mistaken belief, and the results thereof notified to the administering authority within 14 days following completion of monitoring. For the purposes of this provision, dust monitoring must be carried out by a competent person at a site relevant to the potentially affected sensitive place and at upwind control site(s) and must include:
  - (a) for a complaint alleging dust nuisance, dust deposition rate; and
  - (b) for a complaint alleging adverse health effects caused by dust, the concentration per cubic metre of suspended PM10 over a 24hr averaging time.
- (B2-4) If an authorised person's opinion is that monitoring results indicate environmental nuisance is being caused by dust or other particulate matter from the activities, the holder must:
  - (a) address the complaint including the use of appropriate dispute resolution if required; or
  - (b) immediately implement abatement measures so that emission of dust or other particulate matter from the activities does not result in further environmental nuisance.

### **Dust Control**

- (B3-1) Take reasonable and practicable measures necessary to prevent release of windblown dust from vehicles used for transporting aggregates extracted from the site. Reasonable and practicable measures may include but are not limited to:
  - (a) wetting down the load prior to transport;
  - (b) having the entire load covered with a tarpaulin or similar material for the duration of transport; and
  - (c) clearing of spillages from side rails, tail gates and draw bars of vehicles prior to and after delivery.
- (B3-2) Trafficable areas must be maintained using reasonable and practicable measures necessary to minimise the release of wind blown or traffic generated dust to the atmosphere. Reasonable and practicable measures may include but are not limited to:
  - (a) keeping surfaces clean;
  - (b) sealing with bitumen or other suitable material;
  - (c) using water sprays;
  - (d) installing an effective truck body and wheel wash facility
  - (e) using dust suppressants and wind breaks.

- (B3-3) Take reasonable and practicable measures necessary to minimise the release of dust to the atmosphere from crushing and screening equipment and material conveyor systems. Reasonable and practicable measures may include but are not limited to:
- (a) installation of windshields or barriers;
  - (b) water spays; and
  - (c) keeping material moist.
- (B3-4) Stockpiles must be maintained using reasonable and practicable measures necessary to minimise the release of wind blown dust to the atmosphere. Reasonable and practicable measures may include but are not limited to:
- (a) use of water sprays as required during winds likely to generate dust release;
  - (b) shielding and/or covering; and
  - (c) storage in enclosures.

END OF PROVISIONS FOR SCHEDULE B

**Schedule C – Water**

- (C1-1) A surface water monitoring program must be prepared and implemented which must be able to detect any exceedance of the release limits in Schedule C Table 1 and Schedule C Table 2. The program must include:
- (a) the requirements of Provision C1-2;
  - (b) detail monitoring locations and any proposed discharge locations where surface waters will be released from the authorised site into a watercourse;
  - (c) requirements of Provision (F2-1) relating to monitoring for Acid Sulfate Soil contaminants; and
  - (d) describe corrective actions to be taken should water quality limits be exceeded.
- (C1-2) Monitoring must be undertaken at locations representative of background and receiving waters for water quality. Monitoring must be:
- (a) done by a competent person in accordance with methods prescribed in the latest edition of the Environment Protection Agency Water Quality Sampling Manual; and
  - (b) carried out on representative samples.
- (C1-3) The monitoring program must be submitted to the administering authority at least 28 days prior to the commencement of the activities. If the administering authority provides any comment on the monitoring program within 21 days of receiving the document, those comments must be considered when implementing the monitoring program.

**Schedule C Table 1 - Water Quality Monitoring for Perennial Watercourses**

Monitoring location	Quality characteristics	Release limits		Monitoring frequency <sup>1</sup>
		Minimum	Maximum	
<b>Background Water<sup>2</sup></b>	Dissolved Oxygen (mg/L)	-	-	At least three replicate samples to obtain a mean value
	Turbidity (NTU)	-	-	
	pH	-	-	
	Suspended Solids (mg/L)	-	-	
<b>Impacted Water<sup>3</sup></b>	Dissolved Oxygen (mg/L)	6mg/L	-	At least three replicate samples to obtain a mean value daily during conduct of the activities.
	Turbidity (NTU)	-	110% of Background value	
	pH	6.5	8.5	
	Suspended Solids (mg/L) <sup>5</sup>	-	110% of background value	At least three replicate samples to obtain a mean value twice weekly during conduct of the activities.
	Oil, grease, floating scum or litter	-	Not visible or otherwise noticeable	Daily during conduct of the activities
<b>Discharge Water<sup>4</sup></b> from any sediment control dam into a watercourse	Dissolved Oxygen (mg/L)	6.0mg/L	-	At least three replicate samples to obtain a mean value daily when water is being discharged to watercourse
	Turbidity (NTU)	-	110% of Background value	
	pH	6.5	8.5	
	Suspended Solids (mg/L) <sup>5</sup>	-	110% of Background value	
	Oil, grease, floating scum or litter	-	Not visible or otherwise noticeable	

