

Figure 3.3a
South Gympie Industrial Access

Issue date 2 October 2007



- Recommended Corridor
- 275kV Overhead Power Lines
- 132kV Overhead Power Lines
- Possible Future Land Requirements
- Rivers / Creeks
- Railway
- Bruce Highway
- Traveston Crossing Dam Stage 1 FSL (RL 71m)
- Traveston Crossing Dam Stage 2 FSL (RL 79.5m)
- Traveston Crossing Dam Land Purchase Boundaries
- Cadastre
- Road Reserve



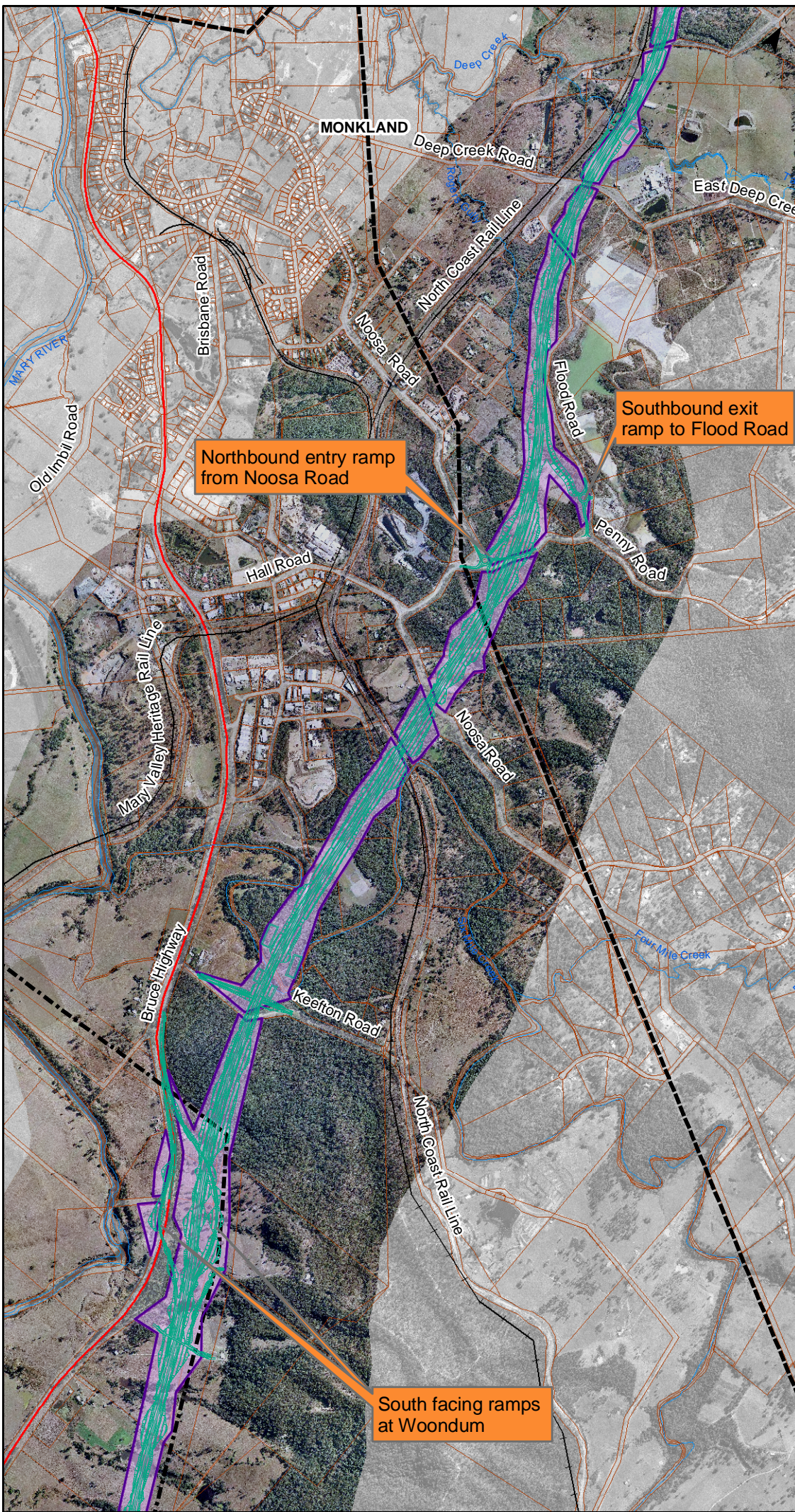
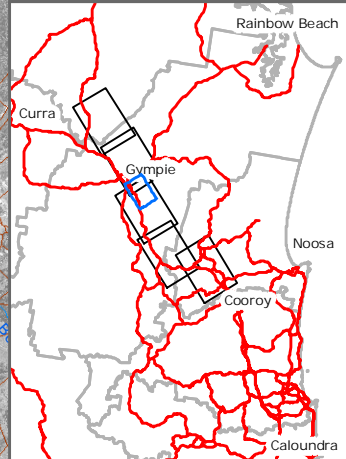
The Recommended Corridor and possible future land requirements shown on this plan are subject to change and final refinements during detailed planning and design.

