

Department of Transport and Main Roads
Noting Brief
MBN21929

To: Minister for Transport and Main Roads

| | |
|---|--|
| SUBJECT: Coomera Connector – Letters to Land Owners Concerning Flora and Fauna Surveys | Urgent Noting required by 14 January 2019 |
|---|--|

Summary

- The purpose of this brief is to notify you about upcoming flora and fauna surveys to be undertaken on privately-owned properties within the gazetted Coomera Connector corridor between Staplyton and Nerang.
- In mid-January 2019, the Department of Transport and Main Roads (TMR) South Coast Region intends to send letters to owners of 20 privately-owned properties to request permission to undertake non-invasive flora and fauna survey on their properties (**Attachment 1**).
- A similar letter and Notice of Entry was sent to tenants of 32 properties owned by TMR in December 2018.

Background

- Comprehensive environmental field surveys (both flora and fauna) of the entire gazetted Coomera Connector corridor began in July 2018 and are expected to be completed by mid-2019.

Issues and Suggested Approach

- In mid-January 2019, South Coast Region intends to send letters to owners of 20 privately-owned properties to request permission to undertake a non-invasive flora and fauna survey on their properties (**Attachment 1**).
- A similar letter and Notice of Entry was sent to tenants of 32 properties owned by TMR in December 2018.

Financial Implications

- There are no financial implications.

Consultation with Stakeholders

- Owners of the privately-owned properties within the gazetted Coomera Connector corridor were consulted prior to the gazettal of the corridor being confirmed in the *Queensland Government Gazette*.

Employment

- There are no employment impacts associated with this matter.

Media

- Environmental activists are vocal in the region with a particular focus on conservation of koala habitat. While the risk of negative media attention resulting from the planned flora and fauna survey is low at present, TMR South Coast Region continues to monitor the online activities of groups such as:

| | | | |
|--|--|---|--|
| Action Officer: Paul Noonan Regional Director (South Coast) Tel: 5563 6522 Date: 4 January 2019 | Endorsed by: Les Dunn General Manager (Program Delivery and Operations) Tel: 3066 5498 Date: 4 January 2019 | Endorsed by: DDG Allan Uhlmann A/Deputy Director-General (Infrastructure Management and Delivery) Tel: 3066 4334 Date: | Endorsed by: DG Neil Scales Director-General Tel: 3066 7316 Date: |
|--|--|---|--|

- Koala Crisis Facebook page – written by Ms Sue Arnold, a former Fairfax investigative journalist
- Coomera Conservation Group – instigators of the Koala Persistence Conference held on 26 November 2018 and attended by:
 - Department of Environment and Science
 - Department of State Development, Manufacturing, Infrastructure and Planning
 - City of Gold Coast
 - TMR, South Coast Region.

Election Commitments

- This matter does not relate to an election commitment.

Government Priorities

- Creating jobs in a strong economy – progression of planning for the Coomera Connector corridor could ultimately result in the creation of thousands of jobs for Queenslanders throughout the life of the project.
- Being a responsive government – progression of planning for the Coomera Connector corridor could ultimately result in the delivery of an additional north-south transport corridor link on the northern Gold Coast that will support burgeoning residential and business communities in the northern Gold Coast and reduce congestion on the M1.

Minister's comments

Noted / Not Noted

Minister's signature.....

Date 16 / 1 / 19



Our ref 500/00295
Enquiries Kate Taylor

Department of
Transport and Main Roads

XX January 2019

<Owner Name>
<Owner Street Address>
<Owner Suburb> <Owner State> <Owner Postcode>

Dear <Owner Name>

Request to undertake a flora and fauna survey on your property <RPD> at <Property Street Address>, <Property Suburb>.

The Coomera Connector (currently gazetted as the Intra Regional Transport Corridor) is a planned, future State-controlled transport corridor located between Nerang and Stapylton.

In May 2017, we wrote to you to confirm that part of your land on <RPD> at <Property Street Address>, <Property Suburb> had been gazetted as the Intra Regional Transport Corridor.

While there is currently no funding or timeframe for the design and construction for the Coomera Connector, the Department of Transport and Main Roads (TMR) is progressing early planning investigations for the gazetted corridor.

As part of early planning phase investigations, TMR is preparing to undertake environmental surveys in order to identify types of flora and fauna that may be located in the parts of the gazetted corridor.

The flora and fauna survey will be undertaken by an environmental consultant from January through until March 2019. Flora and fauna survey methods are unobtrusive and will not damage your land in any way. The results of the survey, once completed, will inform the next steps to be taken by TMR to minimise environmental impacts potentially associated with this project.

To grant permission for TMR's environmental consultant to access your property at a time between January and February 2019 to undertake a flora and fauna survey, would you please sign the attached permission form, take a photo of the completed form and return to TMR by email as soon as possible. Alternatively, you can simply send an email stating that you provide permission for TMR to enter your property to undertake the environmental survey.

Infrastructure Management and Delivery Division
Program Delivery and Operations Branch
South Coast Region
First Floor Nerang Gold Coast Office
36-38 Cotton Street Nerang Qld 4211
PO Box 442 Nerang Qld 4211

Telephone +61 7 5563 6600
Facsimile +61 7 5563 6611
Website www.tmr.qld.gov.au
Email coomeraconnector@tmr.qld.gov.au
ABN 39 407 690 291

Email: coomeraconnector@tmr.qld.gov.au

Closer to the day that access is needed to your property, TMR's environmental consultant will contact you via your preferred contact method (phone or email) to advise you specifically when they will need access to your property.

To find out more about the Coomera Connector, please visit:
tmr.qld.gov.au/coomeraconnector

If you have any questions about this letter, please contact Kate Taylor, Senior Communications Officer in this office on 5563 6600.

Yours sincerely

Paul Noonan
Regional Director (South Coast)

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Department of
Transport and Main Roads

Coomera Connector flora and fauna survey permission form

I.....(Name)

Of.....

.....(Address)

Hereby give permission for the flora and fauna survey as described in the letter from the Department of Transport and Main Roads dated XX January 2019 to be undertaken on the property I have identified above.

.....
(Signature)

Preferred Contact Method

Phone

Email

.....
(Contact Number)

.....
(Email)

Department of Transport and Main Roads
Noting Brief
MBN21942

To: Minister for Transport and Main Roads

| | |
|--|--|
| <p>SUBJECT: Coomera Connector – Communication and Engagement Key Dates</p> | <p>Urgent High profile project in active consultation phase. Recommend to note by Monday 21 January 2019.</p> |
|--|--|

Summary


- The Preliminary Evaluation of the Coomera Connector corridor is entering a critical phase of communication and engagement activities over the next 18 months.
- The purpose of this brief is to give you a comprehensive understanding of key dates for communication and engagement activities for the Coomera Connector.
- There are four key milestones that have been identified as media opportunities.
- An infographic is attached (**Attachment 1**) of the communication and engagement activities for the Coomera Connector.

Background

- The Queensland Government has prioritised planning for an additional transport corridor link on the northern Gold Coast.
- Following consultation with affected land owners in early-2019, it is anticipated that gazettal of the entire Coomera Connector corridor will be completed by May 2019.
- Following completion of the options analysis, expected in mid-2019, a master plan will be developed to determine the preferred option for the Coomera Connector corridor and completion of the Preliminary Evaluation by mid-2020.

Issues and Suggested Approach

- As a priority project, an infographic has been developed to help communicate key dates for the Coomera Connector (**Attachment 1**). This infographic is intended for internal distribution only.
- Four key engagement activities are highlighted as media opportunities:
 - May 2019: gazettal of corridor
 - August 2019: community consultation
 - March 2020: close the loop on consultation
 - September 2020: final master plan released.

| | | | |
|---|---|--|--|
| <p>Action Officer: Paul Noonan Regional Director (South Coast) Tel: 5563 6522 Date: 10 January 2019</p> | <p>Endorsed by: Les Dunn General Manager (Program Delivery and Operations) Tel: 3066 5498 Date: 14 January 2019</p> | <p>Endorsed by: DDG Allan Uhlmann A/Deputy Director-General (Infrastructure Management and Delivery) Tel: 3066 4334 Date: 15 January 2019</p> | <p>Endorsed by: DG Neil Scales Director-General  Tel: 3066 7316 Date: 10/1/19</p> |
|---|---|--|--|

- Three preparation activities will require your support with timely approval of materials:
 - July 2019: preparation for consultation
 - February 2020: inform master plan
 - August 2020: finalise master plan.
- The Department of Transport and Main Roads (TMR) suggests that regular face-to-face briefings between TMR staff and you or your representative/s will keep you up-to-date with key activities for the Coomera Connector during this critical phase.

Financial Implications

- There are no financial implications that have not already been approved.