<sup>1</sup>Samples of background water and impacted water to be taken within half an hour of each other for each quality characteristic (i.e. sample background water turbidity within half an hour of sampling impacted water turbidity).

<sup>2</sup>**Background Water** – Samples to be taken at a location up current of the activities that is not affected by activities.

<sup>3</sup>**Impacted Water** – Samples to be taken at a location of up to 30 metres down current from where material is being excavated.

<sup>4</sup>**Discharge water** –Samples to be representative of water being discharged from sediment dam into any adjacent watercourse.

<sup>5</sup>Suspended solids testing may be replaced with turbidity testing only after a statistically significant correlation of r2= or >0.8 is demonstrated.

**Schedule C Table 2 - Water Quality Monitoring for Ephemeral Watercourses**

When watercourse is flowing <sup>1</sup>				
Monitoring location	Quality characteristics	Release limits		Monitoring frequency <sup>2</sup>
		Minimum	Maximum	
<b>Background Water</b> upstream of any sites potentially affected by the activities	Dissolved Oxygen (mg/L) pH Turbidity (NTU) Suspended Solids (mg/L)	-	-	At least three replicate samples taken to obtain a mean values first flush, then daily for three days, then weekly when watercourse is flowing weekly during the conduct of activities
<b>Impacted Water</b> Up to 30 metres downstream of activities	Dissolved Oxygen	6mg/L	-	At least three replicate samples to obtain a mean value first flush, then daily for three days, then weekly when watercourse is flowing weekly during conduct of activities.
	Turbidity		110% of background value	
	pH	6.5	8.5	
	Suspended Solids (mg/L) <sup>3</sup>	-	110% of background value	
	Oil, grease, floating scum or litter	-	Not visible or otherwise noticeable	Daily while watercourse is flowing daily during conduct of activities
When watercourse is not flowing and consists of disconnected pools				
Monitoring location	Quality characteristics	Minimum	Maximum	Monitoring frequency <sup>2</sup>
<b>Background water</b> All disconnected pools adjacent to or surrounding the activities	Dissolved Oxygen (mg/L) pH Turbidity (NTU) Suspended Solids (mg/L) <sup>3</sup>	-	-	At least three replicate samples to obtain a mean value to be taken within 48 hours prior to commencement of activities
<b>Impacted Water</b> All disconnected pools adjacent to or surrounding the activities	Dissolved Oxygen (mg/L)	6.0 mg/L	-	At least three replicate samples to obtain a mean value daily during conduct of activities
	Turbidity (NTU)	-	110% of background value	
	pH	6.5	8.5	
	Suspended Solids (mg/L) ***	-	110% of background value	At least three replicate samples to obtain a mean value twice weekly during the conduct of activities
	Oil, grease, floating scum or litter	-	Not visible or otherwise noticeable	Daily during conduct of activities

<sup>1</sup>Water must be flowing at a volume sufficient to allow for disconnected pools upstream and downstream of works to become connected and for a sample capable of relevant analysis to be taken

<sup>2</sup>Samples of background water and impacted water to be taken within half an hour of each other for each quality characteristic (i.e. sample background water turbidity within half an hour of sampling impacted water turbidity).

<sup>3</sup>Suspended solids testing may be replaced with turbidity testing only after a statistically significant correlation of  $r^2 =$  or  $>0.8$  is demonstrated.

- (C1-3) Should any of the criteria for the water quality characteristics stated in Schedule C - Table 1 and Table 2 be exceeded, immediately notify the administering authority and take reasonable and practical remedial measures, including any directed by the administering authority, to rectify the exceedance.
- (C1-4) Contaminants must not be released by the conduct or as a consequence of the activities to any waters or to the bed and banks of any waters.
- (C1-5) Hazardous contaminants must not be released from the site to any waters or to the bed and banks of any waters.
- (C1-6) Spillage of any chemicals including hydrocarbon liquids must be contained within the site and rectified so that environmental harm is not caused.
- (C1-7) Storage of flammable or combustible liquids shall accord with Australian Standard 1940 - Storage and Handling of Flammable and Combustible Liquids.

