



Queensland
Government

Toward 2
Tomorrow's Queensland



Transport and Main Roads

Park Ridge Connector

Review of Environmental Factors Overview

Tomorrow's Queensland:
strong, green, smart, healthy and fair

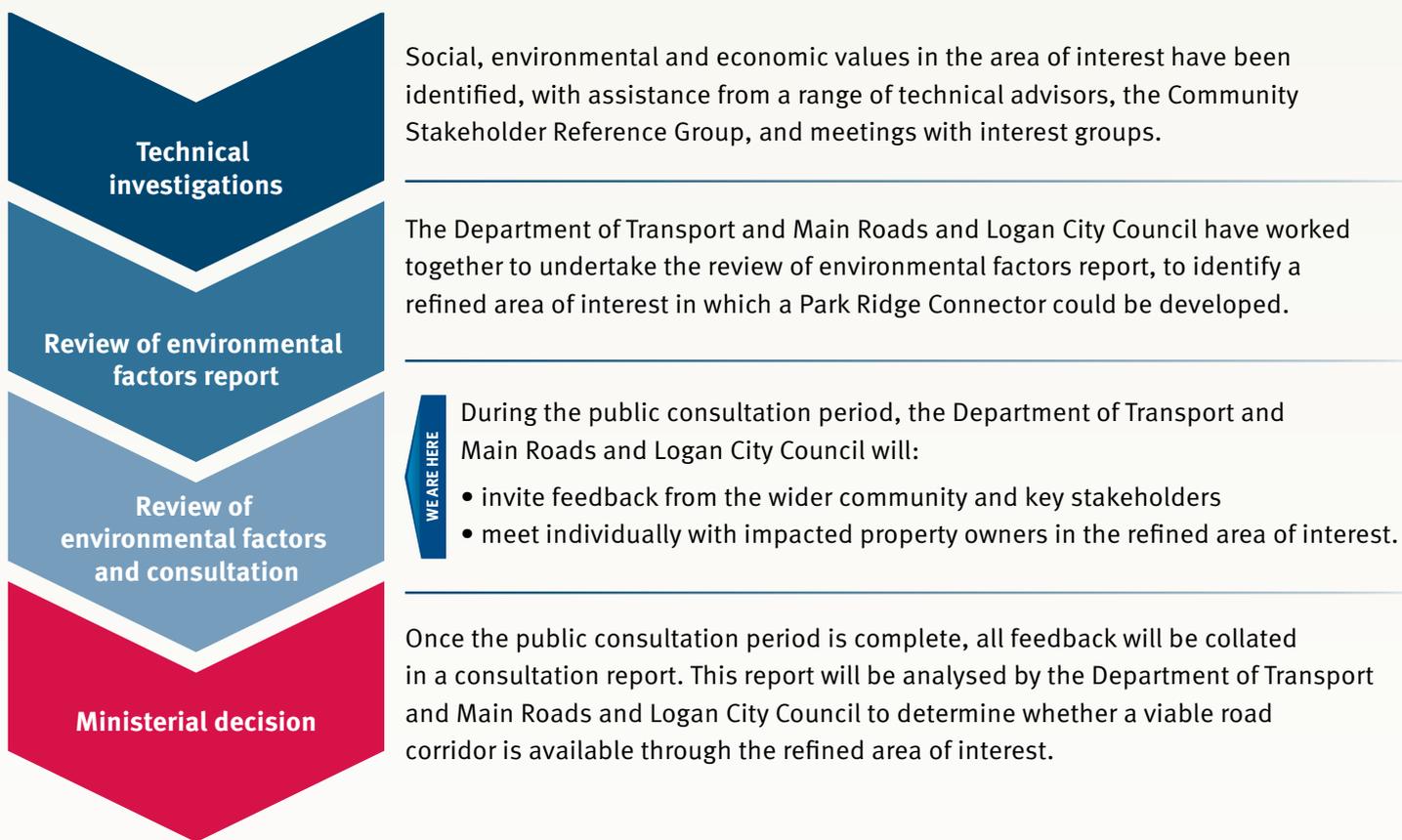
 **LOGAN CITY COUNCIL**

The Department of Transport and Main Roads and Logan City Council are currently undertaking investigations and community consultation to determine if there is a viable corridor for the Park Ridge Connector. The Park Ridge Connector is a future motorway link that connects planned development in the Park Ridge area to the Gateway and Logan motorways.

So far, consultation through a Community Stakeholder Reference Group and technical investigations have refined the area of interest to that shown on the map on page 18. Within this refined area of interest a future motorway could be constructed on a number of possible alignments.

Over the coming months, continued investigations and consultation will reduce the area of interest to an approximate 100 metre-wide corridor, which may be recommended as a future state-controlled road. The Park Ridge Connector planning process is summarised in the diagram below.

Park Ridge Connector planning process



The Park Ridge Connector is the most important new road planning project in Logan for many years and the Department of Transport and Main Roads and Logan City Council have formed a partnership to work through the planning process together. This partnership extends to you – this is your chance to have your say on the Park Ridge Connector project.

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We are now asking you, the community, to provide feedback on the merits of a proposed new road corridor, the Park Ridge Connector, before a final decision is made by the Minister for Main Roads, Fisheries and Marine Infrastructure. In this overview, you will find answers to the major questions about the Park Ridge Connector.

Why is it needed?

What planning has been done so far?

Where could it be located?

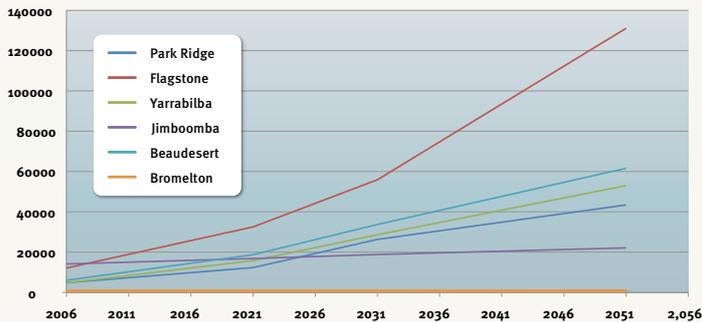
How can you provide feedback?

More details on the planning process and technical studies undertaken for the Park Ridge Connector are provided in the *Review of Environmental Factors Technical Report*.



1. Setting the scene

Population projection*



*The population projection shown in the graph above are for the selected suburbs and not the whole Logan City Council area.

By 2031

- The population of Logan is forecast to grow from 260 000 in 2006 to 410 060 in 2031.
- The Park Ridge Master Plan Area will accommodate 37 000-52 000 residents, and create 20 600-43 000 jobs.

Without planning for new road networks, freight from the region's growing industrial area will be forced onto the existing local road network, making roads overcrowded and dangerous.

With Logan City growing fast there is an obvious need to upgrade our road and public transport network.

That's why the Department of Transport and Main Roads and Logan City Council are working together to preserve corridors now for new roads that will support the future development of the city.

Planning is based on a proposed transport corridor shown in the state government's *South-East Queensland Regional Plan 2009–2031* and *Draft Connecting South-East Queensland 2031* plan (released in August 2010). The *Draft Connecting South-East Queensland 2031* builds on the vision for south-east Queensland in the regional plan. It is a strategic transport plan that outlines the long-term future transport needs for the south-east Queensland region.

The Park Ridge Connector aims to connect the emerging Park Ridge area to the south-east Queensland motorway network with a direct link to the Gateway Motorway.

