



Coordinator-General's change report for an environmental impact statement

Gateway Upgrade Project

December 2008

Under part 4 of the *State Development and Public
Works Organisation Act 1971*



Gateway Upgrade Project

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1.0 Introduction

The Coordinator-General's change report for the Gateway Upgrade Project is prepared in accordance with section 35I of the *State Development and Public Works Organisation Act 1971* (SDPWO Act). Its purpose is to evaluate the environmental effects of the proposed changes to the project which were the subject of an evaluation in the Coordinator-General's report of July 2005 (signed 5 August 2005).

1.1 Background

Queensland Motorways Limited (QML) (the proponent) is currently constructing the Gateway Upgrade Project (GUP) from Mount Gravatt-Capalaba Road in the south of Brisbane to Nudgee Road in the north.

The GUP comprises:

- a two lane widening to six lanes of the existing Gateway Motorway between Mt Gravatt-Capalaba Road and Wynnum Road
- a four lane widening to eight lanes of the existing motorway between Wynnum Road and Lytton Road
- a new six lane bridge crossing the Brisbane River downstream of the existing Gateway Bridge
- introduction of electronic toll plazas and associated infrastructure north of the existing bridge
- a new four lane motorway through the old Brisbane airport site across Airport Drive to reconnect with the existing motorway south of Nudgee Road
- a new interchange for additional access to Brisbane airport.

On 22 December 2003, the GUP was declared to be a significant project for which an environmental impact statement (EIS) is required in accordance with Part 4 of the SDPWO Act.

The EIS was advertised for public comment for a period of six weeks from 22 August 2004 and public and advisory agency submissions were received.

In response to the issues raised in the EIS submissions, the proponent prepared a supplementary EIS in March 2005. Key EIS findings and an executive summary can be viewed via the Main Roads web site www.mainroads.qld.gov.au

An evaluation of the EIS under section 35 of the SDPWO Act was completed in July 2005 and it was determined that the project should proceed, subject to a number of conditions. It was concluded that the impacts described in the EIS and supplementary EIS were able to be mitigated and managed effectively through implementation of the conditions set out in the Coordinator-General's report. The report can be viewed at www.dip.qld.gov.au

A Coordinator-General's change report was signed on 14 April 2007. It deals with extensions to the motorway pavement and ramps on the northern side of the Brisbane River.

1.2 Request for project change

Part 4, Division 3A of the SDPWO Act provides that the Coordinator-General can evaluate changes made to a project by a proponent of a significant project following completion of the Coordinator-General's report evaluating the EIS.



Section 35C of the SDPWO Act enables the Coordinator-General to evaluate the environmental effects of the proposed change, its effects on the project and any other related matters.

By letter dated 22 October 2008, QML provided notice, in accordance with section 35D of the SDPWO Act, of potential enhancements to the GUP project. The potential enhancements are, at this stage, a proposal by the GUP contractor and require further development and subsequent value for money assessment prior to any final decision by QML and the state on whether to proceed.

2.0 Description of proposed changes

The project retains the key elements of the project which was subject to an EIS in 2004–05 and the proposed changes are relatively minor in the overall scope of the project. Proposed changes to the GUP reference project are:

- provision of an additional lane (auxiliary lane) each way between the Old Cleveland Road interchange and the Wynnum Road Interchange
- replacement of the existing Meadowlands Road Bridge which crosses this section of the motorway.

2.1 Auxiliary lanes

The proposed enhancement makes use of the temporary pavement constructed to allow necessary traffic diversions while construction takes place. QML has advised that the temporary pavement is of a high standard and would withstand the ongoing operational loads.

Full construction of the auxiliary lanes would result in the lane configuration between the Old Cleveland Road interchange and the Wynnum Road Interchange being four lanes each way compared to the three lanes each way outlined in the EIS.

A narrow strip of Brisbane City Council (BCC) parkland (approx 1000 m²) on the western side of the motorway, just north of the existing bridge, is required for the motorway widening to achieve appropriate sight distance, vertical and horizontal alignment. This issue is currently being resolved with BCC.

2.2 Meadowlands Road bridge

The existing Meadowlands Road bridge will need to be replaced by a longer and marginally higher structure to accommodate the proposed motorway widening from three to four lanes. The works will take place entirely within the existing road corridor boundaries and will be constructed in such a manner that Meadowlands Road will remain open to traffic.

3.0 Public notice/consultation

QML has discussed the replacement of the bridge with BCC which has verbally advised that it has no objections provided that the Meadowlands Road crossing is not closed to traffic during construction (except for establishing temporary connection).