#### **Sediment**

- (C2-1) All reasonable and practicable erosion protection measures and sediment control measures must be implemented and maintained to minimise erosion and the release of sediment.
- (C2-2) Subject to Provision C2-1, the design of sediment control structures is to be consistent with the 'Soil Erosion and Sediment Control Guidelines for Queensland Construction Sites' 1996 published by the Institute of Engineers, Australia.

#### END OF PROVISIONS FOR SCHEDULE C

#### **Schedule D - Noise**

##### **Noise nuisance**

- (D1-1) Noise from the activities must not cause an environmental nuisance at any sensitive place.
- (D1-2) Noise monitoring must be undertaken as directed by the administering authority to investigate any complaint about noise nuisance being caused by the activities, which complaint in the opinion of an authorised person is not frivolous, vexatious nor based on mistaken belief, and the results thereof notified to the administering authority within 14 days following completion of monitoring. For the purposes of this provision, noise monitoring must be done by a competent person in accordance with the latest edition of the Environmental Protection Agency Noise Measurement Manual and include:
  - (a) LA<sub>max</sub>, adj, 15min;
  - (b) relevant background sound level;
  - (c) the level and rate of occurrence of impulsive or tonal noise;
  - (d) the sounds comprising the background sound;
  - (e) atmospheric conditions including wind speed and direction; and

- (f) location, date and time of measurements.
- (D1-3) For the purposes of Provision (D1-1), the activities will not cause environmental nuisance where noise from the activities does not exceed the criteria specified in Schedule D Table 1 - Noise criteria.
- (D1-4) If an authorised person's opinion is that monitoring results indicate environmental nuisance is being caused by noise from the activities, the holder must:
- address the complaint including the use of appropriate dispute resolution if required; or
  - immediately implement noise abatement measures so that emissions of noise from the activities do not result in further environmental nuisance.

**Schedule D - Table 1 Noise criteria \***

Sound pressure level dB(A) measured as	Monday to Friday		Saturday		Sundays and public holidays
	6pm - 10pm	10pm - 7am	1pm - 10pm	10pm - 7am	
<b>Noise measured at a 'Noise sensitive place'</b>					
L <sub>Amax</sub> , adj, 15min	Background + 10 dB(A) as L <sub>Amax</sub> , adj, 15 min	50 dB(A)L <sub>Amax</sub> , Internal	Background + 10 dB(A) as L <sub>Amax</sub> , adj, 15 min	50 dB(A)L <sub>Amax</sub> , Internal	50 dB(A)L <sub>Amax</sub> , Internal
<b>Noise measured at a 'Commercial place'</b>					
L <sub>Amax</sub> , adj, 15min	Background + 10 dB(A) as L <sub>Amax</sub> , adj, 15 min	50 dB(A)L <sub>Amax</sub> , Internal	Background + 10 dB(A) as L <sub>Amax</sub> , adj, 15 min	50 dB(A)L <sub>Amax</sub> , Internal	50 dB(A)L <sub>Amax</sub> , Internal

"Background" means background sound pressure level measured in accordance with the latest edition of the Environmental Protection Agency *Noise Measurement Manual*.

\* Schedule D Table 2 does not purport to set operating hours for the activities.

### Vibration nuisance

- (D2-1) Vibration from the activity must not cause an environmental nuisance, at any sensitive or commercial place.
- (D2-2) When requested by the administering authority, vibration monitoring must be undertaken within a reasonable and practicable timeframe nominated by the administering authority to investigate any complaint (which is neither frivolous nor vexatious nor based on mistaken belief in the opinion of the authorised officer) of environmental nuisance at any sensitive or commercial place, and the results must be notified within 14 days to the administering authority following completion of monitoring.

END OF PROVISIONS FOR SCHEDULE D

## **Schedule E – Waste**

### **General**

- (E1-1) All regulated waste removed from the site must be by a person who holds a current authority to do so under the *Environmental Protection Act 1994*.
- (E1-2) Effective procedures must be implemented to ensure that wastes generated on the site are minimised, recycled, stored, handled and transferred in a proper and efficient manner, and so that disposal of such waste is at a facility lawfully able to do so.
- (E1-3) The holder must not:
  - (a) burn waste on the site;
  - (b) allow waste to be burned on the site; or
  - (c) remove waste from the site for burning elsewhere.