The Park Ridge Connector will be a vital part of that future transport network. By 2031, the future Park Ridge Connector could be required to carry up to 70 000 vehicles per day, supporting Mt Lindesay Highway, Wembley and Chambers Flat roads. It will service growth in industrial, commercial and residential developments, to relieve congestion on the existing local road network.

Logan City Council – a snapshot of the future

Population in 2006: 260 000

Indicative planning population in 2031: 410 060

Dwellings in 2006: 90 000

Forecast additional dwellings in 2031: 70 000

Daily trips by residents in 2006: 910 000

Daily trips by residents in 2031: 1 490 000

Note: These figures include Yarrabilba and Flagstone growth areas and are based on *Draft Connecting South-East Queensland 2031* and *Summary of Logan City Council Planning Assumptions and Priority Infrastructure Area–August 2010*.



Priorities for taking action

The planning for the Park Ridge Connector is part of the Queensland Government's commitment to meet the vision of 'planning, delivering and managing transport systems that connect Queensland'.

Park Ridge Connector meeting state government objectives

Queensland Government objectives	Department of Transport and Main Roads corporate objectives	Key performance indicators	How Park Ridge Connector meets objectives
Strong – creating a diverse economy powered by bright ideas	<ul style="list-style-type: none"> A sustainable transport system which promotes growth and enhances liveability 	<ul style="list-style-type: none"> Transport efficiency Proximity to transport Transport infrastructure delivery Transport infrastructure condition 	<ul style="list-style-type: none"> ✓ The Park Ridge Connector will create a direct link to the motorway network from the Park Ridge area to the Australia TradeCoast to allow for the future growth of industrial traffic from Crestmead Industrial Estate and future industry.
Green – protecting our lifestyle and environment	<ul style="list-style-type: none"> Transport-related impacts on the natural and cultural environment and built environments managed for the community 	<ul style="list-style-type: none"> Transport greenhouse emissions Transport-related environmental incidents 	<ul style="list-style-type: none"> ✓ The location and design of the Park Ridge Connector aims to minimise impacts to the ecological values of key environmental locations and places. ✓ Negative impacts will be offset by opportunities for environmental extensions to important local natural areas.
Smart – delivering world class education and training	<ul style="list-style-type: none"> Enhanced capability of people involved in the transport logistics and supply chain industry 	<ul style="list-style-type: none"> Capability of the transport, logistics and supply chain industry 	<ul style="list-style-type: none"> ✓ The Park Ridge Connector will provide a safer, more efficient route for heavy vehicles travelling into and out of the Crestmead industrial areas, South West 1 and the future Park Ridge industrial developments, as well as reduce congestion on the local road network. ✓ By improving Park Ridge freight accessibility, the Park Ridge Connector will improve logistics and supply chain efficiency, including smart warehousing.
Healthy – making Queenslanders Australia's healthiest people	<ul style="list-style-type: none"> A safe transport system leading to improved health and wellbeing for Queenslanders 	<ul style="list-style-type: none"> Safety of users of the transport system Active transport 	<ul style="list-style-type: none"> ✓ The Park Ridge Connector will take trucks off local road networks, reducing emissions and allowing people to move freely and safely.
Fair	<ul style="list-style-type: none"> Inclusive transport services, linking people to employment, education, services and their communities 	<ul style="list-style-type: none"> Effectiveness of public transport services Transactional services delivery 	<ul style="list-style-type: none"> ✓ The Park Ridge Connector, in parallel with improvements to the Mt Lindesay Highway, will reduce congestion and enable more integrated transport opportunities for improved public transport services, walking and cycling. ✓ The Park Ridge Connector will improve access to jobs and businesses to assist in maximising growth for local employment and job opportunities.
Enabling	<ul style="list-style-type: none"> Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland Contemporary people, and processes and systems, enabling us to achieve our corporate objectives 	<ul style="list-style-type: none"> Department of Transport and Main Roads influence over national transport-related policy Department of Transport and Main Roads leadership of state transport-related policy Stakeholder relations Workplace health and safety Capability and capacity of the department 	<ul style="list-style-type: none"> ✓ The Department of Transport and Main Roads and Logan City Council are working in partnership to achieve a One Network Plan for the Logan area, and the Park Ridge Connector is a critical link in that network. ✓ The community engagement process for the Park Ridge Connector has been open and transparent through the involvement of the Community Stakeholder Reference Group since the early phases of the planning process. This has enabled social, environmental and economic factors to be fully reviewed.

Understanding the Park Ridge Connector

The Park Ridge Connector will benefit south-east Queensland and local areas by:

- providing links and connections to major roads
- increasing road capacity in the Logan region
- improving access to trade and employment.



What is the Park Ridge Connector?

The Park Ridge Connector is a future transport link that will provide a north-south motorway standard road in the Park Ridge area. It will allow fast and safe access from Park Ridge to the Logan and Gateway motorways and the wider south-east Queensland transport network.

The Park Ridge Connector may initially take the form of a motorway standard link extending south from the Gateway

Motorway to Granger Road. A later stage may extend further south to the proposed Southern Infrastructure Corridor (Map 1).

To provide the most efficient network, the Park Ridge Connector needs to be located south of the Logan Motorway between the Mt Lindesay Highway and Chambers Flat Road (Refer to Map 2 – area of interest).

Why can't other roads like the Mt Lindesay Highway be upgraded?

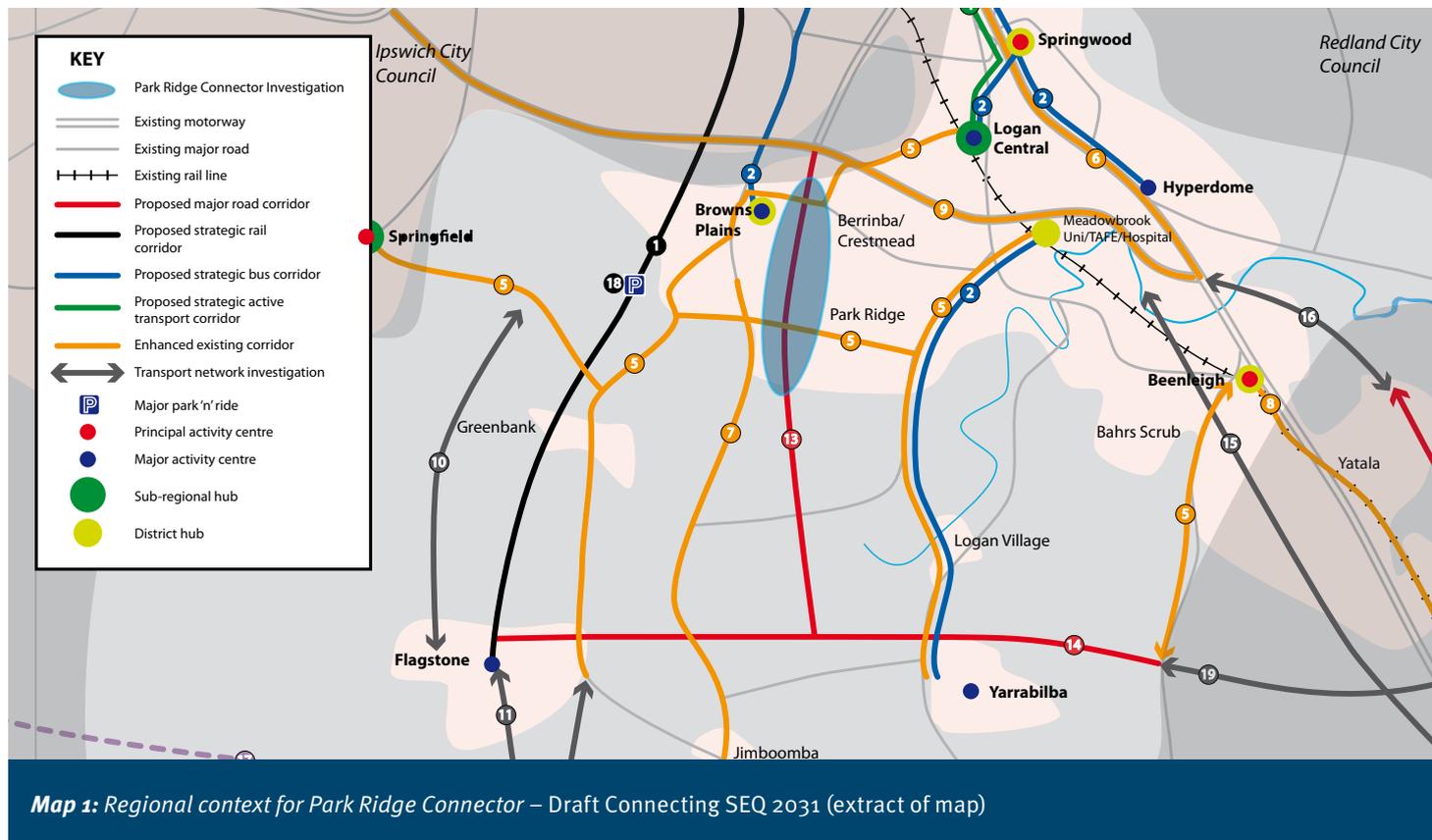
Although upgrading of the Mt Lindesay Highway will continue to be required, there is limited potential in the long term for the highway to expand to cater for the projected high traffic demand from Park Ridge and the new communities of Greater Flagstone and Yarrabilba.