Consultation with Stakeholders

- As a 45 km greenfield corridor that will require Australian and Queensland Government funding submissions, significant community consultation during the development of the master plan will be expected.
- Comprehensive community consultation is planned for the month of August 2019 in accordance with the Communication and Engagement Plan that you approved via COM485 (**Attachment 2**).
- Consultation activities scheduled for the month of August 2019 will provide the community with a range of opportunities to provide feedback about the project, including:
 - digital engagement: using the best practice Engagement HQ platform
 - traditional engagement: a schedule of approximately 12 community information sessions and shopping centre stands located across the 45 km corridor.

Employment

- Progression of planning for the Coomera Connector corridor could ultimately result in the creation of thousands of jobs for Queenslanders throughout the life of the project.

Media

- The Coomera Connector corridor is highly political, with Queensland State Opposition Leader, Mrs Deb Frecklington MP, Member for Nanango making public comments about perceived “delays on important infrastructure upgrades on the M1 and Second M1” (letter to the Editor, *Gold Coast Bulletin*, 21 August 2018 – **Attachment 3**).
- On 4 December 2018, Mrs Frecklington appeared in an article in the *Gold Coast Bulletin* and is quoted as saying “The LNP has agreed to funding the second M1 because we believe this is one of the most congested areas in the south east” (**Attachment 4**).

Election Commitments

- This matter does not relate to an election commitment.

Government Priorities

- Creating jobs in a strong economy – progression of planning for the Coomera Connector corridor could ultimately result in the creation of thousands of jobs for Queenslanders throughout the life of the project.
- Being a responsive government – progression of planning for the Coomera Connector corridor could ultimately result in the delivery of an additional north-south transport corridor link on the northern Gold Coast that will support burgeoning residential and business communities in the northern Gold Coast and reduce congestion on the M1.

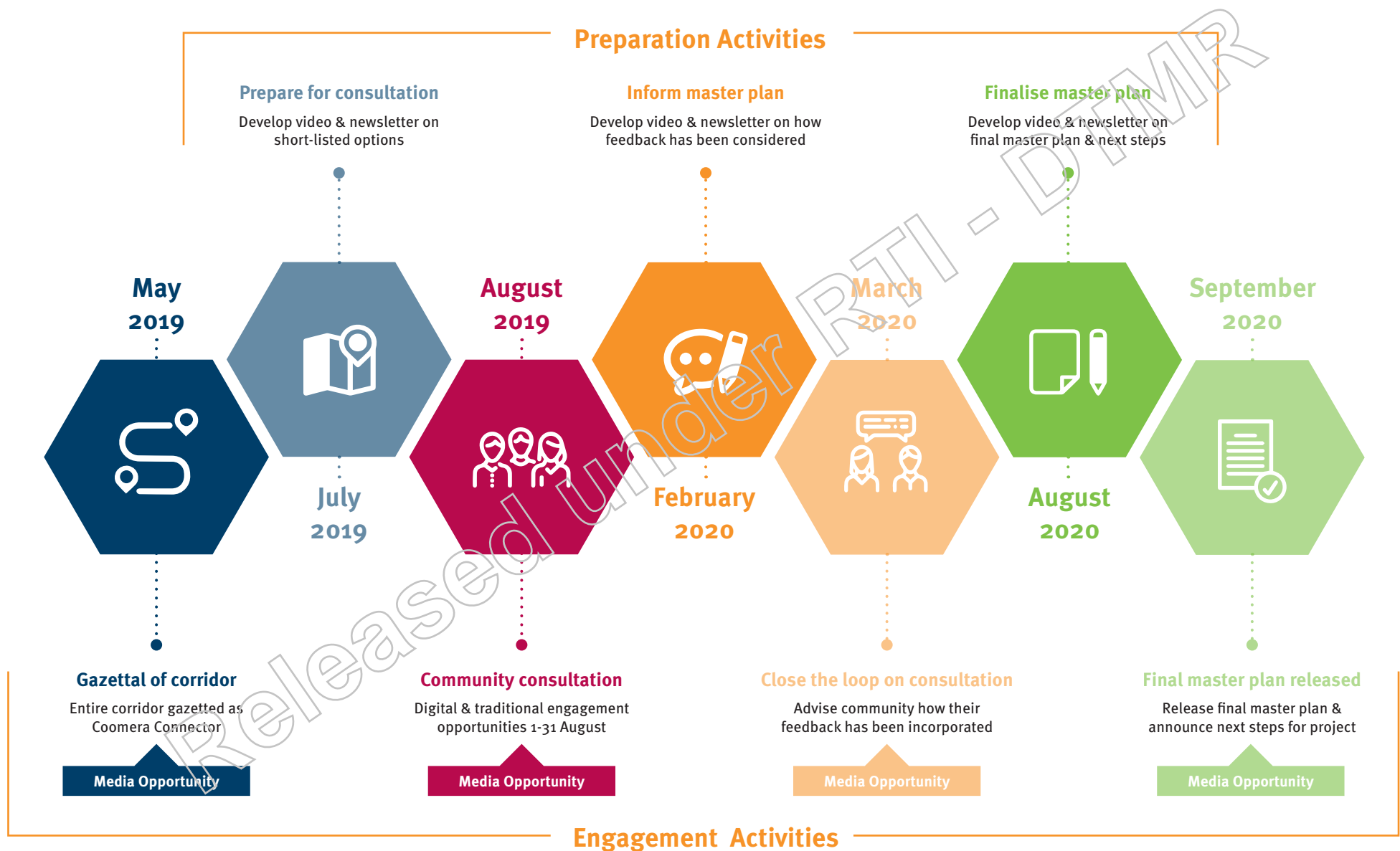
Minister's comments

Noted / Not Noted

Minister's signature.....

Date 6 / 2 / 19.....

Coomera Connector – communication and engagement key dates



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Coomera Connector Corridor

Communication and Engagement Plan – high risk

September 2018



Document control

| | |
|------------------------------|---|
| Prepared by | Kate Taylor, Senior Communications Advisor, South Coast Region |
| Project name | M1 Pacific Motorway (Loganholme to Nerang) |
| Project phase | Strategic Assessment of Service Requirement |
| District & Region | South Coast Region |
| Branch & Division | Program Delivery & Operations, Infrastructure Management & Delivery |
| Project/program | M1 Pacific Motorway (Loganholme to Nerang) |
| Project number | 697915 |
| Project location | Loganholme to Nerang |
| DocTrak ref. no. | COM485 |
| DMS ref. no. | |
| Document version | |

Departmental approvals

Refer to the appropriate Risk Assessment Tool for relevant reviewer and approver.

| Date | Name | Position | Action required (Review/endorse/approve) | Due |
|------------|-----------------|-----------------------------------|---|------------|
| 04/09/2018 | Warren McReight | A/Regional Director (South Coast) | Endorse | 04/09/2018 |
| 06/09/2018 | Oliver Wypych | PDO CSM | Reviewed | 6/9/18 |
| 07/09/2018 | Liam McGinniss | Communication Services | Reviewed | 7/9/18 |
| 11/09/2018 | Ann-Maree Knox | A/General Manager, PDO | Endorse | 13/9/18 |
| 14/09/2018 | Amanda Yeates | DD-G, IMD | Endorse | 18/9/18 |
| 14/09/2018 | Neil Scales | Director-General | Endorse | 21/9/18 |
| 18/09/2018 | Mark Bailey | Minister, TMR | Approve | 25/9/18 |