The LAJV (GUP Contractor) has a well established public consultation process for the project as part of its obligation for the project. These proposed changes will be communicated to the public as part of this process.



In view of the relatively minor changes to the reference project and the fact that there is likely to be minimal or no change to the potential environmental impacts addressed in the EIS, I have decided that further general public notification of the proposed changes by the proponent is not necessary.

4.0 Evaluation of environmental effects

Section 35H of the SDPWO Act identifies the matters which the Coordinator-General must consider in evaluating the environmental effects of the change, its effect on the project and any other related matters. It is not intended that the effects of the entire project be re-evaluated, rather only the effects of the change relative to the project that was the subject of evaluation in the Coordinator-General's report of July 2005.

In accordance with section 35H of the SDPWO Act, in evaluating the environmental effects of the proposed changes and their effects on the project, I have considered:

- the nature of the proposed changes and their effect on the project
- the project as evaluated in the Coordinator-General's report under section 35
- the environmental effects of the proposed changes and their effect on the project.

I have also considered whether any of the Coordinator-General's conditions and recommendations set out in appendixes 1–3 of the Coordinator-General's report should be amended in accordance with section 35I(2) in order to effectively manage the impacts of the proposed changes.

In making my evaluation I have had regard to the following material:

- letter dated 22 October 2008 from Queensland Motorways Limited advising of the potential opportunity, under the existing construction contract, to include an additional auxiliary lane each way between the Old Cleveland Road interchange and the Wynnum Road interchange
- layout plan of revised scope.

4.1 Potential construction impacts

Roadwork

Disturbance (e.g. vegetation, fauna)

- A narrow strip of BCC parkland (approx 1000 m²) on the western side of the motorway, just north of the exiting bridge is required for the motorway widening to achieve appropriate sight distance, vertical and horizontal alignment. The area in question has been cleared by the Western Corridor Recycled Water Pipeline which runs parallel to the motorway.
- The proposed works are not anticipated to generate additional disturbance, over that which would have occurred during the removal of any temporary site works as part of the original construction contract.

Noise

- The proposed works are not anticipated to generate additional noise impacts.
- The proposed works fall within the parameters of current construction activities and would be undertaken as part of those works and therefore be subject to the existing conditions and recommendations contained in the Coordinator-General's report on July 2005.

Bridgework

Disturbance (e.g. vegetation, fauna)

- The existing Meadowlands Road Bridge will need to be replaced by a longer and marginally higher structure to accommodate the proposed motorway widening from three to four lanes.
- The works will take place entirely within the existing road corridor boundaries and will be constructed in a manner such that Meadowlands Road remains open to traffic.

Noise

- It is anticipated that any potential noise and traffic impacts associated with the bridge works are addressed adequately through the existing conditions and recommendations contained in the Coordinator-General's report of July 2005.

Suitability of Existing Conditions

I am satisfied that the impacts of the changes can be managed effectively through the application of existing conditions.

4.2 Potential operational impacts

Noise

- Noise impacts associated with the new works are not anticipated to change from those predicted in the original environmental impact statement.

Traffic

- The auxiliary lane proposal from Old Cleveland Road interchange to the Wynnum Road interchange would facilitate local traffic movements by decreasing congestion between the two interchanges.
- QML advises that the temporary construction pavement is of a high standard and would withstand the ongoing operational loads.

Suitability of Existing Conditions

I am satisfied that the impacts of the changes can be managed effectively through the application of existing conditions.

5.0 Conclusion

I have evaluated the environmental effects of the proposed changes and their effects on the project in accordance to Part 4 of the SDPWO Act. I have considered the matters outlined in section 35H of the SDPWO Act and as outlined in section 4.0 Evaluation of environmental effects.

I consider that the nature of impacts that may result from the proposed changes to the project are limited to the range of impacts as assessed in the Coordinator-General's report of July 2005 and as such state that, with respect to the changes, there are no further conditions or requirements for the project.

I advise QML that the proposed enhancements to the GUP (namely the provision of an additional auxiliary lane each way between the Old Cleveland Road interchange and the Wynnum Road interchange and replacement of the Meadowlands Road bridge) can be undertaken, subject to the existing conditions of the August 2005 Coordinator-General's report, should QML subsequently decide to proceed with the work.



In accordance with section 35J of the SDPWO Act, a copy of this report will be provided to the proponent and will be made publicly available on the Department of Infrastructure and Planning website.

Signed 25/11/08

Colin Jensen
Coordinator-General
Director-General