An upgrade of Chambers Flat Road to the east was considered, but the connections to Kingston Road, Loganlea Road and the Pacific Motorway are already near capacity and would be unable to take the projected traffic volumes.

When will it be built?

The Park Ridge Connector is identified in the *Draft Connecting South-East Queensland 2031* plan (Map 1), as being required by 2031. The first stage is the identification of a corridor approximately 100 metres-wide between the Logan Motorway and Granger Road. The preservation of a corridor will provide certainty for planning and development in the area.

There will be ongoing consultation with property owners as the project progresses through the design process (2011–2012). Construction will be subject to funding and government approval. Strategic modelling on current population projections suggests the road will be needed by 2031.



Where could the Park Ridge Connector be located?

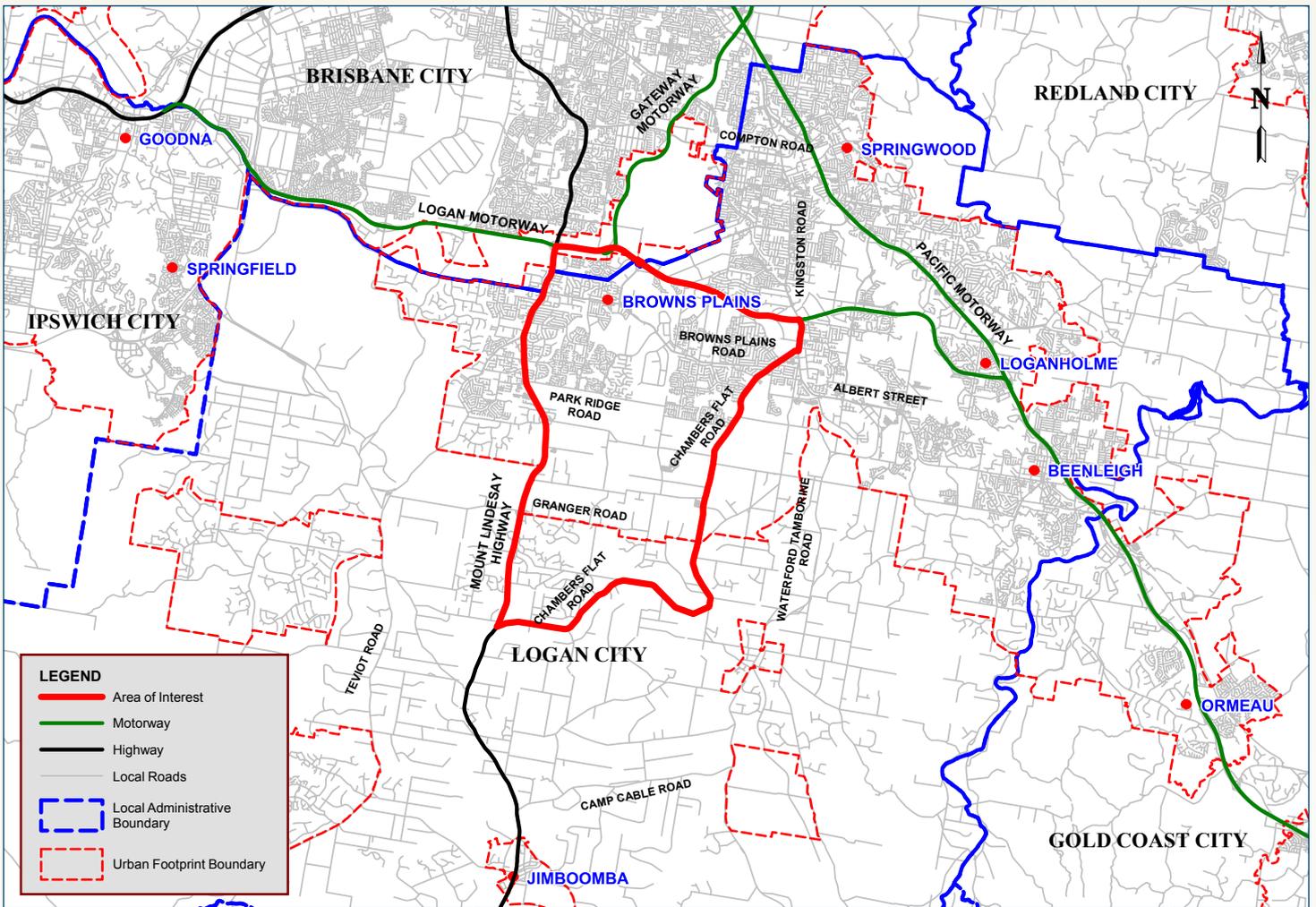
The Park Ridge Connector is intended to connect to the Gateway Motorway and to the motorway network surrounding Brisbane.

An initial broad area of interest (Map 2) is bound by the Logan Motorway to the north, Mt Lindesay Highway to the west, and Chambers Flat Road to the east and south.

The Park Ridge Connector investigation has been limited at this stage to the area currently defined as the Park Ridge urban footprint in the *South-East Queensland Regional Plan 2009–2031*.

Ultimately (post-2031) the Park Ridge Connector will possibly have a southern connection to a future proposed Southern Infrastructure Corridor, extending east from Mt Lindesay Highway. Community feedback relating to areas south of Granger Road will be retained for the second phase of planning.