Risk level

- GACC major
 GACC minor
 High risk (but not GACC)
 Medium risk

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1. Purpose of this document

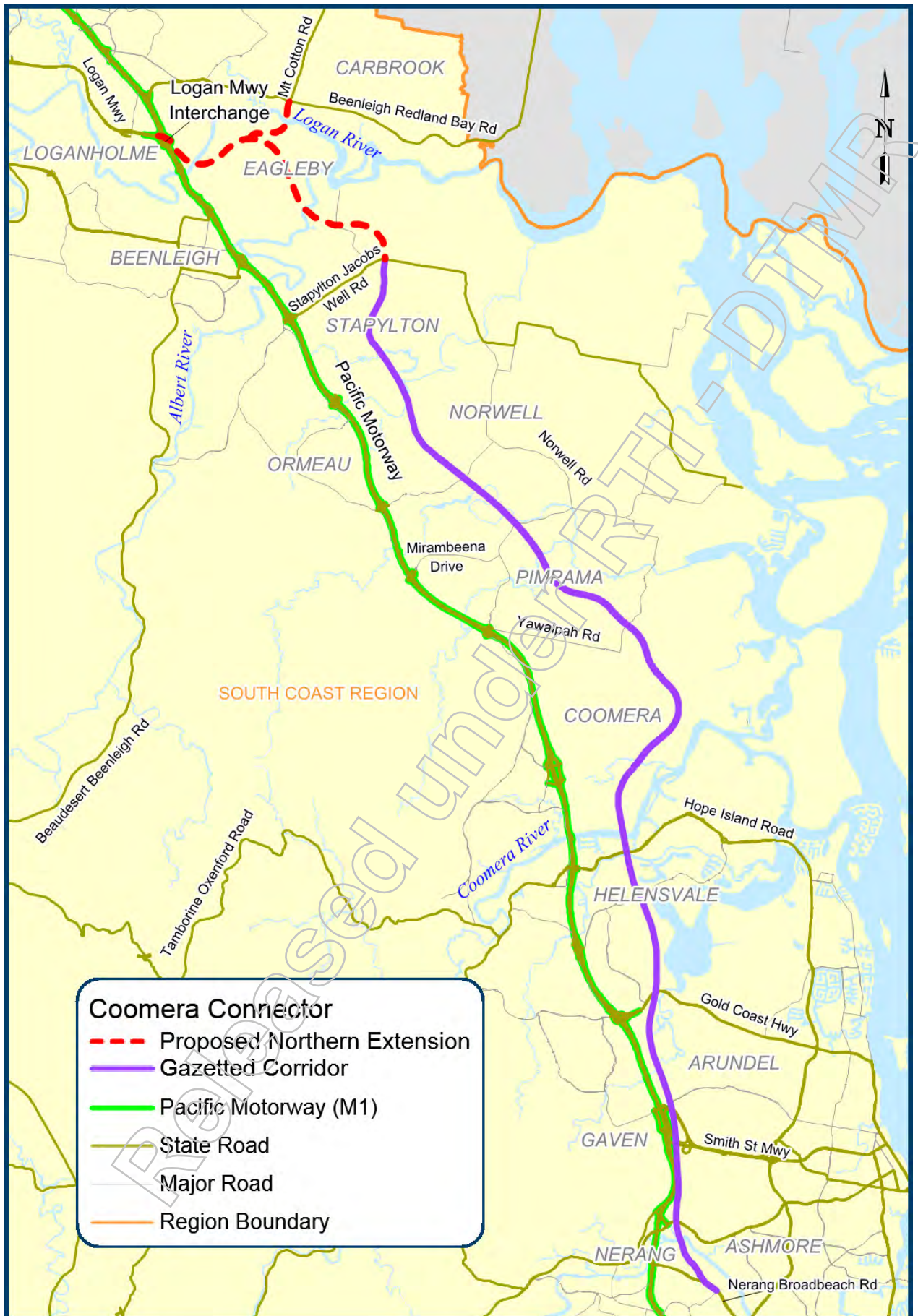
The purpose of this Communication and Engagement Plan (CEP) is to identify the Coomera Connector corridor's communication and engagement needs, activities and action plan and seek approval from Minister Bailey. This plan provides an overview of the communication and engagement activities that will be required in order to:

- secure gazettal of the proposed northern extension (Stapylton to Loganholme and Carbrook) to the existing Coomera Connector corridor (from Nerang to Stapylton, previously gazetted in two sections in 2016 and 2017) by mid-2019
- obtain community input on the preferred option for the Coomera Connector corridor prior to the preliminary evaluation for the M1 Pacific Motorway (Loganholme to Nerang) being finalised in mid-2020.

2. Background

- The Coomera Connector corridor (currently gazetted as the Intra-Regional Transport Corridor) is a future north-south road link in northern Gold Coast and southern Logan, east of the Pacific Motorway.
- The Coomera Connector is planned as a six lane, 36.5 kilometre, north-south road between Nerang-Broadbeach Road in Nerang and Stapylton-Jacobs Well Road in Stapylton. An additional section, extending north of Stapylton-Jacobs Well Road across the Logan River, is also being investigated.
- Planned as a multi-modal corridor, the Coomera Connector corridor is anticipated to include road, public transport and off-road pedestrian and cycle facilities.
- A future project in the corridor will aim to improve transport capacity and accessibility in the northern Gold Coast and southern Logan areas, whilst reducing trips on the M1 by:
 - providing an alternate north-south route to the M1 for local traffic and providing additional crossings of the Coomera, Nerang and Logan rivers
 - offering more efficient connections between the M1 and the main east-west roads
 - providing certainty around the built form of the main transport spine to enable additional supporting local upgrades to occur with certainty.
- The Department of Transport and Main Roads (TMR) is advancing transport corridor planning for the proposed northern extension of the Coomera Connector corridor, including a connection with the M1 Pacific Motorway and Logan Motorway interchange, as well as a connection to Mount Cotton Road.
- As outlined in the Coomera Connector briefing with Minister Bailey on Thursday 16 August 2018:
 - The planning for the northern extension of the Coomera Connector corridor will be finalised by the end of September 2018.
 - Planning for the northern extension of the Coomera Connector corridor will be progressed to Category B under the Approved Planning Policy by the end of November 2018.
 - The northern extension of the Coomera Connector corridor will be targeted to be gazetted and progressed to Category C by mid-2019.
- In mid-2019, it is also intended that the existing corridor will be re-gazetted to:
 - be formally declared as 'Coomera Connector' (instead of Intra-Regional Transport Corridor)
 - include minor adjustments to the corridor at Helensvale (as per Minister Bailey's approval of MBN20827)
 - include minor adjustments to the corridor at Stapylton to minimise impacts on the proposed Stapylton landfill site and to achieve a better design outcome for the northern extension.
- The preliminary evaluation for M1 Pacific Motorway (Loganholme to Nerang) is expected to be completed by mid-2020. This preliminary evaluation will consider a range of infrastructure options within the Coomera Connector corridor.

Figure 1: Coomera Connector corridor location



2.1 Timeframes and key milestones

| Activity | Targeted Timeframe |
|---|---------------------------|
| Gazettal of existing Nerang to Stapylton corridor | Complete |
| Finalisation of alignment for northern extension (Stapylton to Loganholme and Carbrook) and realignments at Helensvale and Stapylton | September 2018 |
| Planning for the northern extension to progress to Category B under TMR's Approved Planning Policy | November 2018 |
| Stage 1 consultation with MPs and Councillors on northern extension | September – December 2018 |
| Stage 1 consultation with directly impacted stakeholders/landowners on the northern corridor extension. | January – March 2019 |
| Gazettal of the northern extension and re-gazettal of the existing corridor with minor adjustments at Helensvale and Stapylton (Category C planning protection) | June 2019 |
| Stage 2 community consultation on preferred option for Coomera Connector corridor | Late 2019 – Early 2020 |
| Project Preliminary Evaluation complete (minimum of two options that best address the M1 (Loganholme to Nerang) service requirements will be recommended to be carried forward to a detailed business case – subject to funding availability) | June 2020 |

2.2 Risk level

According to the TMR communication risk assessment tool, the proposed consultation has been determined as high risk due to the following factors:

- The Coomera Connector corridor is highly contentious with Queensland State Opposition Leader, Deb Frecklington making public comments about perceived “delays on important infrastructure upgrades on the M1 and Second M1” (letter to the Editor, Gold Coast Bulletin, 21 August 2018).
- The gazetted and proposed extension of the Coomera Connector corridor spans across several State, Federal and Local Government boundaries:
 - Seven state electoral boundaries
 - Three Federal electorates
 - Five City of Gold Coast divisions
 - Four Logan City Council divisions
 - The Coomera Connector will also indirectly affect the Redland City Council region as a result of the proposed Mt Cotton Road connection changing traffic distribution in the area.
- Land owners and business owners will become aware of property implications ranging from access alterations, noise increases as well as property resumptions. Potential disruptions during construction may also be raised.
- Stakeholder groups will have a heightened awareness of potential environmental impacts associated with the preferred options for the corridor.
- Potential for an increase in public submissions / comments to the federal Department of the Environment and Energy (DoEE) if/when a referral is lodged under the provisions of the Environmental Protection and Biodiversity Conservation Act (EPBC).

2.3 Funding and branding

The Queensland Government has committed \$5 million in the Queensland Transport and Roads Investment Program (QTRIP) 2018-19 to 2021-22 to progress planning to address M1 congestion between Loganholme and Nerang, specifically considering how to best utilise the Coomera Connector corridor.

2.4 Government commitments

In addition to the \$5 million of funding committed in the current QTRIP, the following public commitments have been made in relation to the Coomera Connector corridor:

- Minister for Transport and Main Roads, Mark Bailey's letter to the Editor of the Gold Coast Bulletin on 19 July 2018 in which he states "We're investing \$5 million to lock that down [securing the whole corridor] so that it can be progressed to the capital investment stage after three years of LNP inaction".
- TMR's website provides an overview of the Coomera Connector corridor including links to the gazettal documents for the existing corridor. The webpage also notes that early acquisition of properties is possible in cases where property owners are experiencing hardship.
- TMR's website and QTRIP also note that an additional section, extending north of Stapylton-Jacobs Well Road to potentially connect with the Logan Motorway is also being investigated.
www.tmr.qld.gov.au/Projects/Name/C/Coomera-Connector
- TMR owns 89 properties within the existing gazetted corridor, with \$4 million worth of required land being acquired under the department's Hardship Acquisition Policy since the gazettal of the corridor in 2016 and 2017.

