



Gold Coast Rapid Transit

1 Introduction



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1. Introduction

1.1 Overview

This volume containing the construction, operational and social Impact Management Plans is the third volume of the Concept Design and Impact Management Plan (CDIMP) for the Gold Coast Rapid Transit (GCRT) Project. This Volume is separated into four parts, comprising:

- » Part 1- Introduction;
- » Part 2 - Construction Phase Impact Management Plan;
- » Part 3 - Operational Phase Impact Management Plan; and
- » Part 4 - Social Impact Management Plan.

Construction, operational and social Impact Management Plans (IMPs) have been created for the key elements relating to the construction and operational phases of the GCRT. These plans identify impact mitigation strategies and provide guidelines for the application of such measures during the design and construction and operational phases of the project. The range of elements covered in the IMPs is as follows:

- » Safety;
- » Dust;
- » Erosion and sediment control;
- » Surface water and groundwater;
- » Terrestrial and aquatic ecology;
- » Weeds;
- » Noise and vibration;
- » Air quality;
- » Waste management;
- » Transport and traffic;
- » Chemicals and fuels;
- » Cultural heritage;
- » Acid sulfate soils and potential acid sulfate soils;
- » Contaminated land;
- » Clean up and rehabilitation; and
- » Social impacts.

Parts two to four of this IMP volume define the mitigation/management measures to be carried out by TransLink and the Construction Contractors to manage the environmental and community impacts of the

project during design, construction and operational phases. There are other entities with roles nominated for consideration as part of the IMP implementation. These entities include the Gold Coast City Council and other State agencies (such as the Department of Main Roads and Queensland transport) who have regulatory and partnership roles in the development and operation of the GCRT Project. Information is provided in the IMPs for the elements previously described as follows:

- » Performance objectives to be achieved through the implementation of mitigation measures (objectives as determined through regulation or through the project objectives);
- » Performance indicators which govern the success of the implementation of mitigation measures;
- » Issues and impacts to be resolved through the mitigation measures;
- » Mitigation control measures and management actions including identifying the responsibility for each action for the design, construction and operational phases of the project;
- » Monitoring and reporting requirements to ensure the mitigation measures are carried out correctly and according to any regulatory requirements; and
- » Corrective actions to ensure the mitigation measures are fulfilled appropriately.

1.2 Responsibilities

Management responsibilities of Project staff

Responsibilities outlined for the design, construction and operation mitigation measure are listed within each IMP. A brief outline of the roles of the key responsible project staff is outlined below. This terminology may change dependant on the delivery method adopted for the project.

Project Designer

- » Prepare detailed design drawings for submission and approval by relevant authorities including TransLink;
- » Ensure service providers are aware of their environmental responsibilities and specified environmental requirements and given a copy of the relevant IMP and Environmental Management Plan (EMP) chapters;
- » Consult with the Environmental Manager as required on environmental issues; and
- » Respond to construction queries relating to design of the works.

Environmental Manager

- » Provide necessary environmental advice to TransLink and the Project Designers;
- » Prepare outlines of the specific environmental requirements for each section of the Project; and
- » Review any design changes from the EMP in liaison with TransLink and the Project Designers.

Construction Contractor

- » Oversee any subcontractors;

- » Ensure all staff are appropriately briefed on the requirements of the draft CDIMP and EMP prior to commencing any construction works;
- » Maintain up to date environmental induction training;
- » Meet project site Occupational Health & Safety requirements;
- » Develop and implement corrective actions;
- » Identify and report any non conformance to the EMP; and
- » Complete onsite monitoring and reporting as required by the CIMPs and EMP.

Superintendent

The superintendent is a representative of the contractor who is on site and ensuring works are undertaken in accordance with the design and impact management plans.

Operator

The operator is the entity that will operate the GCRT and along with an subcontractors and leases(or other contractual arrangements with partners and subordinate entities) is the lead entity responsible for the conduct and performance of the GCRT, its staff an assets. The specific nature of its responsibilities will be determined by the model proposed by proponents and agreement with TransLink.

1.3 Implementing the IMPs

The IMPs in this Volume are an element part of the CDIMP, which is a concept design and therefore not possible to identify all specific impacts as detailed design, construction strategy, mode selection, vehicle type and operational strategy will provide the level of detail necessary to develop specific IMPs. It will be the responsibility of the proponent to deliver specific detailed IMPs as part of the detailed design, construction and operation of the GCRT. The IMPs in this volume provide a link from the CDIMP to the future detailed design and implementation stages as undertaken by proponents. The IMPs in this Volume are not definitive and are intended to set the basis for further IMPs developed by the proponent in response to:

- » Detailed design;
- » Specific work methods;
- » Construction characteristics;
- » Selection of mode (i.e. Bus Rapid Transit (BRT) or Light-rail Rapid Transit (LRT) and then the specific vehicle types); and
- » Operations strategy.

The IMPs do not address all possible impacts on the GCRT and are appropriate to complement the Concept Design. As proponents develop the design and operation of the GCRT, the detail contained in the IMPs will be further refined, implemented and reviewed.



1.4 Social Impact Management Plan

The Social Impact Management Plan (SIMP) is a comprehensive high-level plan based on outcomes from the Social Impact Assessment (SIA) (refer to the Volume 7 technical report titled *Social Impact Assessment*). The SIMP has construction phase and operational phase elements and is intended to be integrated with those IMPs. For clarity, the SIMP is included in this Volume as Part 4. This enables the SIMP to be presented as one IMP, however has distinct phase related actions and mitigation measures.

Refer to Part 4 of this volume for the SIMP



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