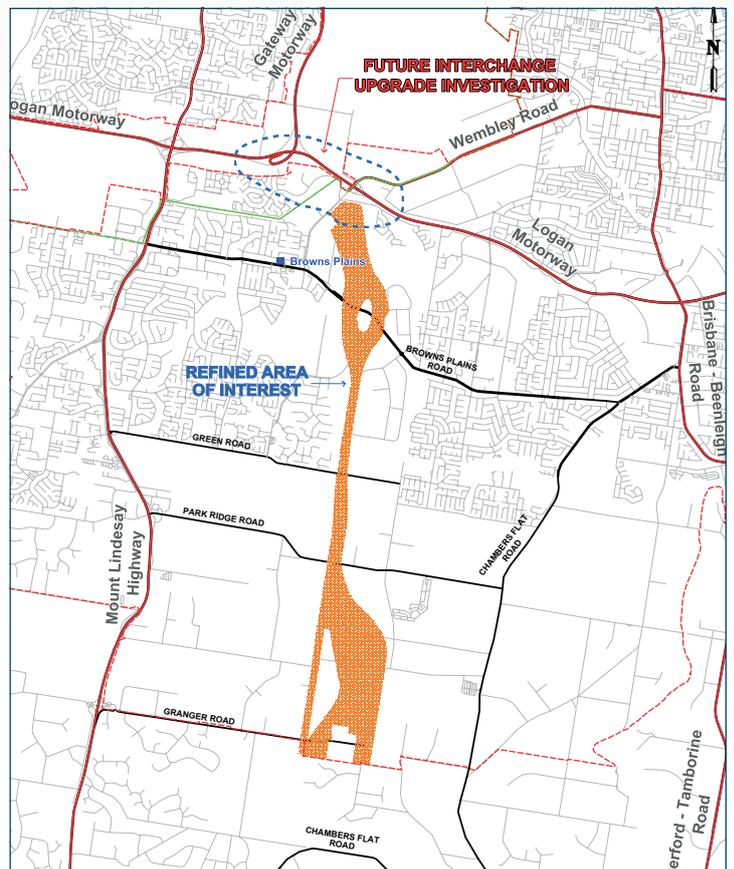


Map 2: Park Ridge Connector area of interest

Planning partnerships – one network planning

The Department of Transport and Main Roads and Logan City Council have been working in partnership to achieve a one network transport plan for the area. This planning integrates state government strategic transport planning with local government transport and land use planning.

This partnership between state and local government aims to optimise the transport network in relation to the major arterial roads such as the Logan Motorway, Mt Lindesay Highway, Browns Plains Road and Park Ridge Road. The local road network (Map 3) would then be supported by the Park Ridge Connector.



Map 3: Local road network supporting the Park Ridge Connector

2. Why are we taking action?

Connected communities

The Park Ridge Connector will provide a direct link to the Logan and Gateway motorways. It will relieve the demand on the already congested Mt Lindesay Highway and

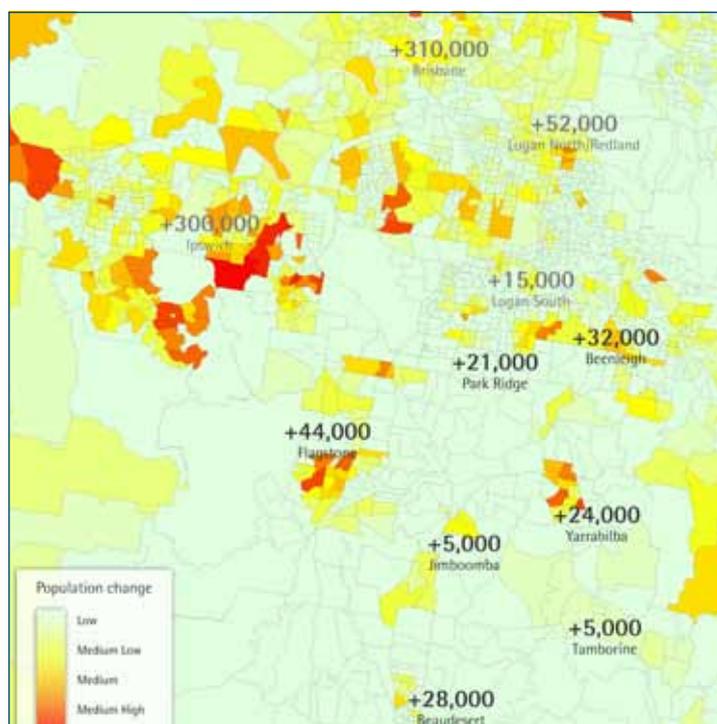
Wembley Road. It will provide additional road capacity to support planned development in the area.

Linking people to places and employment

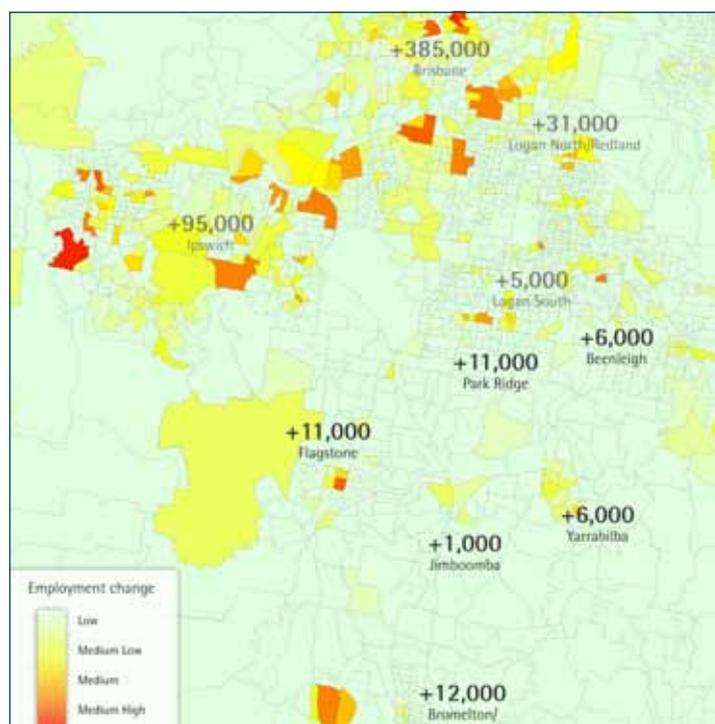
Regional population and employment growth is projected to be significant, as illustrated in Maps 4 and 5. The Park Ridge Connector will allow through-traffic, bound for other destinations, to pass through the southern part of Logan without causing further congestion on existing roads. The Park Ridge Connector will protect the function of the Mt Lindesay Highway to provide access into Park Ridge, Browns Plains and Beaudesert Road, north of the

Logan Motorway. The improved road network will provide more opportunities for public transport services, walking and cycling on the local road network.

The Park Ridge Connector is a vital link to provide existing communities and planned future communities at Park Ridge, Greater Flagstone and Yarrabilba with access to employment and services.



Map 4: Regional context – Population change 2006–2031



Map 5: Regional context – Employment change 2006–2031

Moving heavy vehicles and freight traffic to the Port of Brisbane

Providing direct access for heavy freight traffic into the industrial areas of Crestmead and Park Ridge, and reducing heavy vehicle traffic on local roads are key functions of the Park Ridge Connector. The new road connection will relieve congestion on local roads and provide an improved link for the northern and southern parts of Logan City.

The Park Ridge Connector, if ultimately connected to the proposed Southern Infrastructure Corridor, will form part of a strategic connection to the regional freight network. This network will link the future freight terminal and industrial precinct at Bromelton to distribution areas in the southern parts of Brisbane and the Port of Brisbane.

3. The planning approach

What could the Park Ridge Connector look like?