2.5 Consultation and research to date

Consultation with directly impacted landowners on the already gazetted Nerang to Stapylton corridor was undertaken previously prior to the gazettal of the corridor in two stages in 2016 and 2017.

Consultation with Logan City Council is currently underway at an officer level to discuss potential impacts on several parcels of Council owned land located in the proposed additional northern corridor area.

3. Goals and objectives

3.1 Communication goal

The goal of communication and engagement for the Coomera Connector corridor is twofold:

1. To ensure that directly impacted landowners in the proposed northern extension to the Coomera Connector corridor are aware of future TMR planning for the proposed corridor and have the opportunity to seek additional information.

The Stage 1 consultation phase in the Communications Action Plan addresses this goal.

2. To ensure that wider community consultation is undertaken regarding the preferred options for the Coomera Connector corridor to seek community input prior to the preferred options being finalised. Note, a minimum of two options are required to be carried forward from the Preliminary Evaluation phase into the Detailed Business Case phase. These options are to address the service requirements for the M1 (Loganholme to Nerang) section. The options do not have to reside within the Coomera Connector corridor, however it is likely that at least one option utilising the corridor will be taken forward.

The Stage 2 consultation phase in the Communications Action Plan addresses this goal.

3.2 Communication objectives

To achieve the communication goal above, the following objectives have been identified:

- (1) Provide opportunities for stakeholders and the community to seek information and ask questions about the Coomera Connector corridor.
- (2) Gain a thorough understanding of local issues/concerns and opportunities so these can be addressed in the planning and design process.
- (3) Provide the community with an understanding of the steps required to be undertaken before construction of any project can start within the corridor.

These objectives will be used to evaluate the proposed communication success at completion.

4. Engagement scope

4.1 Level of engagement

TMR recognises the following three levels of engagement.

- (1) Inform (for example: fact sheets, webpages, etc.)
- (2) Consult (for example: public feedback periods, focus group, surveys, etc.)
- (3) Involve (for example: workshops, deliberative polling, etc.)

The Stage 1 consultation phase (as outlined in the Communications Action Plan) proposes to engage at the **inform** level.

The Stage 2 consultation phase (as outlined in the Communications Action Plan) proposes to engage at the **consult** level.

4.2 Negotiables

| Topic | Details | What the community can impact on this matter |
|------------|---|--|
| Engagement | Further engagement after the Preliminary Evaluation phase. | The region may undertake further engagement activities if additional stakeholders or issues are identified. |
| Design | There is the potential for alignment changes to the corridor to be made based on local information provided or issues identified by stakeholders. | For example, alignment changes may be able to be made based on hydraulic, environmental, land use or cultural heritage considerations. When the northern extension is gazetted, the same rules will apply. |

4.3 Non-negotiables

| Topic | Details | What the community can impact on this matter |
|-----------|----------------------------|--|
| Alignment | Overall corridor alignment | The existing Coomera Connector corridor has already been declared as a future state controlled road. In general terms, any significant alignment change will not occur unless backed by strong evidence relating to matters of hydraulic, environmental or cultural heritage significance and where an alternative feasible option is available. Once the northern extension is gazetted, the same rules will apply. |

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5. Stakeholders

5.1 Project team

Key members of the project team are identified in Table 1.

Table 1: Project team

| Role | TMR or external | Name and contact details | Responsibilities |
|--|--------------------|--------------------------|---|
| Project Director | Consultant for TMR | Adrian Bitzios | <ul style="list-style-type: none"> Strategic project direction Alignment with other M1 related projects Review of key deliverables Traffic & transport / Economics advisor |
| Project Manager | Consultant for TMR | Wade Arthur | <ul style="list-style-type: none"> Delivery of SASR, Options Analysis, Preliminary Evaluation, IIC, IA and PPR submission/s Management of technical advisors Management of project risk, cost estimating and project benefits reporting |
| Project Manager (Corridor Protection and Controls) | TMR | Kimberley Yaun | <ul style="list-style-type: none"> Corridor gazettal & planning approvals Managing adjacent developments Project governance and reporting Project plan and schedule/program |
| Principal Designer | TMR | Scott Smale | <ul style="list-style-type: none"> Supervise progress of, and review design activities Technical review of deliverables by technical advisors |
| Environmental Officer | TMR | Deborah Glassop | <ul style="list-style-type: none"> Coordinate environmental investigations Technical review of environmental reports produced by technical advisors Identify appropriate environmental approvals and progress those approvals Provision of accurate / timely environmental technical input into comms materials and technical documents |
| Customer and Stakeholder Management Officer | TMR | Kate Taylor | <ul style="list-style-type: none"> Develop and implement communication and engagement plans |

5.3 Internal

Internal TMR stakeholders, separate to the project team, are identified in Table 2.

Table 2: Internal stakeholders

| Role | Name | Interests/concerns |
|---|---|---|
| Minister for Transport and Main Roads | The Honourable Mark Bailey | <ul style="list-style-type: none"> • Whole of program • Progress • Issues and reputation risks |
| Director-General | Neil Scales | <ul style="list-style-type: none"> • Whole of program • Progress • Issues and reputation risks |
| Deputy Director-General (IMD) | Amanda Yeates | <ul style="list-style-type: none"> • Whole of program • Progress • Issues and reputation risks |
| General Manager (PDO) | Les Dunn | <ul style="list-style-type: none"> • Department reputation risks |
| Regional Director South Coast | Paul Noonan | <ul style="list-style-type: none"> • Whole of program • Progress • Issues and reputation risks |
| District Director South Coast | Warren McReight | <ul style="list-style-type: none"> • Whole of program • Progress • Issues and reputation risks |
| Regional Planning Manager | Alan Stone | <ul style="list-style-type: none"> • Planning program and funding |
| Manager (Project Planning & Corridor Management) | David Robinson | <ul style="list-style-type: none"> • Planning governance and resource management |
| Team Leader (Project Planning) | John McCormack | <ul style="list-style-type: none"> • Planning governance and resource management |
| TMR Property Services | Donna Brunello (Director, Property Acquisitions and Disposals) and team | <ul style="list-style-type: none"> • Property services negotiations |
| TMR Media team | Natalie Gauld (Director) and team | <ul style="list-style-type: none"> • Issue and reputation risks |
| Communication Services team | Liam McGinniss (Key Account Manager, IMD) | <ul style="list-style-type: none"> • Review of external communications • Coordinate requests for social media |
| PSO CSM team | | <ul style="list-style-type: none"> • Review CEP, Communications Brief and communication materials |
| Portfolio Investment and Planning Branch / Transport Strategy and Planning Branch | | <ul style="list-style-type: none"> • Project planning review and endorsement |

| Role | Name | Interests/concerns |
|-------------------------------------|------|---|
| Transport Corridor Acquisition Fund | | <ul style="list-style-type: none"> Project planning funding for acquisitions |

5.4 External

Key external stakeholders have been identified in Table 3. This list will continue to evolve as new stakeholders become known to the project team.

Table 3: External stakeholders

| Type | Name/Role | Potential issues/interests | Mitigations |
|--|---|--|--|
| Elected representatives – State | Mrs Melissa McMahon Member for Macalister | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| | Mr Michael Crandon Member for Coomera | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| | Mr Mark Boothman Member for Theodore | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| | Mr David Crisafulli Member for Broadwater | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| | Ms Meaghan Scanlon Member for Gaven | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| | Mr Sam O'Connor Member for Bonney | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| | Mr Rob Molhoek Member for Southport | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| Elected representatives – Federal | Mr Bert van Manen Member for Forde | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| | Hon. Stuart Robert Member for Fadden | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| | Mr Steven Ciobo Member for Moncrieff | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| Elected representatives – Local Logan City Council | Councillor Steve Swenson Division 3 | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| | Councillor Stacey McIntosh Division 6 | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |

