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Wayne Moffitt

DIRECTOR AND PRINCIPAL ECOLOGIST

With twenty-five years of experience as an environmental manager and ecologist in Queensland, New South Wales and Victoria, Wayne Moffitt has an in depth understanding of the unique qualities of these regions, their complex land management issues and the regulatory framework that affords them protection.

Wayne has lead assessment in a wide range of environments and development settings, and has advised clients in both the public and private sector on matters including; ecological assessment and management; threatened species management; bushfire hazard assessment and management; ecological monitoring; sensitive area development; and statutory compliance.

Wayne has acted in the role of principal ecological adviser (during both the design and construction phases) on large scale transport infrastructure projects such as Moreton Bay Rail Link (budget \$1.6 billion) Ipswich Motorway Upgrade – Dinmore to Goodna (Budget \$2.2 billion), and Gateway Upgrade South Busway (budget \$240 million). He has also coordinated a statewide environmental condition assessment of state-owned road corridors (project budget of \$850 000), and a specific ecological assessment of road corridors within the 5600km² Metropolitan Region (project budget of \$350 000).

In New South Wales, Wayne has advised on key projects such as the Pacific Highway Upgrade – Yelgun to Chinderah species impact statement (SIS). He has also advised local government on other technically challenging road infrastructure projects affecting species and features of state and national significance, including: the Hutley Drive extension SIS (Ballina LGA); Kingscliff Bypass SIS (Tweed LGA); and ecological assessment for road upgrade REF studies throughout Lismore LGA.

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TRANSPORT INFRASTRUCTURE EXPERIENCE

MORETON BAY RAIL LINK PROJECT

CLIENT DTMR

The \$1.2 billion Moreton Bay Rail Link project will deliver a dual track rail line between the suburbs of Petrie and Kippa-Ring in the Moreton Bay Regional Council local government area. The 12.6 km rail line traverses areas of high quality koala habitat, and crosses several waterways draining directly to the Moreton Bay Ramsar Site (a Matter of National Environmental Significance). SMEC was engaged by the Department of Transport and Main Roads to coordinate a range of environmental management studies for the project, including: development of a koala action plan; determination of koala habitat offset requirements and coordination of the offset strategy (including prioritisation of offset sites and preparation of habitat establishment plans); coordination of Vegetation Management Act offsets; preparation of threatened species management plans; and coordination of baseline water quality monitoring. Wayne was the bid coordinator, project manager and principal ecologist for this project.

IPSWICH MOTORWAY UPGRADE – DINMORE TO GOODNA

CLIENT DTMR

Wayne was the principal ecological adviser to the environmental management group within Origin Alliance (the project delivery alliance). Over a period of almost three years Wayne provided a broad range of services, including: conduct of ecological survey in proposed clearing areas to meet Nature Conservation Act 1992 protected plant and animal breeding place reporting obligations; advising on weed management and rehabilitation activities for riparian rehabilitation areas; advising on the location and design of fauna underpass structures; and preparing a process of works (PoW) for a major clearing program. The PoW set out the manner in which environmental management activities (seed collection, weed management, fauna management (spotter/catcher) and habitat offsets) were to be sequentially undertaken to minimise conflict and ensure that the goals of each program were achieved with minimal disruption to the clearing contractor.

METROPOLITAN REGION ROAD CORRIDOR ENVIRONMENTAL ASSESSMENT

CLIENT DTMR

In 2009, Wayne was project coordinator and principal scientist for the Department of Transport and Main Roads (TMR) Metropolitan Region Road Corridor Environmental Assessment (RCEA 2009). The RCEA 2009 involved detailed investigation of the 1300km metropolitan region state controlled road network to document: ecological values (the primary purpose of the assessment); degraded areas; cultural heritage; fauna road kill; pest flora; pest fauna. Collection of data for the RCEA 2009 degraded areas data field adopted the same priorities as set out for the Northern Region Degraded Areas brief (i.e. threats to driver safety; threats to road assets; threats to adjacent landowners; threats to environmental values; degradation caused or exacerbated by TMR infrastructure or activities).