The functional characteristics for a future Park Ridge Connector are described in the table below. These requirements need to be considered when planning for corridor preservation.

Specification	Park Ridge Connector requirements
Length	✓ Nine kilometres in total length from Logan Motorway to Granger Road
Width	✓ Approximate 100 metre-wide corridor – able to accommodate a four to six lane motorway ✓ Additional corridor width will be required at interchange locations
Traffic speed	✓ Able to accommodate 100km/h traffic
Access control	✓ Access-limited motorway designed for heavy vehicles and freight
Interchange spacing	✓ Greater than three kilometres between interchanges

A community-based approach to road transport planning

The establishment of a Community Stakeholder Reference Group at the start of the planning process for the Park Ridge Connector corridor preservation has been the start of a partnership with the community.

The group has played a key role in helping to identify core community values, which have assisted the Department of Transport and Main Roads and Logan City Council to define a refined area of interest.

The role of the Community Stakeholder Reference Group in the process so far has been to:

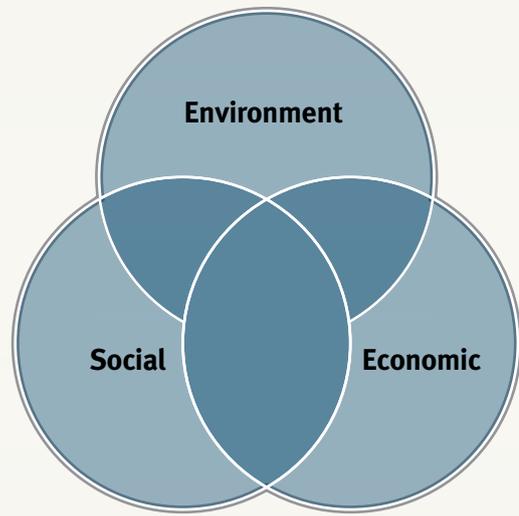
- provide input into the social, environmental, economic and technical data in the preparation of the review of environmental factors report
- act as a reference group
- identify constraints and opportunities within the area of interest prior to the public display
- identify special community places.

The Community Stakeholder Reference Group has informed the review of environmental factors report by drawing on the knowledge, opinions and resources available to representatives of stakeholder groups, whose interests may be affected by the location and network connections of a Park Ridge Connector.

The members have represented the interests of the community from a business, social and environmental perspective. This has helped to ensure the group contained a balanced and diverse range of views from across the area of interest.

By taking a value-setting approach to planning, the Community Stakeholder Reference Group and technical studies have reviewed a range of considerations (social, economic and environmental) to develop the review of environmental factors.

This process is shown in the figure below, which summarises the project process adopted to determine whether there is a viable road transport corridor for the Park Ridge Connector in the area of interest. The primary aim is to identify potential constraints to the Park Ridge Connector for future investigation and assessment. The technical reports and community consultation undertaken to date have narrowed the area of interest to the refined area of interest.



The 14 Community Stakeholder Reference Group members are representatives of environmental, social and economic groups in the community.



Community Stakeholder Reference Group study tour and workshop

How we have considered social, environmental and economic values

A snapshot of the key social, environmental and economic values identified in the Park Ridge Connector planning process to date are described in the following sections.

Further details on these areas can be found in the *Review of Environmental Factors Technical Report*.



Social:

- Supporting growth
- Connecting communities
- Improving liveability



Environmental:

- Environmental protection



Economic:

- Sustainable and efficient transport systems
- Maximising network efficiency

Social values – connecting people and places

Logan City has many different communities, from high density urban areas, rural-residential and rural areas. Each of these communities value certain aspects. For families they are access to childcare, schools, shopping centres and parks. For rural residents; open space, access to bushland and the ‘peace and quiet’ are aspects that are highly valued. The places these communities value make Logan a unique mix of young and old, rural and urban. As Logan grows, access to the community’s valued areas will need to be retained if it is to continue to be a unique place.

In planning the Park Ridge Connector, social values need to be taken into account in terms of impacts, both negative and positive, for the local community. These considerations include historical and cultural heritage, indigenous heritage, community infrastructure, established

residential communities, land use planning and noise impacts.

Areas of high social value in the area of interest are considered as unsuitable for a road corridor, they include:

- Chambers Flat Cemetery
- Parklands including Berrinba Wetlands, Hawthorne Park, Flesser Road Reserve, Hubner Park and Jerry’s Downfall Reserve
- Residential areas in Crestmead, Heritage Park, Freshwater Estate
- Community facilities including Logan Metro Indoor Sports Centre, churches, schools, medical and shopping centres.



Logan Metro Indoor Sports Centre is a new, \$17 million multipurpose venue of international standard, located in Crestmead. The Logan Metro Indoor Sports Centre is a place for people to get fit and relax and includes:

- three international-standard courts
- commercial health and fitness centre
- function rooms.

This table summarises the values identified during the planning process. More details can be found in the *Review of Environmental Factors Technical Report*.

What’s important	How the Park Ridge Connector protects what’s important to people and places
Historical and cultural heritage	• Recognising, respecting and not harming areas of significance and areas that are special to the community and help provide a ‘sense of place’.
Indigenous heritage	• Minimising disturbance to sites of significance.
Landscape and visual amenity	• Avoiding impact to existing land uses that contribute to the character of the local area.
Parklands	• Preserving and enhancing existing parklands that are used for both active and passive recreation and contribute to the unique natural amenity in local areas.
Community facilities	• Avoiding community infrastructure and providing continued access to key community facilities.
Established residential communities	• Minimising impacts to properties and improving connections between neighbourhoods.
Land use planning	• Integrating local and state planning policies.
Noise	• Minimising noise impacts to existing residential areas.

While every effort will be made to protect the areas of high social value, the Park Ridge Connector, will require land. Potential land requirements include residential, industrial, business, sports and park areas. The department is currently consulting with those landowners whose properties may be impacted by the planning.

Key facts about the area of interest:

- The average age of local residents is 28 years (compared with 34 years in Brisbane).
- Contains proportionally more families with children than Logan and Brisbane.
- Provides a diverse range of sport, recreation, leisure areas and clubs, including: Browns Plains Rugby Club, Hubner Park, and various BMX, skate and basketball facilities at locations such as Crestmead Park and Waller Park.
- Contains one golf course: Chamber Pines Golf Club in Park Ridge.

What are the special areas that you value most in your community?



Environmental values – protecting environmental quality and health

Logan City Council is home to a diverse natural environment, from the beautiful Berrinba Wetlands to the unique and largely unspoilt Munruben Wetlands. Numerous open areas and parklands are also scattered throughout the city. These provide great places for community recreation, as well as provide green breaks for residential communities in the urban areas of Heritage Park, Crestmead, Marsden and Hillcrest. In Park Ridge, green spaces and agricultural activities are a unique landscape feature.