### **Cement or Concrete Waste**

- (E2-1) Cement or concrete waste in solution, slurry or liquid form, or water affected thereby (stormwater or washing water), shall be contained in a pit or receptacle whereby it cannot be released to any waters.
- (E2-2) Any cement or concrete waste in solution, slurry or liquid form shall be disposed of at a waste disposal facility licensed under the *Environmental Protection Act 1994* for disposal of that waste.

END OF PROVISIONS FOR SCHEDULE E

## **Schedule F – Land**

### **Possible Acid sulfate soils (PASS) – Investigation**

- (F1-1) Acid Sulfate Soil investigations must be undertaken of all land, seabed, soil and sediment at or below 5 metres Australian Height Datum (AHD) where the natural ground level is less than 20 metres AHD and where:
  - a) excavating is proposed; or
  - b) filling of land involving more than 500 m<sup>3</sup> of material at greater than an average depth of 0.5 of a metre is proposed.
- (F1-2) The Acid Sulfate Soil investigations must be in accordance with the methods prescribed in the “Guidelines for Sampling and Analysis of Lowland Acid Sulfate Soils (ASS) in Queensland, 1998”, Revision 4.0, or more recent additions/supplements or replacements to that document as such become available and the Queensland Acid Sulfate Soil Technical Manual—Laboratory Guidelines. Soil and/or sediment profiles should be mapped at a suitable scale and described according to the Australian Soil and Land Survey Field Handbook (McDonald et al, 1990) and Australian Soil Classification (Isbell, 1996).
- (F1-3) The Acid Sulfate Soil investigations must be conducted and prepared by an experience and appropriately qualified person such as a Certified Professional Soil Scientist.
- (F1-4) The Acid Sulfate Soil investigation reports are is to be provided to the administering authority 28 days prior to the start of the conduct of any



activity. If the administering authority gives the holder any comment on the reports within 21 days of receiving the reports, the holder must have due regard to those comments.

### **Possible Acid sulfate soils (PASS) – Management**

- (F2-1) Acid Sulfate Soil management plans must be prepared for all Acid Sulfate Soils that may be directly or indirectly disturbed by activities at the site. The plans must:
- (a) be in accordance with State Planning Policy (SPP) 2/02: Planning and Managing Development Involving Acid Sulfate Soils, the SPP 2/02 Guideline: Acid Sulfate Soils with the latest edition of the Instructions for the Treatment of Acid Sulfate Soils, EPA 2001;
  - (b) identify the actual and potential release of all contaminants associated with the disturbance of any Acid Sulfate Soils, their environmental impacts and what actions that are proposed to prevent the likelihood of environmental harm; and
  - (c) detail a proposed monitoring program that addresses the release of contaminants and provides for the review and “continual improvement” in the overall environmental performance of the activities associated with the management of the Acid Sulfate Soils prior to the commencement of the activities.
- (F2-2) The Acid Sulfate Soil Management plans are to be provided to the administering authority 28 days prior to the start of the conduct of any activity. If the administering authority provides any comment on the plans within 21 days of receiving the plans, those responsible for the plans must have due regard to those comments in the implementation of the plans.

### **Preventing contaminant release to land**

- (F3-1) Contaminants must not be released thereby causing contamination of land.
- (F3-2) Spillage of any chemicals, flammable or combustible liquids must be contained on the site and rectified whereby material or serious environmental harm is not caused.
- (F3-3) All petroleum product storage must be designed, constructed and maintained in accordance with Australian Standard 1940 - Storage and Handling of Flammable or Combustible Liquids.

### **Land rehabilitation**

- (F4-1) Any site must be rehabilitated (including all disturbed areas such as slopes, borrow pits, stormwater or waste water collection pits, stockpile and screening areas) in a manner such that:
- (a) if practical, suitable native species of vegetation are planted and established;
  - (b) potential for erosion of the site is minimised;
  - (c) the quality of stormwater, water and seepage released from the site is such that releases of contaminants such as suspended solids, turbidity, total dissolved salts, pH, total iron, total aluminium, and total manganese are not likely to cause environmental harm;
  - (d) environmental nuisance caused by release of dust is avoided;

- (e) the water quality of any residual water bodies meets current ANZEEC criteria for subsequent uses and does not have potential to cause environmental harm; and
- (f) the final landform is stable and not subject to slumping.