NORTHERN REGION ROAD CORRIDOR ENVIRONMENTAL ASSESSMENT

CLIENT DTMR

In 2011, Wayne was project coordinator and principal scientist for the TMR (Northern Region) road corridor environmental assessment. The investigation was undertaken to identify (and prioritise for management) degraded roadside areas posing threats to: ecological values, the infrastructure of adjoining landowners, driver safety and road assets over the 1300km Northern Region state-controlled road network.

STATEWIDE ROAD CORRIDOR ENVIRONMENTAL ASSESSMENT

CLIENT DTMR

Following successful delivery of the Metropolitan and Northern Region road corridor environmental assessment programs; Wayne (in 2012) successfully tendered to complete road corridor assessment over the remaining Queensland TMR regions. The investigation followed a similar format to that undertaken in the previous regions, but presented far greater logistical and OH & S challenges. The project timeframe was also strictly defined by departmental budget allocations. The project required three teams of four staff to be in the field for six months, most often in remote areas with poor communication. Data was relayed back to the office in real time to allow GIS analysis and reporting to be completed. This in turn allowed the client to review and accept work packages for each of the regions progressively. Careful planning and management saw the project delivered on time and budget without any OH & S incidents.

GATEWAY UPGRADE SOUTH BUSWAY (GUSBUS)

CLIENT ABIGROUP CONTRACTORS

Wayne was the principal ecological adviser to the environmental management group within Abigroup Contractors for this project. Wayne provided ecological advice to the team on: (i) the Project's controlled action status under the EPBC Act; (ii) assess compliance with the Community Infrastructure Assessment Criteria of the State Government Supported Community Infrastructure Koala Conservation Policy, and determine offset requirements; (iii) locate and map animal breeding places as defined by Section 332(2) of the Nature Conservation (Wildlife Management) Regulation (2006), and prepare a breeding place management plan for the spotter/catcher; locate and map Declared Plants as defined by the Land Protection (Pest and Stock Route Management) Act 2002, and prepare a weed management plan; and (iv) record the occurrence of Endangered, Vulnerable, Near Threatened (EVNT); Type A Restricted; and Least Concern plants to satisfy reporting obligations under the Nature Conservation Act (1992) (NCA) and Nature Conservation (Protected Plants) Conservation Plan (2000) (Protected Plants Plan) Protected Plant Exemption.

GATEWAY UPGRADE SOUTH (GUS) STAGE 2A

CLIENT DTMR

Wayne coordinated ecological surveys for components of the GUS project (Stage 2a), including: mapping and counts of koala habitat trees to determine offset obligation under the Koala SPRP; determination of controlled action status under the EPBC Act, particularly in relation to the koala; identifying and mapping animal breeding places, as defined by the Nature Conservation (Wildlife Management) Regulation; locating and mapping threatened plants and plant communities; locating and mapping declared plants; and assessing the validity of Council's Natural Asset Local Law mapping.

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IPSWICH MOTORWAY UPGRADE: ROCKLEA TO DARRA (BUSINESS CASE)

CLIENT DTMR

Wayne coordinated baseline ecological assessment for the business case component of the Rocklea to Darra section of the Ipswich Motorway upgrade. Tasks completed were: (i) vegetation survey, including; threatened plant searches, mapping of all Koala habitat trees and Least Concern plants (approximately 2000 specimens); (ii) fauna assessment, in particular determining the occurrence of threatened species; (iii) impact assessment and management, in particular making recommendations for project design, biodiversity offsets and legacy works; and (iv) providing advice in regard to statutory approval process (EPBC Act referral; input into Nature Conservation Act approvals).

NOONAN RANGE UPGRADE – ECOLOGICAL CONSTRAINTS ANALYSIS

CLIENT DTMR

Previous ecological assessments for the project had identified the occurrence of several EPBC Act-listed flora and fauna species (including the critically endangered Coxen's fig parrot); highlighted that the preferred alignment would traverse and fragment endangered regional ecosystems; and identified the potential for a significant increase in fauna road kill as a result higher vehicle speeds.

SMEC was engaged to conduct an independent assessment of these concerns in regard to the two preferred corridors; advise on the likelihood of the project requiring further assessment and approval under the EPBC Act; and identify strategies for mitigation, including biodiversity offsets and fauna underpasses. Wayne was the project director for this assessment.