| Type | Name/Role | Potential issues/interests | Mitigations |
|---|---|---|---|
| | Councillor Darren Power Division 10 | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| | Councillor Jennie Breene Division 12 | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| Elected representatives – Local City of Gold Coast | Deputy Mayor Councillor Donna Gates Division 1 | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| | Councillor William Owen-Jones Division 2 | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| | Councillor Cameron Caldwell Division 3 | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| | Councillor Dawn Crichlow OAM Division 6 | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| | Councillor Robert La Castra Division 8 | <ul style="list-style-type: none"> Issues of constituents | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| Government departments/ agencies – State | Department of Natural Resources and Mines and Energy Department of Environment and Science Department of State Development, Manufacturing, Infrastructure and Planning Department of Agriculture and Fisheries | <ul style="list-style-type: none"> Continuity of service to clients Environmental matters Land use matters Development assessment matters Land matters | <ul style="list-style-type: none"> Briefings as approved by Minister's Office |
| Government departments/ agencies – Federal | Department of Infrastructure, Regional Development and Cities | <ul style="list-style-type: none"> Safety, efficiency and reliability of the National Land Transport Network (M1 – Pacific Motorway) | <ul style="list-style-type: none"> Keep informed through M1 Pacific Motorway Steering Committee meetings (quarterly) |
| Government departments/ agencies – Local | Logan City Council and investLogan | <ul style="list-style-type: none"> Potential impacts on Logan City Council owned land and associated developments | <ul style="list-style-type: none"> Keep regularly informed in accordance with Minister's Office approvals |
| | Redland City Council | <ul style="list-style-type: none"> Potential additional traffic in Council area due to Coomera Connector | <ul style="list-style-type: none"> Keep regularly informed in accordance with Minister's Office approvals |
| | City of Gold Coast | <ul style="list-style-type: none"> Potential interfaces with Council projects | <ul style="list-style-type: none"> Keep regularly informed in accordance with Minister's Office approvals |

| Type | Name/Role | Potential issues/interests | Mitigations |
|-------------------------------------|--|---|--|
| Environmental | Various – to be identified | <ul style="list-style-type: none"> Potential impact on environment | <ul style="list-style-type: none"> Keep regularly informed in accordance with Minister's Office approvals |
| Indigenous groups | Gold Coast Native Title Group Danggan Balun (Five Rivers) People Jabree Ltd | <ul style="list-style-type: none"> Potential impacts to Aboriginal Cultural Heritage | <ul style="list-style-type: none"> Keep regularly informed in accordance with Minister's Office approvals |
| Business/Community Groups | Chambers of Commerce Retail Industrial estates Farming communities Schools Media Cycling Housing developments | <ul style="list-style-type: none"> Scope of works Viability and continuity of business Impacts to property, access, drainage and amenities Timing Future construction impacts Pedestrian/cyclist safety | <ul style="list-style-type: none"> Keep regularly informed in accordance with Minister's Office approvals |
| Directly affected property owners | Properties directly affected by proposed northern extension | <ul style="list-style-type: none"> Land requirement details Future timing of land requirements Early acquisition | <ul style="list-style-type: none"> Keep regularly informed in accordance with Minister's Office approvals |
| Indirectly affected property owners | Properties within proximity of the corridor | <ul style="list-style-type: none"> Opportunity to reduce future congestion Potentially changed traffic environment Potentially changed noise environment | <ul style="list-style-type: none"> Keep regularly informed in accordance with Minister's Office approvals |
| Transport operators | Trucking industry Bus Companies Tourism operators RACQ Transurban | <ul style="list-style-type: none"> Network safety, efficiency and capacity Connectivity | <ul style="list-style-type: none"> Keep regularly informed in accordance with Minister's Office approvals |
| Road users/commuters | All road users who travel in the vicinity of the corridor | <ul style="list-style-type: none"> Opportunity to reduce future congestion | <ul style="list-style-type: none"> Keep regularly informed in accordance with Minister's Office approvals |
| PT users | Impact on PT services in terms of level of service including reliability, cost, timeliness, comfort and safety | <ul style="list-style-type: none"> Opportunity for future PT | <ul style="list-style-type: none"> Keep regularly informed in accordance with Minister's Office approvals |

6. Issues and risks

The potential issues and risks for the Coomera Connector corridor are identified in Table 4.

Table 4: Issues and risks

| Stakeholder impacted | Issue/Risk | Issue/risk level | Mitigation measure |
|--|--|--|--|
| Local residents | Concerns about potential decline in property values, noise, diminished amenity, changed road network, environmental impacts | <ul style="list-style-type: none"> High | <ul style="list-style-type: none"> Provide opportunities for local residents to find out more information about the Coomera Connector corridor and provide feedback about their concerns. |
| General SE Qld community and media | Expectations about timeframes and solving congestion issues resulting in negative media and reputational risk | <ul style="list-style-type: none"> High | <ul style="list-style-type: none"> Reset expectations by communicating early with the community about what's involved in the planning stages of a project of this scale and how long planning and approvals can take. Communicate early about what construction staging might look like. |
| General SE Qld community and media | Concerns about environmental impacts | <ul style="list-style-type: none"> High | <ul style="list-style-type: none"> Communicate early about comprehensive environmental survey and approvals required. |
| Qld Government | Political interference (leveraging off such a major project) between opposing parties and differing tiers of government result in negative media and reputational risk to TMR, and the project itself | <ul style="list-style-type: none"> High | <ul style="list-style-type: none"> Proactive briefing of elected representatives at each stage of the consultation process. Ensure technical matters of high risk are well understood and communicated appropriately and in a timely manner. |
| General SE Qld community and media, Qld Government | There is a risk undertaking community consultation at this stage of the planning process. There is insufficient certainty that the 'preferred option' in the Coomera Connector corridor that is being presented for consultation will progress through to being a project. | <ul style="list-style-type: none"> | <ul style="list-style-type: none"> Consider delaying consultation until a project has been confirmed and funded. Be cautious in how information is presented to the public, making it clear that what is being presented is a concept only and that a project in that form or corridor may not be constructed. |

7. Communication approach

7.1 Communication budget

Stage 1 consultation phase – Nil.

Stage 2 consultation phase - \$975,000.

An indicative budget of \$975,000 would be required to deliver the following planned communication activities.

All budgeted figures are approximate only and may be subject to change as scope of each item is more clearly defined.

7.2 Communication action plan

The proposed communication action plan is identified in Table 5.

Table 5: Communication action plan

Stage 1 consultation phase – proposed northern extension

| Timing | Activity | Description | Target audience | Distribution method | Budget (approx.) |
|----------------------------|--|--|---|---|------------------|
| September – December 2018 | Elected representative briefings | Brief elected representatives by email and offer one on one briefings prior to contacting directly impacted landowners | Elected representatives | Email Briefings | Nil |
| 28 January – 15 March 2019 | Letters to, and meetings with, directly impacted stakeholders/landowners | Letters to inform landowners of the department's intention to gazette northern extension to corridor and offer face to face meetings | Directly impacted stakeholders/landowners | Letters Face to face meetings | Nil |
| March 2019 | Consultation report | Report summarising consultation findings | Internal stakeholders | Written report of consultation findings | Nil |
| April 2019 | Elected representative briefings | Brief elected representatives by email to advise of imminent gazettal of northern corridor extension | Elected representatives | Email | Nil |
| Ongoing | TMR website project page | Upload approved content to TMR website as required | All stakeholders | TMR webpage | Nil |

| Timing | Activity | Description | Target audience | Distribution method | Budget (approx.) |
|--------------|--------------|---|-----------------------|---|------------------|
| Ongoing | Enquiries | Respond to enquiries from all stakeholders as required | All stakeholders | TMR webpage Project Email Inbox Telephone enquiries Ministerial Correspondence | Nil |
| Ongoing | Key messages | Updated continuously to ensure that consistent messaging is used in all external communications | Internal stakeholders | Internal briefings of public facing officers | Nil |
| TOTAL | | | | | Nil |