Base information supplied by Noosa, Coooloolo, Tiaro and Kilkivan Shire councils, and Department of Natural Resources and Mines.

Cadastral information current as at 3 February 2007
Colour Aerial Photography supplied July 2006
Black and White Photography supplied April 2006

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*Bruce Highway (Cooroy to Curra)
Strategic Planning Study
Recommended Corridor Report*



Northbound entry ramp from Noosa Road

Southbound exit ramp to Flood Road

South facing ramps at Woondum

3.4 Gympie Connection Road interchange

The interchange to the east of Gympie needs to provide access into both the town of Gympie and to the developing coastal regions.

Tin Can Bay Road currently has the higher order in the local road network. It links traffic from the existing highway in South Gympie (via Brisbane Road and Cootharaba Road) with the coastal regions. Tin Can Bay Road is the main east west connection to Rainbow Beach and Tin Can Bay. However the function of part of this road will change once the proposed corridor is constructed. The traffic that currently uses the link from the existing highway (Brisbane Road and Cootharaba Road) will now be travelling on the proposed corridor. This change in function provides a benefit to this section of road, especially for schools which are located on this section of the road (Gympie State High, Gympie Special School, One Mile State School and Monkland State School). The section of Tin Can Bay Road near the railway line is inundated by the Q100 flood. To improve the flood immunity of the interchange on Tin Can Bay road would be difficult and expensive.

In contrast, the interchange at Gympie Connection Road is located above the Q100 flood level. This means that access to the CBD and most of Gympie would be provided during times of large floods.

The proposed traffic marginally varies between the two options; however Gympie Connection Road generates approximately 600 more vehicles per day due the more direct line into the CBD (forecast 2026 volumes). This is a relatively small increase in road volumes which is considered to be manageable.

The proposed corridor included an all movements interchange to the east of Gympie, on Gympie Connection Road, adjacent to the north coast rail line. Feedback from the community has been mixed with some preferring Tin Can Bay Road for the interchange location. Changes to the existing network are similar for both interchange options. Cooloola Shire Council did not oppose the interchange proposed at Gympie Connection Road but raised issues regarding road network upgrades associated with the change in road hierarchy.

3.4.1 Recommendation

It is recommended that the proposed interchange at Gympie Connection Road be retained as it provides access to the CBD and northern suburbs of Gympie during the times of flood. An investigation should be undertaken, when the project progresses at this location, to determine which local roads and intersections require upgrading to support the interchange.

3.5 Curra State Forest

Feedback was received in the general vicinity of the Curra State Forest indicating that the proposed corridor alignment impacted freehold properties more than was needed and that the corridor be moved further to the east.

The study team refined the proposed corridor alignment to achieve a marginal shift to the east which still provides acceptable grades and reasonable earthworks construction. Additionally the new corridor realignment avoids Old Maryborough Road and eliminates the need for its relocation. Land requirement impacts to 11 private properties are avoided by moving the alignment slightly to the east, however two additional properties are now impacted. Refer to Figure 3.5a for plan of the Curra Forest realignment.

The revised alignment moves east into the State Forest, but still has a similar footprint in terms of earthworks and environmental impacts. Discussions between DMR and the QPWS representative indicated that the proposed change in the alignment did not introduce a significant change in the impact level or effect and has not indicated any additional specific issues.

The proposed highway corridor and the revised alignment both traverse areas identified as presenting significant fauna habitat potential. Section 3.7 of this report discusses fauna movement provisions, and identifies the Curra State Forest area as one of the key sites where fauna passage will need to be specifically facilitated.