FRESHWATER CREEK BRIDGE ENVIRONMENTAL ASSESSMENT, QUEENSLAND

CLIENT DTMR

Wayne coordinated environmental investigations for the Freshwater Creek bridge preliminary environmental assessment. The proposed alignment crosses a freshwater wetland bordered by "Endangered" and "Of Concern" Regional Ecosystems, and supporting threatened species such as the Wallum Froglet, Koala, and Lewins Rail. Freshwater Creek also drains directly into the sensitive fish habitat areas of Hays Inlet, and the Moreton Bay Ramsar site. Wayne was part of a multi-disciplinary team which undertook environmental investigations and advises on suitability of bridge alignments and designs. Preferred options were evolved through a multi criteria analysis coordinated by SMEC.

IPSWICH MOTORWAY UPGRADE: ROCKLEA TO DARRA BUSINESS CASE

CLIENT DTMR

Wayne coordinated baseline ecological assessment for the Rocklea to Darra business case component of the Ipswich Motorway upgrade. Tasks completed included; vegetation survey, fauna habitat assessment and targeted fauna survey, riparian health assessment, and preparation of a revegetation strategy for Goodna Creek. evolved through a multi criteria analysis coordinated by SMEC.

HUTLEY DRIVE SPECIES IMPACT STATEMENT, NEW SOUTH

CLIENT BALLINA SHIRE COUNCIL

The proposed Hutley Drive extension at Lennox Head traverses the edge of the regionally significant Ballina Nature Reserve (a SEPP 14 Wetland), and will affect four endangered ecological communities, two nationally threatened plant species, four State-listed threatened plants and a number of threatened fauna species. Acting in the capacity of ecology team leader, Wayne coordinated vegetation and fauna surveys, the biodiversity approval process (including the EPBC Act Controlled Action Referral and the Species Impact Statement) and biodiversity offsets.

GATTON-ESK ROAD UPGRADE ECOLOGICAL ASSESSMENT, QUEENSLAND

CLIENT DTMR METROPOLITAN REGION

DTMR sought to widen and improve sight distances for a 16km section of Gatton-Esk Road in the west of the Metropolitan Region. The recently completed RCEA had shown that the area to be affected contained the EPBC-listed Swamp Tea Tree Threatened Ecological Community, "Endangered" Regional Ecosystems, significant fauna corridors and habitat trees. Detailed investigations were undertaken to determine the impacts of the project, and to propose ameliorative strategies. Particular consideration was required to determine the Project's potential controlled action status under the EPBC Act.

SOUTHEAST FREEWAY BIKEWAY

CLIENT DTMR

Wayne was engaged by DTMR to examine the impact and approval process (particularly in regard to the EPBC Act) of re-positioning the Toohey Forest section of the South East Freeway Bikeway. The assessment was undertaken as part of a broader study examining widening of the freeway from the Clem 7 tunnel to Mt. Gravatt. Matters of particular concern were; encroachment of development into Toohey Forest (an area on the Register of the National Estate); impacts on threatened species; and loss of canopy connectivity between Toohey Forest and Mt. Gravatt Outlook Reserve.

LOGAN MOTORWAY OPTIONS ANALYSIS

CLIENT QUEENSLAND MOTORWAYS

Wayne coordinated Koala habitat tree surveys and a calculation of offset requirement (under the Koala Conservation Plan) for a road widening investigation area on the Logan Motorway. The assessment formed part of due diligence investigations for the proposed sale of Queensland Motorways.

GATEWAY BIKEWAY UPGRADE, NUNDAH

CLIENT DTMR METROPOLITAN REGION

Wayne coordinated environmental investigations and facilitate approvals for a proposed bridge over Schulz canal. The project's impact on marine habitats was of central concern to the design team as it required approvals and offset strategies to be coordinated with DPI Fisheries. The proposed construction management and offset strategy were accepted by DPI Fisheries.

INDOOROOPILLY BIKEWAY ENVIRONMENTAL ASSESSMENT

CLIENT BRISBANE CITY COUNCIL

Wayne coordinated environmental investigations and determine approvals pathways for a proposed bikeway on the banks of the Brisbane River. The project required coordination of environmental specialists, liaison with the design team, prioritisation of options by way of a multi-criteria analysis and an options analysis report.