END OF PROVISIONS FOR SCHEDULE F

**Schedule G - Community**

**Complaint response**

- (G1-1) All complaints received must be recorded including investigations undertaken, conclusions formed and action taken. This information must be made available to the administering authority on request.
- (G1-2) In conjunction with the administering authority, cooperate with and participate in any community environmental organisation established specifically in respect of the site.

END OF PROVISIONS FOR SCHEDULE G

**Schedule H - Coastal**

- (H1) If tenure over the site of the works is required by the relevant Harbour Board (Port Authority) or the Department of Natural Resources and Mines, the holder shall, before using the works for any purpose, obtain a lease, licence or permit to occupy over the site of the works from the relevant Harbour Board (Port Authority) or the Department of Natural Resources and Mines.
- (H2) Any material that is deposited outside the alignment of the works shown on the approved plans; or any debris that falls or is deposited on tidal lands or into tidal waters; during the construction of the works, must be removed.
- (H3) No CCA treated timber is to be used until external surfaces are dry from the CCA treatment process. All treated timber is to be sawn or drilled over a catchment sheet and all off-cuts are to be disposed of to an approved landfill site.
- (H4) It is required that:
  - (a) the disturbance to the bed and banks of any waterway is kept to a minimum;
  - (b) restoration of the bank to its former condition and take such other action as is necessary to ensure the stability of the bank, if as a result of carrying out the works, or any other cause attributable to the holder, any bank is displaced or affected by erosion; and
  - (c) within three (3) months of the date of practical completion of the works, a letter from a Registered Professional Engineer of Queensland must be submitted to the administering authority certifying that:-
    - (i) the works (including any other associated works) has been constructed in accordance with the approved drawings and these provisions; and

(ii) the works:-

- are structurally adequate for anticipated usage; and
- comply with all relevant codes – including the EPA's operational policy, *Building and engineering standards for tidal works*.

(H5) The bed and banks of the waterway for a distance of 15 metres around the site of the works are clear of all debris.

#### END OF PROVISIONS FOR SCHEDULE H

#### **Schedule I – Koalas and other fauna**

(I1-1) A detailed Koala and Other Fauna Management Plan is to be prepared and implemented. The plan must include measures to mitigate impact on koalas and other fauna from the project, including, but not limited to, those described in the EIS documents, and specifically address Provisions I2-1 to I5-3.

(I1-2) The koala and other fauna management plan is to be provided to the administering authority 28 days prior to the start of construction. If the administering authority gives the holder any comment on the plan within 21 days of receiving the plan, the holder must have due regard to those comments when undertaking the plan.

#### **Exclusion fencing**

(I2-1) Fauna exclusion fencing must be installed on both sides of the motorway between the Mt Gravatt-Capalaba Road and Old Cleveland Road interchanges except where sound barriers are installed. Fencing is to extend east for 150m along Mt Gravatt-Capalaba Road towards Mt Petrie Road with a return at the end of the fence to the north of 50m.

(I2-2) Fencing should be suitable to prevent crossing of the key fauna species in the area (koalas and wallabies) and be made of chain wire with a 600mm wide strip of sheet metal or plastic attached to the upper part of the fence on the side away from the carriageway.

#### **Measures to facilitate movement of fauna across the motorway and associated areas**

(I3-1) Structures required to facilitate the movement of fauna (koalas, wallabies, etc) across the motorway are to be designed and installed as outlined in Schedule I – Table 1.

**Schedule I – Table 1. Fauna movement structures**

Approximate location	Structure required*
CH6000 (near Wecker Road)	fauna underpass (Cross Section: 3m by 3m).
CH7200 (near Coventry Crt)	fauna underpass (Cross Section: 3m by 3m).
CH8000 (near Kenilworth Crt)	fauna underpass (Cross Section: 3m by 3m).
CH8800 (Greendale Wy)	(a) Construct and modify fencing to facilitate fauna movement through underpass and movement into adjacent habitat.  (b) Signage and other control measures installed to slow traffic.
CH11500 (near Ambara St)	Install works to slow bicycle traffic, signage.
CH13100 (near Stanton Rd West)	Outer culverts to be fitted with fauna ledges above standing water level.

\* All structures should be capable of allowing the movement of fauna during low and no-flow water conditions.