The proposed highway corridor and revised alignment traverse numerous areas mapped as Regional Ecosystems (Not Of Concern, Of Concern, and Endangered), which are protected under the *Vegetation Management Act 1999*. In particular, further liaison with the Department of Natural Resources and Water, the Environmental Protection Agency and the Commonwealth Department of Environment and Water Resources should be undertaken to develop appropriate environmental assessment and management measures as this and other stages of the design and construction of the highway upgrade are implemented.

3.5.1 Recommendation

It is recommended that prior to confirmation of the revised alignment, any newly affected landowners are contacted by DMR and provided the same level of information that other directly affected landowners have been provided. Should there be no further significant issues raised, it is recommended that the revised alignment be adopted on the basis of:

- It reduces the number of affected landowners
- It eliminates the need to realign Old Maryborough Road
- It has comparable environmental impacts to the proposed corridor.

3.6 Further Cultural Heritage Investigation

As noted in section 2.3, a specific cultural heritage investigation was undertaken to address the issue of the 'Gympie Pyramid'. This was in direct response to issues raised in submissions from the community. The cultural heritage investigation was undertaken by Archaeo Cultural Heritage Services. The approach and outcome of this investigation is detailed in **Appendix A**.

Ultimately, whilst the site was considered to have moderate local historic and social significance, it was found to have 'low' aesthetic and 'none-little' scientific significance. This is based on significance criteria established by the *Burra Charter* (Marquis- Kyle and Walker 1999). These can be summarised as:

Table 3.6: Criteria for historic sites directly affected by the project

Value	Rating	Legislative Status
Aesthetic	Low	May satisfy criteria for listing on the Local Heritage Register (currently unlisted). Unlikely to satisfy listing on the Queensland Heritage Register.
Historic	Moderate (locally)	May satisfy criteria for listing on the Local Heritage Register (currently unlisted). Unlikely to satisfy listing on the Queensland Heritage Register.
Scientific	None-Little	Does not satisfy criteria for listing on the Local or State Heritage Register (Currently unlisted).
Social	Moderate (locally)	May satisfy criteria for listing on the Local Heritage Register (currently unlisted). Unlikely to satisfy listing on the Queensland Heritage Register.

Summarised from the *Burra Charter* (Marquis- Kyle and Walker 1999).

From a heritage perspective, this report has concluded that the study area contains, at best, low-moderate levels of local cultural heritage significance.

Its local historic significance was justified on the basis of:

Representing homestead lease and settlement activities commonplace to the area in the 1870s, including the many challenges and activities associated with agricultural pursuits from this time and it's occupation in the late nineteenth century by Swiss immigrant William Cauper who built a vineyard there. Limited evidence of significant scale of works and level of disturbance of historic elements remaining on the site further diminishes this value;

(Archaeo: 2007)

Its social significance was justified on the basis of:

The historic nature of the study area has been the focal point of discussion and colourful conjecture between members of the local community for many decades now, Much of this discussion has taken place via local newspapers and other public forums.

(Archaeo: 2007)

The cultural heritage investigation has confirmed that the nature of the site does not warrant realignment of the proposed corridor. Therefore no change is recommended in this area.

The investigation recommended that:

- Detailed recording of all remaining historic features should be undertaken; and
- Suitable management procedures be established should construction uncover unexpected finds.

The assessment of significance and these recommendations are further discussed in **Appendix A**.

3.7 Fauna movement provisions

Given the strategic nature of this study, it was considered appropriate to consider the requirements at the strategic/ regional level for facilitation of fauna movement. **Appendix B** contains a report prepared by Biodiversity Assessment and Management, discussing the requirements and general arrangements that should be considered during future stages of the design and evaluation process.

Based on a preliminary habitat assessment, carried out for the strategic study area, the following four locations were identified as areas requiring special consideration with regard to fauna movement. These were:

- Yurol State Forest.
- Traveston State Forest.
- Woondum State Forest.
- Curra State Forest.

The report suggests a crossing structure spacing of no more than 500m apart, in appropriate locations along the corridor (not just in the four primary areas noted). This may include

- Underpasses: either as culverts or road bridges; and/or
- Overpasses: such as land bridges or rope bridges.

These are recommended in association with appropriate fencing, taking into consideration habitat type (and species likely to be present), vegetation structure, topography, and maintenance requirements.

Fauna crossing provisions and landscaping elements and roadside maintenance issues will also need to be considered carefully.