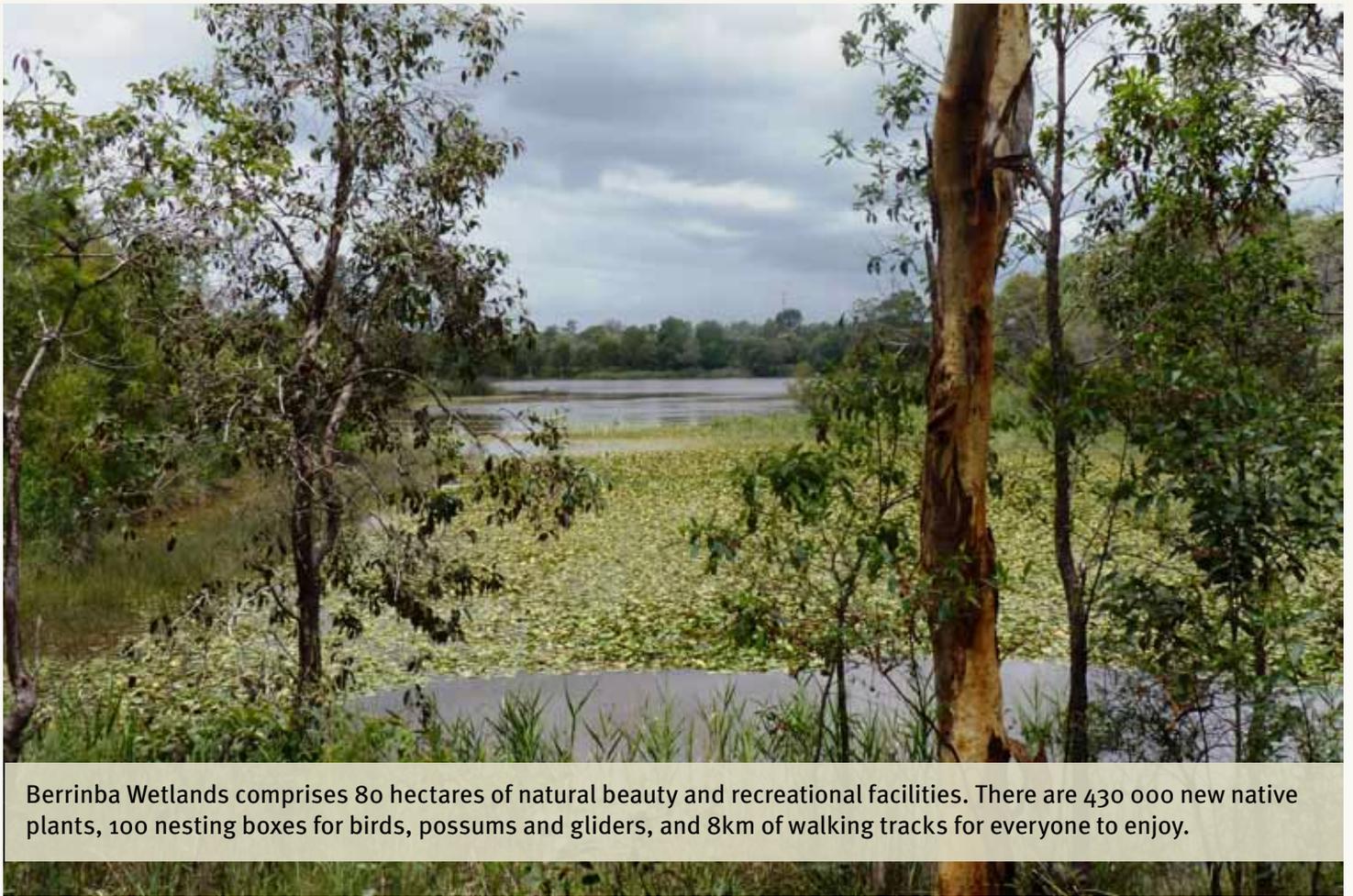
Environmental considerations relate to identifying high-value natural resources within the area of interest and ensuring environmental sustainability.

Key environmental areas identified in the area of interest include those containing nine distinct remnant regional

ecosystems, of which two are endangered and two are of concern. There are two significant wetland areas, the Berrinba Wetlands and Munruben Wetlands, which are located in the Logan River Catchment. The Munruben Wetlands forms part of a Regional Biodiversity Corridor linking fauna and flora from Greenbank to Moreton Bay.

The area of interest also contains a series of open spaces, reserves and parklands that contain significant vegetation and provide habitats for a number of animal species.

These parks and recreational areas provide a buffer between residential areas, and industrial and commercial areas. These offer a visual buffer to the local community.



Berrinba Wetlands comprises 80 hectares of natural beauty and recreational facilities. There are 430 000 new native plants, 100 nesting boxes for birds, possums and gliders, and 8km of walking tracks for everyone to enjoy.

The Park Ridge Connector will not change or alter the ecological value of key environmental locations and places as much as possible. The Park Ridge Connector has adopted the environmental planning principles of protection and avoidance, mitigation and management, restoration and rehabilitation offsets where impact is unavoidable.

This table summarises the values identified during the planning process. More details can be found in the *Review of Environmental Factors Technical Report*.

What's important	How the Park Ridge Connector will protect environmental quality and health
Flora	<ul style="list-style-type: none"> • Minimising impact to flora – offsets will be provided in the local area to replace disturbed flora. • Field studies will quantify numbers and location of threatened species. The propagation of rare and threatened species will encourage diversity and numbers of flora communities.
Fauna	<ul style="list-style-type: none"> • Minimising impact to fauna – protecting and creating new fauna passages through the appropriate design of fauna bridges and crossings. • Monitoring fauna community numbers on a regular basis and designing a road corridor with minimum impact to fauna habitat and areas of sightings.
Water quality	<ul style="list-style-type: none"> • Designing a road that will not result in a significant or sustained deterioration in the existing water quality of watercourses or wetlands traversed by the corridor.
Biodiversity significance	<ul style="list-style-type: none"> • Protecting and enhancing areas recognised for their regional biodiversity significance, for example Munruben Wetlands and Berrinba Wetlands.
Partnerships with environmental stakeholders	<ul style="list-style-type: none"> • Working with environmental groups that have a unique knowledge of their local areas. • Building a partnership with these groups, throughout all phases of the Park Ridge Connector project (planning through to construction) and working towards best practice environmental outcomes.
Air quality	<ul style="list-style-type: none"> • Designing, constructing and operating the Park Ridge Connector to minimise impacts on air quality.

What is a remnant regional ecosystem?

Remnant vegetation is defined as vegetation where the predominant vegetation type, that is unique to a specific area, is still intact.

What are environmental offsets?

Offsets can be used to compensate for the impacts of developments on ecologically significant areas, by providing an equivalent or larger area of similar vegetation type (to those impacted), in the local area. These are guided by various policies and legislation at state and federal government levels.

What are the special natural environment places in your community?



Economic values – connecting business

Logan City Council has a vibrant and prosperous economic base including industrial development and a range of retail and commercial activities, that enable its residents to live and work locally. The area will continue to prosper with planned industrial and commercial development at Park Ridge, which due to its strategic location will take advantage of the Logan and Gateway Motorways, linking it to the Australia TradeCoast.

Economic values primarily relate to costs and economic impact considerations. The assessment of economic factors has identified the following areas as unsuitable for the location of a road corridor within the area of interest:

- high employment attractors in the Crestmead Industrial Estate
- key commercial agricultural operations in the vicinity of Park Ridge Road.



South West 1 Enterprise Park was an initiative of Logan City Council to combine the protection and rehabilitation of a significant area of wetlands along Scrubby Creek in Berrinba with environmentally sensitive industrial development. It is located opposite the ‘heart’ of one of Logan’s major employment precincts – Crestmead Industrial Estate. South West 1 Enterprise Park is expected to create 2000 new jobs in the area.