- (I3-2) Details of the design of the structures described in Schedule I – Table 1 including any modifications to facilitate fauna movement, as well as works required in the vicinity of the structures to enhance fauna movement, is to be included in the koala and other fauna management plan, Provision (I1-1).
- (I3-3) The structures described in Schedule I – Table 1, as well as the existing structures suitable for fauna movement are to be maintained and kept clear of debris, sediment and other matter that may affect their use by fauna.
- (I3-4) Permanent signage must be installed to increase motorway users awareness of koalas and other fauna in the Koala Coast Area and provide contact details of wildlife rescue groups for animals injured crossing the motorway. Temporary signs or mobile electronic displays are to be utilised during construction.
- (I3-5) Lighting installed to assist drivers with the detection of animals on the road.

**Fauna monitoring**

- (I4-1) A fauna monitoring program must be prepared and implemented within 6 months of the completion of the upgrade of the section of the motorway from the Brisbane River to the Mt Gravatt Capalaba Road interchange. The program must be designed to:
  - (a) assess the effectiveness of the fauna barrier works;
  - (b) determine the usage by fauna of the fauna underpasses and other cross motorway drainage facilities;
  - (c) record the presence and fate of fauna entering the motorway and interchange areas; and
  - (d) assess and make recommendations on how fauna management facilities could be improved.

- (14-2) The fauna monitoring program must be submitted to the administering authority and if the administering authority gives the holder any comment on the plan within 21 days of receiving the plan, the holder must have due regard to those comments when implementing the plan.

### **Construction sites**

- (15-1) Barriers and fencing around active construction sites, storage areas and disturbed areas must be configured to exclude fauna and but allow any fauna that may enter these sites to exit the site.
- (15-2) Trenches and pits capable of trapping animals should be temporarily fenced or structures provided for escape.
- (15-3) Disorientated animals entering or found at construction sites must be removed only by authorised handlers and released at sites nominated in the Koala and Other Fauna Management Plan.

### **Management of fauna during clearing**

- (16-1) Prior to clearing any sites, the affected area is to be surveyed for the presence of koalas and other fauna. A suitable qualified person, who can demonstrate to the satisfaction of the EPA their expertise in the identification and location of koalas in their natural habitat (this can be done through issuing of a rehabilitation permit endorsed for spotter/catching), must inspect all habitat in the area to be cleared prior to the commencement of clearing using the methodology in the attached Koala Survey Guideline (Attachment 1). Any koala identified in the target area is to be left alone with their tree intact and allowed to move from the site under their own volition. The strategic retention of some habitat near this tree may be required to avoid isolating the animal and to encourage it to move to another area.
- (16-2) Clearing of koala habitat must be undertaken between the months of January and June to avoid the peak in koala movements except where a survey of the area demonstrated that there are no koalas in the trees to be removed. If during clearing operations a koala is found, the tree is not to be cleared and a corridor of vegetation should be left to allow the animal to leave the area. Clearing can resume once the animal has left the area.
- (16-3) Clearing of vegetation must be sequential and result in habitat being progressively removed in a direction away from the Gateway Motorway and towards adjacent habitat to avoid isolating habitat and koalas.
- (16-4) During any clearing operation, an authorised spotter catcher must be on site to inspect hollows and manage any fauna that needs relocating.

### **Koala habitat restoration**

- (17-1) An area of 4.8 ha is to be rehabilitated as koala habitat. This may be achieved by any or all of the following:
- (a) replanting of areas adjacent to the fauna underpasses to facilitate their use by koalas;
  - (b) replanting of areas to link existing habitat to areas adjacent to the culverts and fauna underpasses;
  - (c) rehabilitation/replanting of local areas near the road works; and

- (d) regeneration of koala habitat on other lands within or contiguous with the Koala Management Area A1 (State Planning Policy 1/05).
- (17-2) Areas for regeneration or rehabilitation as koala habitat should be identified and a plan prepared and implemented to achieve to rehabilitation of these areas.
- (17-3) The rehabilitation and regeneration of koala habitat must be consistent with the requirements of the draft Nature Conservation (Koala) Conservation Plan 2005 and later versions.

#### END OF PROVISIONS FOR SCHEDULE I

### Schedule J - Definitions

Words and phrases used throughout this permit are defined below. Where a definition for a term used in this permit is sought and the term is not defined herein the definitions provided in the *Environmental Protection Act 1994*, *Coastal Protection and Management Act 1995*, regulations made under those Acts, Environmental Protection Policies or ordinary meaning shall be used.