Stage 2 consultation phase –community consultation on entire project corridor*

| Timing | Activity | Description | Target audience | Distribution method | Budget (approx.) |
|------------------------|---|---|---|--|------------------|
| January – March 2019 | Strategy development | Consultant to be engaged to develop comprehensive consultation and engagement strategy | Internal stakeholders | Written consultation strategy | \$25,000 |
| July 2019 | Elected representative briefings | Brief elected representatives by email and offer one on one briefings prior to undertaking broader community consultation | Elected representatives | Email Briefings | Nil |
| July – December 2019 | Presentations | Presentations to community groups, Chambers of Commerce, environmental groups and so on. | Various stakeholder groups | Group presentations | Nil |
| Late 2019 / Early 2020 | Launch of community consultation period | Media event for Minister to announce opening of community consultation period | All Stakeholders | Media release Media event | \$20,000 |
| Late 2019 / Early 2020 | Fact sheet | Prepare and distribute fact sheet to provide stakeholders with an overview of the project options | All stakeholders | Distribute with letters to directly impacted stakeholders/landowners | Nil |
| Late 2019 / Early 2020 | Online survey | Online survey to efficiently collect stakeholder feedback and input | General South East Queensland community | Online survey | \$100,000 |
| Late 2019/ Early 2020 | Newsletter #1 | Introduction Mapping How to have your say and contact the project team | General South East Queensland community | Letterbox drop Community information sessions | \$40,000 |

| Timing | Activity | Description | Target audience | Distribution method | Budget (approx.) |
|-----------------------|--------------------------------|---|---|--|------------------|
| Late 2019/ Early 2020 | Community information sessions | A series of community information sessions held in key corridor locations to provide the broader community with information about project options, to seek feedback and to identify any outstanding issues. Information display to include large scale mapping, 3D models of concepts, posters and so on. Sessions to be held over a 6 week formal consultation period. | General South East Queensland community | 13 sessions in total - one mid-week session in each location plus an additional weekend session in the locations in bold: <ul style="list-style-type: none"> • Nerang • Helensvale • Coomera • Pimpama • Stapylton • Alberton • Eagleby • Carbrook • Loganholme | \$250,000 |
| Late 2019/ Early 2020 | Advertising | Advertisements to advise the community about the community consultation period with a call to action to invite the community to provide feedback | General South East Queensland community | Radio Print Community service announcements | \$50,000 |
| Late 2019/ Early 2020 | Public Relations | Public relations campaign to communicate the key benefits of the project options and encourage the community to get involved in the consultation process | General South East Queensland community | | \$50,000 |
| Late 2019/ Early 2020 | Social Media | Development and publishing of social media posts to advise the community about the community consultation period with a call to action to invite the community to provide feedback | General South East Queensland community | Facebook Twitter Instagram | \$20,000 |
| Early 2020 | Consultation report | Collation of feedback from community consultation period and development of comprehensive consultation report | Internal stakeholders | Written report of consultation findings | \$30,000 |
| Early 2020 | Newsletter #2 | Highlights of community consultation and outlining how feedback influenced the final preferred options Highlights steps required to be undertaken prior the project/s being delivered. | General South East Queensland community | Letterbox drop | \$40,000 |
| Ongoing | TMR website project page | Upload approved content to TMR website as required | All stakeholders | TMR webpage | Nil |

| Timing | Activity | Description | Target audience | Distribution method | Budget (approx.) |
|--------------|--------------|---|-----------------------|---|------------------|
| Ongoing | Enquiries | Respond to enquiries from all stakeholders as required | All stakeholders | TMR webpage Project Email Inbox Telephone enquiries Ministerial Correspondence | Nil |
| Ongoing | Key messages | Updated continuously to ensure that consistent messaging is used in all external communications | Internal stakeholders | Internal briefings of public facing officers | Nil |
| Contingency | | | | | \$350,000 |
| TOTAL | | | | | \$975,000 |

* Planned activities for Stage 2 consultation phase to be reviewed in late 2019 to include learnings from Stage 1 consultation phase.

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8. Approvals

Table 6: Communciation materials approvals matrix

| Item | Project team | District Director | Regional Director | PDO CSM | Communi cation Services | PIP | Media/ Social media team | General Manager | Deputy Director General | Director-General | Minister |
|---|--------------|-------------------|-------------------|--|-------------------------|------------------------------|--------------------------|------------------------------------|---|---|---|
| Approval time required (working days) | | | | 2 | 3 | | | 3 | 3 | 5 | |
| Other details | | | | To coordinate GM, DDG and Comm Services approvals. | | PDFs only. No text versions. | | PDO CSM to organise this approval. | PDO CSM to organise this approval. PDFs only. No text versions. | Approval via DocTrak COM profile with MBN template PDFs only. No text versions. | Approval via DocTrak COM profile with MBN template PDFs only. No text versions. |
| Collateral • Newsletters (hard copy and electronic) | Endorse | Endorse | Endorse | Review | Review | Endorse | NA | Endorse | Endorse | Endorse | Minister's Office to approve |
| Collateral • Fact sheets • Flyers • Maps | Endorse | Endorse | Endorse | Review | Review | Endorse | NA | Approve | NA | NA | Minister's Office to approve |
| Stand-alone consultation website and online survey | Endorse | Endorse | Endorse | Review | Review | Endorse | NA | Approve | Endorse | Endorse | Minister's Office to approve |
| Letters to directly impacted stakeholders/landowners | Endorse | Endorse | Endorse | NA | NA | NA | NA | NA | NA | NA | Minister's Office to approve |
| Community information sessions | Endorse | Endorse | Endorse | Review | Review | Endorse | NA | Endorse | Endorse | Endorse | Minister's Office to approve |
| TMR website – update to existing text • Also includes all other collateral that will be published online | Endorse | Endorse | Endorse | Review | Review | FYI | NA | Endorse | Approve | NA | Minister's Office to approve |
| Online • Text for external webpages | Endorse | Endorse | Endorse | Review | Review | Endorse | NA | Approve | NA | NA | Minister's Office to approve |

| Item | Project team | District Director | Regional Director | PDO CSM | Communication Services | PIP | Media/Social media team | General Manager | Deputy Director General | Director-General | Minister |
|---|--------------|-------------------|-------------------|---------|------------------------|---------|-------------------------|-----------------|-------------------------|------------------|------------------------------|
| Social media <ul style="list-style-type: none"> Facebook Twitter Instagram | Endorse | Endorse | Endorse | FYI | Review | Endorse | Approve | NA | NA | NA | Minister's Office to approve |
| Advertising <ul style="list-style-type: none"> Print advertisements Radio advertisements Community service announcements | Endorse | Endorse | Endorse | FYI | Review | Endorse | NA | Approve | NA | NA | Minister's Office to approve |
| Presentations to external groups | Endorse | Endorse | Endorse | Review | Review | Endorse | NA | Endorse | Endorse | Endorse | Minister's Office to approve |
| Face-to-face/Telephone <ul style="list-style-type: none"> Meetings/briefings with non-elected reps SMS updates | Approve | NA | NA | NA | NA | NA | NA | NA | NA | NA | Minister's Office to approve |
| Face-to-face/Telephone <ul style="list-style-type: none"> Meetings/briefings with elected reps¹ | Endorse | Endorse | Approve | NA | NA | NA | NA | NA | NA | NA | Minister's Office to approve |
| Media statements | Endorse | Endorse | Endorse | NA | NA | Endorse | Approve | NA | NA | NA | Minister's Office to approve |
| Articles for industry publications | Endorse | Endorse | Endorse | Review | Review | Endorse | NA | Approve | NA | NA | Minister's Office to approve |
| Multimedia (publishing online or via social media) <ul style="list-style-type: none"> Time lapse footage Drone footage | Endorse | Endorse | Endorse | Review | Review | FYI | Approve | NA | NA | NA | Minister's Office to approve |
| Signage | Approve | NA | NA | NA | NA | NA | NA | NA | NA | NA | Minister's Office to approve |

¹ All meetings with elected representatives will be undertaken in line with the guidelines on PDO Connect.
Coomera Connector Corridor – Communication and Engagement Plan – high risk

| Item | Project team | District Director | Regional Director | PDO CSM | Communication Services | PIP | Media/Social media team | General Manager | Deputy Director General | Director-General | Minister |
|--------------|--------------|-------------------|-------------------|---------|------------------------|--------|-------------------------|-----------------|-------------------------|------------------|------------------------------|
| Key messages | Endorse | Endorse | Endorse | Review | Review | Review | NA | Endorse | Endorse | Endorse | Minister's Office to approve |

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9. Evaluation

The effectiveness of this communication and engagement plan will be evaluated throughout the planning and consultation activities, as well as at consultation completion as identified in Table 7.

Table 7: Evaluation

| Objective | Evaluation measure | Evaluation frequency |
|---|--|----------------------|
| Provide opportunities for stakeholders and the community to seek information and ask questions about the Coomera Connector corridor. | <ul style="list-style-type: none"> • Identify all directly impacted property owners and establish a stakeholder database to record interactions. • Ensure 100% of directly impacted property owners are proactively informed about Coomera Connector corridor requirements. • Proactively promote the Coomera Connector email group/stakeholder list in all materials. | Ongoing |
| Gain a thorough understanding of local issues/concerns and opportunities so these can be addressed in the planning and design process. | <ul style="list-style-type: none"> • Hold a number of community information sessions located across the corridor. • Communicate and promote details of information sessions. • Implement online survey to capture feedback from community. • Prepare comprehensive consultation report. • Provide feedback to community about how feedback was incorporated into planning/design. | Late 2019 |
| Provide the community with the latest information available about next steps for planning, design, and seeking approvals for any works within the Coomera Connector corridor. | <ul style="list-style-type: none"> • Update community about future planning after Stage 2 consultation process. This will include the steps required to be undertaken prior to any works being initiated. | Early 2020 |



REVELATIONS that more than \$80 million left in the Commonwealth Games contingency fund is likely to go back to Treasury coffers is just more evidence of Annastacia Palaszczuk short-changing the Gold Coast. These shocking revelations come on the back of delays on important infrastructure upgrades on the M1 and Second M1.