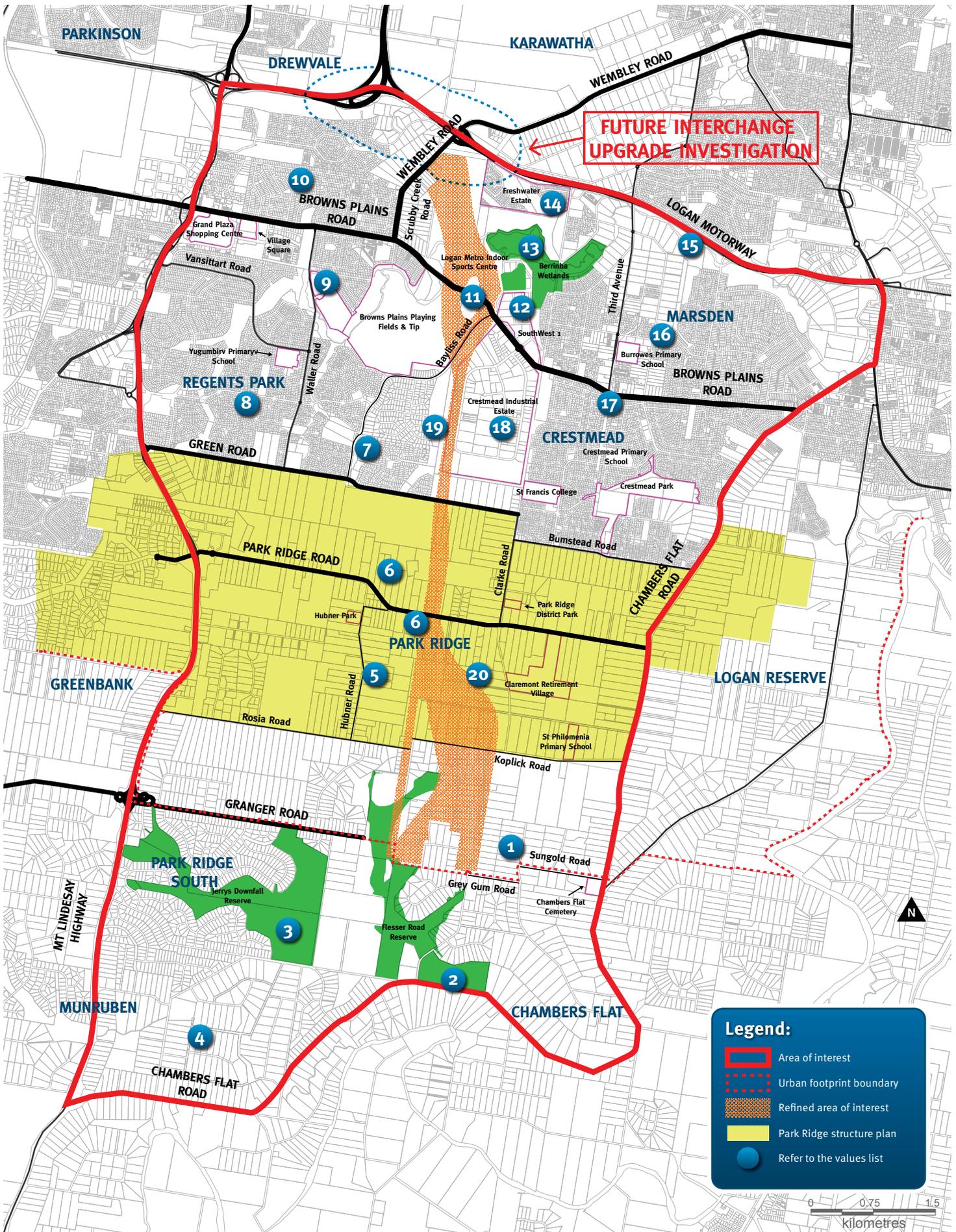
This table summarises the values identified during the planning process. More details can be found in the *Review of Environmental Factors Technical Report*.

What's important	How the Park Ridge Connector protects what's important to people and places
Business growth, employment and opportunity	<ul style="list-style-type: none"> • Supporting the growth of existing and planned employment areas in the area of interest.
Direct access for freight traffic	<ul style="list-style-type: none"> • Providing improved travel times for freight deliveries. • Supporting a local road network that functions more effectively to allow traffic to move freely.
Efficient local roads and improved public transport	<ul style="list-style-type: none"> • Improving the efficiency of the local road network. • Reducing freight traffic on local roads and allowing opportunities for other transport options, for example more cycling, walking and public transport.
Co-location with powerlines	<ul style="list-style-type: none"> • Providing opportunities to co-locate with existing services, for example powerlines, to minimise additional land required for the road corridor.

How should the Park Ridge Connector connect people to places and business?



Refined area of interest map



Park Ridge Connector area of interest

Values that have shaped the Park Ridge Connector refined area of interest

- 1 Established residential areas (Park Ridge South) – minimise disruption to existing communities
- 2 Flesser Reserve – parklands to be protected and enhanced for future communities
- 3 Munruben Wetlands and Jerry’s Downfall Reserve – protect areas of ecological significance
- 4 Established residential areas (Munruben Forest) – minimise disruption to existing communities
- 5 Established residential areas (Park Ridge) – minimise disruption to existing communities
- 6 Commercial Farming Operations – provides local employment and economic growth
- 7 Heritage Boulevard Park – parklands to be protected and enhanced for future communities
- 8 Established residential areas (Regents Park) – minimise disruption to communities
- 9 Established residential areas (Heritage Park) – minimise disruption to communities
- 10 Established residential areas (Browns Plains) – minimise disruption to communities
- 11 Logan Metro Indoor Sports Centre – retain access to community infrastructure and facilities
- 12 South West 1 – provides for future local employment and economic growth
- 13 Berrinba Wetlands – protect areas of ecological significance
- 14 Freshwater Estate – minimise disturbance of current and planned future communities
- 15 Scrubby Creek – protect areas of ecological significance
- 16 Established residential areas (Marsden) – minimise disruption to existing communities
- 17 Established residential areas (Crestmead) – minimise disruption to existing communities
- 18 Crestmead Industrial Estate – provides local employment and economic growth
- 19 Hawthorne Park – parklands to be protected and enhanced for future communities
- 20 Park Ridge Structure Plan (future industrial development) – provides future local employment and economic growth

Connecting to the Park Ridge Connector – interchange locations

How the Park Ridge Connector will link to the existing local road network is an important part of the planning process. Connections to the local road network and interchange locations are important considerations. For the Park Ridge Connector, the following factors have guided the refined area of interest:

- Investigation of a northern connection to the Gateway Motorway.
- Southern connection to Granger Road or Chambers Flat Road. A later planning stage of the Park Ridge Connector will consider connections further south to the proposed Southern Infrastructure Corridor between the Mt Lindesay Highway and Waterford Tamborine Road.

- An interchange to support the Crestmead Industrial Estate.
- An interchange to support the planned industrial area in Park Ridge between Green Road and Park Ridge Road.

These planned interchanges aim to connect the local road network and make access to the Park Ridge Connector easy and safe. The location of the interchanges will be consistent with Logan City Council land-use planning.

Planning for the Park Ridge Connector will ensure that all existing local roads remain connected.