#### Word Definitions

**"administering authority"** means the Environmental Protection Agency or its successor.

**"annual return"** means the return required by the annual notice (under section 316 of the *Environment Protection Act, 1994*) for the section 86(2) licence that applies to a permit.

**"authorised person"** means a person holding office as an authorised person under an appointment under the Environment Protection Act, 1994 by the chief executive.

**"authorised place"** means the place, premises or land authorised under this authority or permit for the carrying out of the specified environmentally relevant activities.

**"authority"** means level 1 licence (with or without development approval), provisional licence, level 1 approval (with or without development approval), level 2 approval, environmental authority (mining activities) or a constituent part of an integrated authority under the *Environmental Protection Act 1994*.

**"CCA"** means copper chrome arsenate

**"commercial place"** means a place used as an office or for business or commercial purposes.

**"dredge spoil"** means material taken from the bed or banks of waters by using dredging equipment or other equipment designed for use in extraction of earthen material.

**"dwelling"** means any of the following structures or vehicles that is principally used as a place for human habitation-

- a house, unit, motel, nursing home or other building or part of a building;
- a caravan, mobile home or other vehicle or structure on land; and
- a water craft in a marina.

**"intrusive noise"** means noise that, because of its frequency, duration, level, tonal characteristics, impulsiveness or vibration -

- is clearly audible to, or can be felt by, an individual; and
- annoys the individual.

In determining whether a noise annoys an individual and is unreasonably intrusive, regard must be had to Australian Standard 1055.2 - 1997 Acoustics - Description and Measurement of Environmental Noise Part 2 - Application to Specific Situations.

**"land"** in the "land schedule" of this document means land excluding waters and the atmosphere.

**" $L_{Amax, adj, 15min}$ "** means the average maximum A-weighted sound pressure level, adjusted for tonal or impulsive noise character, and measured over any 15 minute period, using Fast response.

**" $L_{Amax}$ "** means the maximum instantaneous A-weighted sound pressure level, measured on Fast response.

**"mg/L"** means milligrams per litre.

**"noise sensitive place"** means -

- a dwelling, mobile home or caravan park, residential marina or other residential premises;
  - a motel, hotel or hostel;
  - a kindergarten, school, university or other educational institution;
  - a medical centre or hospital;
  - a protected area under the Nature Conservation Act 1992, the Marine Parks Act 1992 or a World Heritage Area; and
  - a park or gardens;
- and includes that part of the curtilage of a building or structure used for purposes usually or reasonably associated with the building or structure.

**"noxious"** means harmful or injurious to health or physical well being.

**"permit"** means development permit decision notice or referral agency response under the *Integrated Planning Act 1997*.

**"Potential Acid Sulfate Soils" (PASS)** means soils or sediments containing iron sulfides or sulfidic material, which have not been exposed to air and oxidised. These soils may include both self-neutralising ASS (SNASS) and non-neutralising ASS (NNASS). The field pH of these soils or sediments in their undisturbed state is usually >4, and may be neutral or slightly alkaline. These soils or sediments are saturated with water in their natural state.

**"sensitive place"** includes -

- a dwelling, residential allotment, mobile home or caravan park, residential marina or other residential premises;
- a motel, hotel or hostel;
- a kindergarten, school, university or other educational institution;
- a medical centre or hospital;
- a protected area under the Nature Conservation Act 1992, the Marine Parks Act 1992 or a World Heritage Area;

- a public thoroughfare, park or gardens; and
- a place used as a workplace, an office or for business or commercial purposes;  
and includes that part of the curtilage of a building or structure used for purposes usually or reasonably associated with the building or structure.

**"offensive"** means causing offence or displeasure; is disagreeable to the sense; disgusting, nauseous or repulsive.

**"site"** means the place or premises to which this authority or permit relates.

**"waters"** includes any watercourse, lake, lagoon, pond, swamp, wetland, bed and bank of any waters, non-tidal or tidal waters (including the sea), stormwater channel, stormwater drain, roadside gutter, stormwater run-off or groundwater.