A reduction in local police at the same time crime continues to soar and bikie gangs are back on the coast.

And it comes as bikie gangs expand their territory and peddle drugs like ice to our kids.

This is not good enough and the Gold Coast deserves better.

This is money that could go towards installing airconditioning in every state school classroom for Gold Coast kids and teachers, bust congestion by fast-tracking a second M1 or improve patient care by slashing waiting times at the Gold Coast University Hospital.

It's money that was set aside for the Gold Coast and it's money that should be spent on the Gold Coast.

Anything less than that is just another arrogant move from an arrogant Labor Government.

The LNP is the only party that will always stand up for the Gold Coast and fight to ensure local residents get their fair share.

DEB FRECKLINGTON, LNP LEADER

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Deb came for brekkie

Road congestion the hot topic at Valerie's

EMILY HALLORAN

QUEENSLAND'S transport minister is refusing to have breakfast with a Gold Coast retiree to discuss how to ease traffic congestion in the city's fastest-growing northern corridor.

The Brisbane-based minister, Mark Bailey, again turned down Valerie Edwards' offer yesterday for bacon and eggs at her Coomera home after she became fed up with taking 40 minutes to travel just over 4km.

But the Opposition leader Deb Frecklington yesterday took up Ms Edwards' offer for breakfast before driving around the suburb to experience the traffic with Coomera MP Michael Crandon.

Ms Frecklington implored Mr Bailey to take action immediately instead of waiting for her to possibly be elected in 2020.

"We have announced we will build a second M1 and we don't want to wait," she said. "We will continue to advocate for it.

"The Coomera/Pimpama area is the fastest-growing suburb in Queensland and the second fastest in Australia.

"It affects people on a daily basis.

"The LNP has agreed to funding the second M1 because we believe this is one of the most congested areas in the south east."

Mr Crandon said he had

tried to speak to Mr Bailey a number of times in an effort to ease congestion.

"The new M2 would take 60,000 vehicles off the M1 every day," Mr Crandon said.

"We have all of the figures and plans already.

The duplication of exits 41 and 49 it would be around \$80 million each.

"For Exit 45, it looking to cost about \$10 million a side for both an on or off ramp."

Mr Bailey last week told the *Bulletin* "we're upgrading exits 38, 41, 45 and 49, with a half a million dollars advancing the required planning for the Exit 45 at Ormeau Exit 49 at Pimpama."

"We now see traffic queues backing up on the M1 at

major exits because the previous LNP government's cuts ignored the necessary planning and investment needed to manage the northern Gold Coast's growth.

"These interchange upgrades are an important part of our fully funded M1 commitment to build at least six lanes wide from Brisbane to the New South Wales border.

"Four fully funded M1 upgrades worth \$2.3 billion have been announced under the

Palaszczuk Government and work has started on two of those upgrades after no upgrades under the LNP."

Asked if he would reconsider Ms Edwards's offer for

breakfast, Mr Bailey sent the *Bulletin* the same press release in response as he had last week.

Ms Edwards said she would not give up until someone took action.

"I will be organising a meeting with the minister in Brisbane. I don't think he knows who I am and that I don't give up easily," she said.

A council report this year revealed congestion in the area was caused by motorists driving across the interchange bridges on the M1, with just 40 per cent wanting to access the motorway.

Further south motorists have complained of taking 23 minutes to travel 150 metres on Pimpama's Yawalpah Road near Exit 49.



State opposition leader Deb Frecklington and Coomera MP Michael Crandon have breakfast and discuss road congestion with Valerie Edwards. Ms Edward's invitation to Roads minister Mark Bailey is yet to be taken up.

Picture: EMILY HALLORAN

Released under RTI

Department of Transport and Main Roads
Meeting Brief
 MBN21983

To: Minister for Transport and Main Roads

| | |
|---|---|
| <p>SUBJECT:</p> <p>Meeting Details: Meeting with Logan City Council and InvestLogan representatives to discuss the Coomera Connector and the opportunity to facilitate the development of a temporary tourism industry start-up on Logan City Council owned land, prior to it being required for road construction.</p> <p>Date/Time: Thursday, 24 January 2019, 1:15pm - 1:45pm</p> <p>Attendees:</p> <ul style="list-style-type: none"> • Cr Cherie Dalley, Acting Mayor Logan City Council • Mr Silvio Trinca, Acting CEO, Logan City Council • Councillor Russell Lutton, Chair - Planning and Economic Development, Logan City Council • Ms Narelle Cowan, Chief of Staff (Office of the Mayor), Logan City Council • Not Relevant Chair – InvestLogan • Not Relevant CEO, InvestLogan <p>Advisor/s:</p> <ul style="list-style-type: none"> • Ms Tam van Alphen, Chief of Staff • Mr David Greene, Senior Policy Advisor <p>TMR rep/s:</p> <ul style="list-style-type: none"> • Mr Paul Noonan, Regional Director, South Coast • Mr Allan Uhlmann, Acting Deputy Director-General (Infrastructure Management and Delivery) | <p>Urgent</p> <p>To be considered prior meeting being held at 1:15pm on Thursday, 24 January 2019.</p> |
| <p>Minister's Comments:</p> | |

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Action Officer:
 Paul Noonan
 Regional Director (South Coast)
 Tel: 5563 6522
 Date: 22 January 2019

Endorsed by:
 Les Dunn
 General Manager (Program Delivery and Operations)
 Tel: 3066 5498
 Date: 22 January 2019

Endorsed by DDG
 Allan Uhlmann
 Acting Deputy Director-General (Infrastructure Management and Delivery)
 Tel: 3066 4334
 Date:

Endorsed by DG
 Neil Scales
 Director-General

 Tel: 3066 7316
 Date: 23/1/19

Summary

- The purpose of this brief is to provide you with an overview of the consultation that has occurred between the Department of Transport and Main Roads (TMR), South Coast Region, Logan City Council (LCC) and InvestLogan in relation to future plans for LCC-owned land that is situated within the proposed northern extension to the Coomera Connector corridor.
- It is recommended that TMR does not agree, at this time, to a temporary use within the Coomera Connector corridor, as the preferred staging or timing for delivery of the Coomera Connector has not been determined.
- The Master Plan for the M1 Loganholme to Nerang and Coomera Connector (which is expected to be release in September 2020) will provide more clarity on these matters.

Details of the Meeting

- You are meeting with the following Logan City Council representatives:
 - Cr Cherie Dalley, Acting Mayor
 - Mr Silvio Trinca, Acting Chief Executive Officer
 - Councillor Russell Lutton, Chair - Planning and Economic Development
 - Ms Narelle Cowan, Chief of Staff (Office of the Mayor)
- InvestLogan representatives:
 - Not Relevant Chair
 - Not Relevant Chief Executive Officer
- The meeting will take place at 1:15pm on Thursday, 24 January 2019 at your boardroom, L35, 1WS.
- Departmental representatives to attend the meeting with you are:
 - Mr Paul Noonan, Regional Director, South Coast – 5563 6522
 - Mr Allan Uhlmann, Acting Deputy Director-General (Infrastructure Management and Delivery) – 3066 4334
- It is thought that the primary purpose of the meeting will be for LCC and InvestLogan to seek your agreement about the proposal to develop a temporary commercial venture on LCC-owned land that is situated within the proposed northern extension to the Coomera Connector corridor.

Background

- On 27 July 2018, LCC approved a development application on behalf of Tunnel Vision Holdings for a wave pool and other ancillary uses at 4144–4166 Pacific Highway, Loganholme (2SP101446, 1RP864113 and 7RP221166).
- The proposed northern extension to the Coomera Connector directly impacts on a number of lots owned by LCC, including the three lots that are the subject of the approved development application for the wave pool. These lots are managed by InvestLogan on behalf of LCC.

