

Logan Enhancement Project

Fauna connectivity improvements

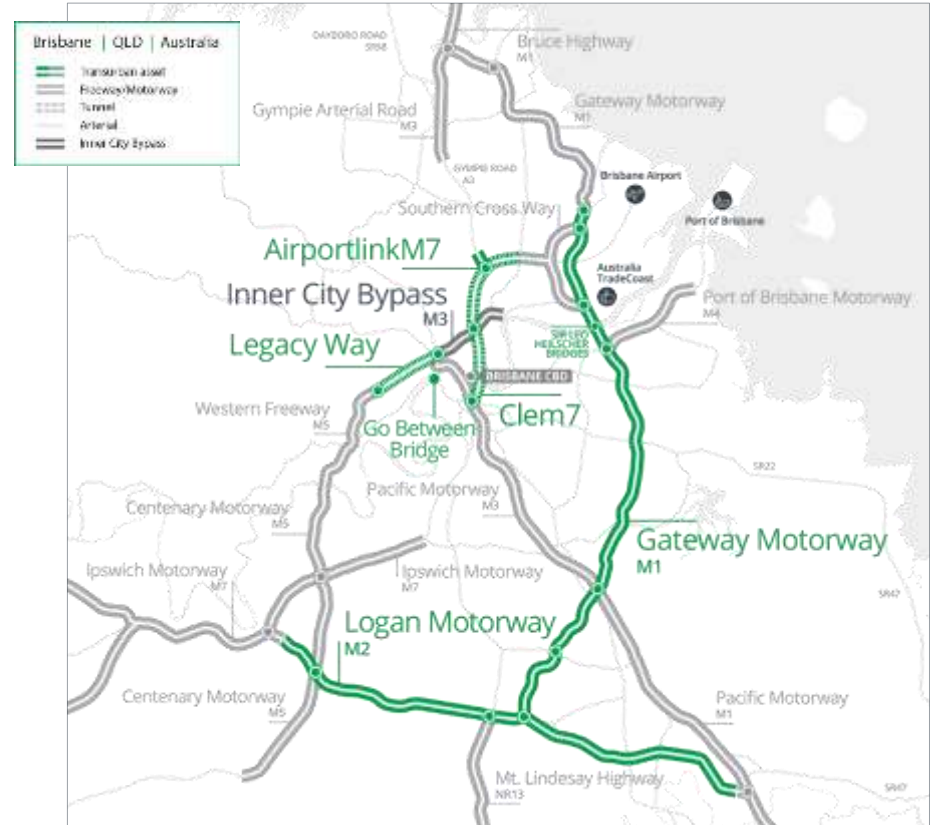
Andrew Baker – Project Director, Transurban Queensland

Richard Pidgeon – Technical Director, Aurecon



Transurban Queensland operates and maintains the **go via network** which includes:

- Gateway Motorway
- Logan Motorway
- Clem7
- Go Between Bridge
- Legacy Way
- AirportLinkM7



About the Logan Enhancement Project

First market-led proposal approved in Queensland

- \$512 million upgrade of the Logan and Gateway Extension motorways
- First Market-Led Proposal to be approved in Queensland
- Transurban Queensland financed
- D&C Contractor – CPB Contractors Pty Ltd
- Environment and Planning Technical Advisors - Aurecon
- Major construction commenced mid-2017 and scheduled for completion in mid-2019
- **Importantly, genuine early consultation and inclusion of environmental community groups in development of design solutions from reference to detailed design.**



From Left: Minister for Main Roads – Hon Mark Bailey, Treasurer – Hon Curtis Pitt, TQ GGM – Wes Ballantine

Benefits

Safer liveable communities, jobs and economic growth



1,300 direct
construction jobs



New fauna
crossings



59% decrease in
accidents equals
safer roads



New community space
at Heathwood



Less travel times equals
increased trip reliability



Less traffic on
local streets



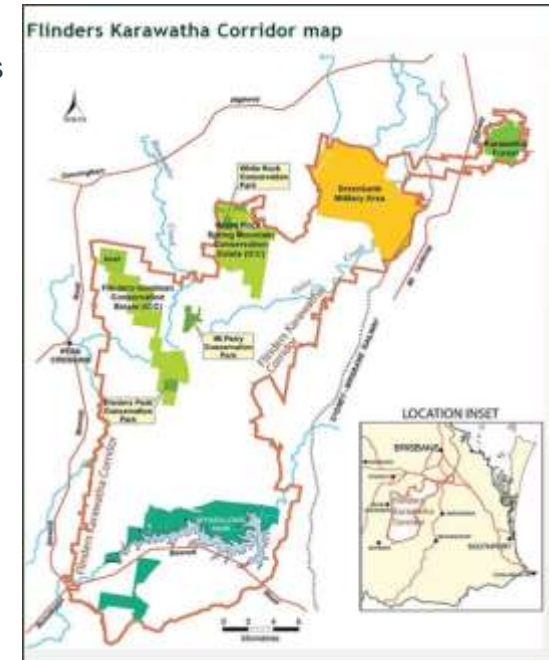
\$1.3 billion in total
economic benefits



Community connectivity
for cyclists and
pedestrians



- Directly south of the trailblazing and well studied Compton Road habitat linking overpass and underpass.
- Located within a significant ecological corridor traversing from west to east across three council districts
- Urban sprawl, regional population growth and light industry/commercial growth (and transport requirements) are placing further importance on the existing habitat linkages and protection
- Existing long-established Logan Motorway and Gateway Extension Motorway corridors
- Project deemed Not a Controlled Action under EPBC Act
- Offsets required for Koala pursuant to Queensland State Legislation



- Located within the QLD Government's designated ecological and conservation corridor The Flinders, Greenbank to Karawatha Corridor.
- Environmental Reference Group (ERG) directly contributed in collaboration with design and construction elements of the project
- Environmental outcomes
 - Compton Road ramps fauna underpass and fauna fencing
 - Scrubby Creek bridge dry animal access, fauna refuge poles and glider rope bridge
 - Illaweena Street fauna overpass, fauna refuge poles, tree planting to encourage fauna movements, glider rope bridge
 - Wembley Road fish/aquatic fauna passageways
 - Logan Motorway and Beaudesert Road fauna underpasses, koala refuge and climbing poles, planting to encourage fauna movements.



Illaweena Street fauna overpass (BEBO arch)

What worked

- Being proactive from concept design phase ensuring a collaborative, multi-disciplinary approach from the outset, combining traditional engineering solutions, environmental science and leading expertise in transportation ecology to create cost effective solutions and best practice environmental design.
- In addition to engaging with Commonwealth, State and Local Governments, the LEP established an Environmental Reference Group (ERG) who brought local expertise and knowledge when it was needed the most; during planning and design, and delivered it to the people it impacted the most; the designers and construction contractors.
- By taking the approach that the LEP has, it demonstrated that better outcomes are achieved when a project is given permission to evolve. The result is a design that minimises impacts and contributes to improved ecological connectivity and permeability.

What could be improved

- Convincing governments to be more flexible with regards to offsetting when projects provide a net benefit to environments and ecological communities.
- Research into the value of connective infrastructure for fauna species for potential changes to standard designs and methodology shifts.
- Industry developing incentives for projects to continue to collaborate and involve community reference groups in developing environmental solutions.

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