**"holder"** means the holder of an authority or permit or person acting under an authority or permit.

**"the activities"** means the ERAs and works described as 'aspects of development' in this permit.

**"the project"** means the Gateway Upgrade Project as described in the Environmental Impact Statement Volumes 1, 2 and 3, August 2004, and the Gateway Upgrade Project Supplementary Environmental Impact Statement March 2005

END OF SCHEDULE J



# Attachment 1

## KOALA SURVEY GUIDELINE

### A. Physical Location and Description of Survey Site

1. Provide an accurate, clear description of the location of the site, using:
  - a. an AMG description of the site for use in GIS based data systems; and
  - b. a lot on plan description of the site.
2. Provide a description of the site in the broader context of the surrounding environment to identify the significance of the site on a regional basis. An assessment of the site is to include mapped data indicating proximity to:
  - a. any adjacent EPA protected areas (such as national park, conservation park, environmental park, nature refuge);
  - b. areas zoned for conservation purposes on any Local Government planning scheme;
  - c. vegetation/habitat buffers, links or corridors (eg. which intersect with the site);
  - d. areas subject to Voluntary Conservation Agreements or vegetation protection orders; and
  - e. areas of known conservation significance as identified under Commonwealth or Queensland legislation.
3. The time of year that the survey was conducted is to be indicated.

### B. Koala Survey Methodology

1. Koala presence at a site is to be determined by indirect (e.g. faecal pellets or scratch markings) or direct (searches for koalas) survey methods.
2. If indirect methods are to be used:
  - i. a minimum of 100 trees are to be sampled by searching under canopies and at the base of trunks for faecal pellets; and
  - ii. tree trunks are to be inspected for scratch markings.
3. When koala presence is confirmed, koala surveys are to be conducted to determine koala density at the site. Koala density (number of koalas per hectare of habitat searched) can be estimated from:
  - i. total counts, if the site contains less than 30ha of koala habitat; or
  - ii. sampled counts, if the site contains 30ha or more of koala habitat.
4. A total count must ensure that every tree on the site is searched for koalas. The method to be used for a total count must include:
  - i. arranging strip transects of equal width perpendicular to creek and ridge lines over the entire site;
  - ii. using koala spotters spaced approximately 15m apart to search each transect by walking a fixed compass bearing and maintaining the same pace as adjacent spotters; and
  - iii. koala spotters are to be equipped with binoculars, compass and site map.
5. A sampled count uses a sampling strategy that searches a proportion of the trees on the site for koalas. The method to be used for a sampled count must include:
  - i. arranging strip transects of equal width and equal distances apart perpendicular to creek and ridge lines to sample a minimum of 30% of the habitat on the site;

- ii. using koala spotters spaced approximately 15m apart to search each transect by walking a fixed compass bearing and maintaining the same pace as adjacent spotters; and
  - iii. koala spotters are to be equipped with binoculars, compass and site map.
6. When a koala is detected during a survey, a note is to be made of its location on the site, health (ie. overt signs of disease) and reproductive status (ie. presence of young).

### **C. Reporting**

1. A report of the results of a koala survey is to be provided and must include:
- a. a description of the site as detailed in section A; and
  - b. a description of the survey method as detailed in section B including:
    - i. an account of the presence or absence of koalas;
    - ii. an estimate of koala density (if present);
    - iii. the proportion of koalas with visible indications of disease; and
    - iv. the proportion of females with young.

# APPENDIX 3

## COORDINATOR-GENERAL'S RECOMMENDATIONS

These recommendations, which cannot be attached as a condition to any statutory approval, reflect the objectives stated in the EIS documentation.

### **Recommendation 1**

The Proponent should develop an Interface Agreement with the BCC, prior to the commencement of construction, which addresses the project related interfaces with the BCC road network as well as potential project related issues in the surrounding area.

### **Recommendation 2**

The Proponent should include, as a minimum, the mitigation measures in relation to terrestrial ecology which appear in section 23.4.11 of the SEIS in the Environmental Management Plan referred to in Condition 8 during the design, construction and operation phases of the GUP.

### **Recommendation 3**

Riparian vegetation removal should be minimised to the smallest clearance area required to undertake bridge works at Bulimba Creek, Brisbane River and Kedron Brook Floodway.

### **Recommendation 4**

The Environmental Management Plan referred to in Condition 8 should include measures for the rehabilitation after construction of any habitat areas for the Lewin's Rail located within and near the Kedron Brook Floodplain which are impacted by construction of the GUP.

### **Recommendation 5**

Where carriageway separation requires the installation of barriers, high-tension safety wire fencing type barriers should be installed, as opposed to solid barriers, in an attempt to facilitate fauna movement except where, for reasons of safety for road users, solid barriers are preferred.