- The impacts on the LCC-owned land are necessary to facilitate connection of the Coomera Connector to the Logan and Pacific Motorways.
- Extensive consultation between TMR's South Coast Region and relevant parties has occurred in relation to impacts of the proposed northern extension to the Coomera Connector on the LCC-owned land that is the subject of the approved development application:
 - on 2 July 2018, TMR's South Coast Region staff briefed Mr Trinca and other representatives of LCC about planning for the Coomera Connector
 - at the 2 July 2018 briefing, Mr Trinca requested that TMR adjust the alignment of the proposed northern extension to the Coomera Connector to minimise impacts on LCC-owned land
 - on 30 July 2018, TMR's South Coast Region provided a follow-up briefing to LCC, where the detail of the hydraulic modelling in relation to selecting the alignment of the proposed northern extension to the Coomera Connector was discussed and agreed upon by LCC
 - at the 30 July 2018 briefing, TMR's South Coast Region confirmed with Mr Trinca that adjustments had been made to the proposed northern extension of the Coomera Connector corridor that minimised the impacts on LCC owned land
 - on 12 August 2018, you approved for TMR's South Coast Region to consult with LCC and InvestLogan via your approval of MBN21413
 - on 18 October 2018, TMR's South Coast Region staff then met with representatives of InvestLogan to discuss the Coomera Connector transport planning and the alignment of the proposed northern extension to corridor, including impacts on LCC-owned land
 - on 19 November 2018, TMR's South Coast Region staff met representatives of Tunnel Vision Holdings to discuss impacts of Coomera Connector planning on the approved development application.
- Engineering investigations, including extensive hydraulic modelling, informed the alignment of the northern extension of the Coomera Connector. LCC has been briefed about this analysis and agreed with the modelling on 30 July 2018.
- Representatives of InvestLogan and Tunnel Vision Holdings Pty Ltd have requested whether the alignment of the proposed extension to the Coomera Connector corridor could be moved to avoid impacting on the land that is the subject of the approved development application.
- TMR's South Coast Region staff have advised stakeholders that considerations such as hydraulics, land use and environmental impacts had been taken into account to determine the best alignment.
- On 19 November 2018, TMR's South Coast Region advised Tunnel Vision Holdings representatives that the alignment was unable to be moved to avoid impacts on the wave pool site.
- The northern extension of the Coomera Connector is anticipated to be gazetted this financial year, and LCC has been mailed official notification of TMR's intention to declare this corridor as a future state-controlled road.
- TMR's South Coast Region is progressing planning for the entire Coomera Connector corridor.
- The Master Plan for the M1 Loganholme to Nerang and Coomera Connector, which is expected to be released in September 2020, will provide clarity about the preferred transport solution for the Coomera Connector corridor including preferred staging and timing for delivery of the Coomera Connector.

Issues and Suggested Approach

- As preferred staging and timing for delivery of the Coomera Connector has not yet been determined, TMR is not in a position to be able to agree to a temporary use within the Coomera Connector corridor.
- Agreement of a temporary use within the corridor could jeopardise the future delivery of the Coomera Connector as TMR does not have the information available to determine an agreed temporary term of use.
- Construction of a temporary use may increase compensation costs payable by TMR at the time the land is acquired.

Financial Implications

- Construction of a temporary use may increase compensation costs payable by TMR at the time the land is acquired.

Consultation with Stakeholders

- The Coomera Connector project is in an active consultation phase with letters to 125 affected land owners being issued on 14 January 2019. TMR's South Coast Region staff are talking to affected land owners over the telephone to provide further information and is meeting with land owners as required.
- A consultation report to summarise the outcomes of consultation with affected land owners about the proposed northern extension to the Coomera Connector corridor will be prepared at the end of February 2019.

Employment

- There are no employment impacts associated with this matter.

Media

- The Coomera Connector is a high-profile project that is regularly the subject of media interest.

Election Commitments

- This matter does not relate to an election commitment.

Government Priorities

- Creating jobs in a strong economy – progression of planning for the Coomera Connector corridor could ultimately result in the creation of thousands of jobs for Queenslanders throughout the life of the project.
- Being a responsive government – progression of planning for the Coomera Connector corridor could ultimately result in the delivery of an additional north-south transport corridor link on the northern Gold Coast that will support burgeoning residential and business communities in the northern Gold Coast and reduce congestion on the M1.

Department of Transport and Main Roads
Noting Brief
MBN21413

To: Minister for Transport and Main Roads

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| <p>SUBJECT:</p> <p>Coomera Connector transport planning stakeholder consultation required with Logan City Council (LCC), investLogan and Gassmans Development Perspectives.</p> | <p>Urgent</p> <p>Development application in progress that will be directly impacted by future road corridor.</p> |
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Summary

- Advanced transport planning is currently being undertaken for the non-gazetted northern section of the Coomera Connector.
- Current planning has identified land owned by LCC, which will be directly impacted by the Coomera Connector. This land is managed by investLogan (on LCC's behalf), with Gassman Development Perspectives (Gassmans) acting on investLogan's behalf in relation to land holdings.
- Stakeholder consultation is required with LCC in relation to the progress of the non-gazetted northern section and investLogan and Gassmans in relation to current development applications.

Recommendations

- That you note:
 - the Department of Transport and Main Roads (TMR) will meet with LCC in August or September 2018 to discuss the transport planning undertaken on the non-gazetted northern section of the Coomera Connector
 - TMR will meet with investLogan in August 2018 to discuss the potential Coomera Connector impacts on the land, and will subsequently meet with Gassmans and Tunnel Vision Holdings to discuss the potential Coomera Connector impacts on their proposed development.

Background

- The Coomera Connector (formerly known as the Intra-Regional Transport Corridor) is a future arterial road link in the northern Gold Coast, east of the Pacific Motorway.
- The Coomera Connector is planned as a six lane, 36.5 kilometre north-south arterial road between Nerang–Broadbeach Road in Nerang and Stapylton–Jacobs Well Road in Stapylton. An additional section, extending north of Stapylton–Jacobs Well Road across the Logan River, is also being investigated.
- Planned as a multi-modal corridor, the Coomera Connector is anticipated to include road, public transport and off-road pedestrian and cycle facilities.
- TMR is advancing transport corridor planning for the northern extension of the Coomera Connector, including a connection with the Pacific Motorway and Logan Motorway interchange.

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| <p>Action Officer/Approved by:</p> <p>Warren McReight</p> <p>A/Regional Director (South Coast)</p> <p>Tel: 5563 6528</p> <p>Date: 1 August 2018</p> <p>MBN21413</p> | <p>Endorsed by GM</p> <p>Les Dunn</p> <p>A/General Manager (Program Delivery and Operations)</p> <p>Tel: 3066 5498</p> <p>Date: 6 August 2018</p> | <p>Endorsed by DDG</p> <p>Amanda Yeates</p> <p>Deputy Director-General, (Infrastructure Management and Delivery)</p> <p>Tel: 3066 7118</p> <p>Date: 7 August 2018</p> | <p>Endorsed by DG</p> <p>Neil Scales</p> <p>Director-General</p> <p><i>NScales</i></p> <p>Tel: 3066 7316</p> <p>Date: <u>8/8/18</u></p> |
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- The alignment of this northern extension is anticipated to be finalised this year and TMR intends to gazette this corridor and progress to Category C in 2019.
- Detailed planning relating to the alignment has identified direct impacts to land owned by LCC, adjacent to the Pacific Motorway and Logan Motorway interchange.
- A number of development applications have been lodged over this land including:
 - a subdivision
 - an outdoor/indoor sport and recreation facility and
 - a telecommunications facility.
- The applicant for the outdoor/indoor sport and recreation facility is Tunnel Vision Holdings.

Part Refuse Sch.4 Part 4 s.4 deliberative processes of government

- In July 2018, TMR provided advice to Gassmans that the department is advancing transport corridor planning for the northern section of the Coomera Connector, which is anticipated to impact the proposed outdoor/indoor sport and recreation facility.
- Gassmans have since requested a meeting with TMR to further discuss the matter.

Issues and Suggested Approach

- To ensure transparency with impacted stakeholders, TMR is planning to meet with the relevant parties to update them on current transport planning for the northern section of the Coomera Connector.
- TMR will meet with LCC to present the transport planning of the non-gazetted northern section of the Coomera Connector illustrating its benefits to the community and road users.
- TMR will meet with investLogan to discuss the potential impacts on the LCC land.
- TMR will subsequently meet with Gassmans and Tunnel Vision Holdings to discuss the potential Coomera Connector impacts on their proposed development.

Financial Implications

- If development proceeds on the LCC land, there will be increased costs associated with acquiring the land for the planned transport corridor in the future.

Consultation with Stakeholders

- TMR has met with LCC officers to discuss current transport planning for the Coomera Connector.
- TMR's South Coast Region senior management have met with local Members of Parliament in the northern Gold Coast over the last six months for regular briefings. During these briefings they have provided a high-level update on Coomera Connector. Information relating to specific impacts and the land owned by LCC has not been discussed in these meetings.
- In July 2018, TMR provided advice to Gassmans that the department was advancing transport corridor planning for the northern section of the Coomera Connector, which is anticipated to impact the proposed outdoor/indoor sport and recreation facility.
- No further consultation has taken place in relation to the specific land in the northern section of the Coomera Connector.

Employment

- There are no employment impacts associated with this matter.

Election Commitments

- This matter does not relate to an election commitment.

Minister's comments

Let's meet LCC asap. 12.8.10

Noted / Not Noted

Minister's signature.....

Date 12.8.10.....

Released under RTI - DTMR