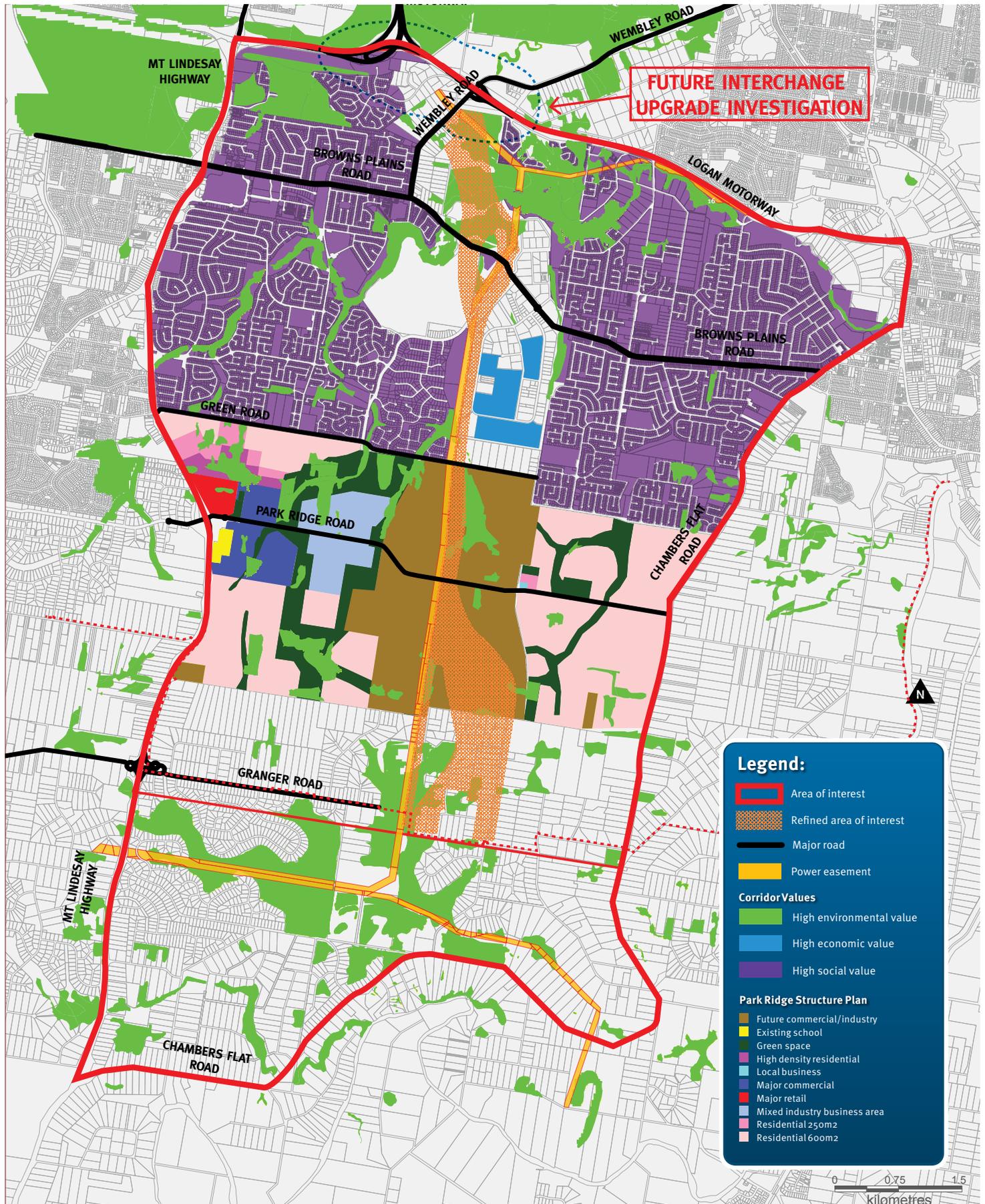
What do you think?

We are seeking your feedback on the Park Ridge Connector. In your feedback, please include your views on the following topics:

1. Should the location of the Park Ridge Connector be east or west of the Logan Metro Indoor Sports Centre?
2. Should the Park Ridge Connector run parallel to power lines from Park Ridge Road to Granger Road (which has environmental impacts but fewer property impacts) or east of the power lines from Park Ridge Road to Granger Road (which has property impacts but less environmental impact)?
3. Where should the Park Ridge Connector connect to the local road network?
 - the interchange connection proposed to support the Crestmead Industrial Estate
 - the interchange connection proposed at Park Ridge Road
 - the interchange connection proposed at either Granger Road or Chambers Flat Road.

Area of interest values map

Social, environmental and economic values identified in the Park Ridge Connector planning process are shown on the map. The map shows areas determined to be high value and not desirable to accommodate a road corridor. Valued areas that the community want to preserve have been further identified. By removing these areas from the area of interest, a refined area of interest in which a Park Ridge Connector corridor could be located has been identified, as shown on the map.



4. What does it mean to the community?

The refined area of interest for the Park Ridge Connector has been developed by working in close consultation with the community through the Community Stakeholder Reference Group and input of the technical advisors. The more detailed findings from this process are contained in the *Park Ridge Connector Review of Environmental Factors Technical Report*.

During the public consultation period, the wider community is invited to participate in the planning process for the Park Ridge Connector.

Community feedback on the considerations and values that have been identified to-date in shaping this refined area of interest (as shown on the map on page 18) will be sought during public consultation from Monday 17 October to Friday 18 November 2011.

When you are providing feedback to us about the Park Ridge Connector please consider...

What are the special areas that you value most in your community?

What are the special natural environment places in your community?

How should the Park Ridge Connector connect people to places and businesses?



How you can provide feedback

During the consultation period you can find more information about the Park Ridge Connector by:

- visiting the website
- reading the newsletter
- sending an email
- phoning the free call number*
- writing to the department
- viewing the static displays at the Logan City Council libraries (Logan West, Logan Village, Marsden and Greenbank), Logan City Council Administration Centre and Chambers Flat/Logan Reserve Community Centre.



You can also attend a staffed public display and discuss the Park Ridge Connector with the project team at the following locations and times:

Date	Time	Staffed display location
Wednesday 26 October 2011	6-9pm	Logan Metro Indoor Sports Centre, 357 Browns Plains Road, Crestmead
Saturday 29 October 2011	11am-3pm	Park Ridge Baptist Church Hall, 3922 Mt Lindesay Highway, Park Ridge
Wednesday 2 November 2011	6-9pm	Logan Metro Indoor Sports Centre, 357 Browns Plains Road, Crestmead
Saturday 5 November 2011	11am-3pm	Park Ridge Baptist Church Hall, 3922 Mt Lindesay Highway, Park Ridge
Saturday 12 November 2011	11am-3pm	Chambers Flat/Logan Reserve Community Centre, 49-65 Kenny Road, Chambers Flat

Review a full copy of the *Park Ridge Connector Review of Environmental Factors Technical Report* at www.tmr.qld.gov.au/prc.

The project team will continue to gather community feedback by:

- attending meetings of special interest groups to discuss specific aspects of the Park Ridge Connector
- meeting with the Community Stakeholder Reference Group
- meeting individually with impacted property owners in the refined area of interest.

Contact us

Phone: 1800 799 824*
Monday to Friday 8.30am to 5pm

Email: parkridgeconnector@tmr.qld.gov.au

Web site: www.tmr.qld.gov.au/prc

Write to: Department of Transport and Main Roads
PO Box 442, Nerang Qld 4211

Translation services

For information in your language about the Park Ridge Connector call the Translating and Interpreting Service on 131 450 and quote 1800 799 824*.

People with hearing impairment

If you have a hearing impairment, please phone the National Relay Service on 133 677 and ask for 1800 799 824*.

* Free call from fixed lines in Queensland. Call charges may apply for calls from mobile phones and payphones.

Next steps

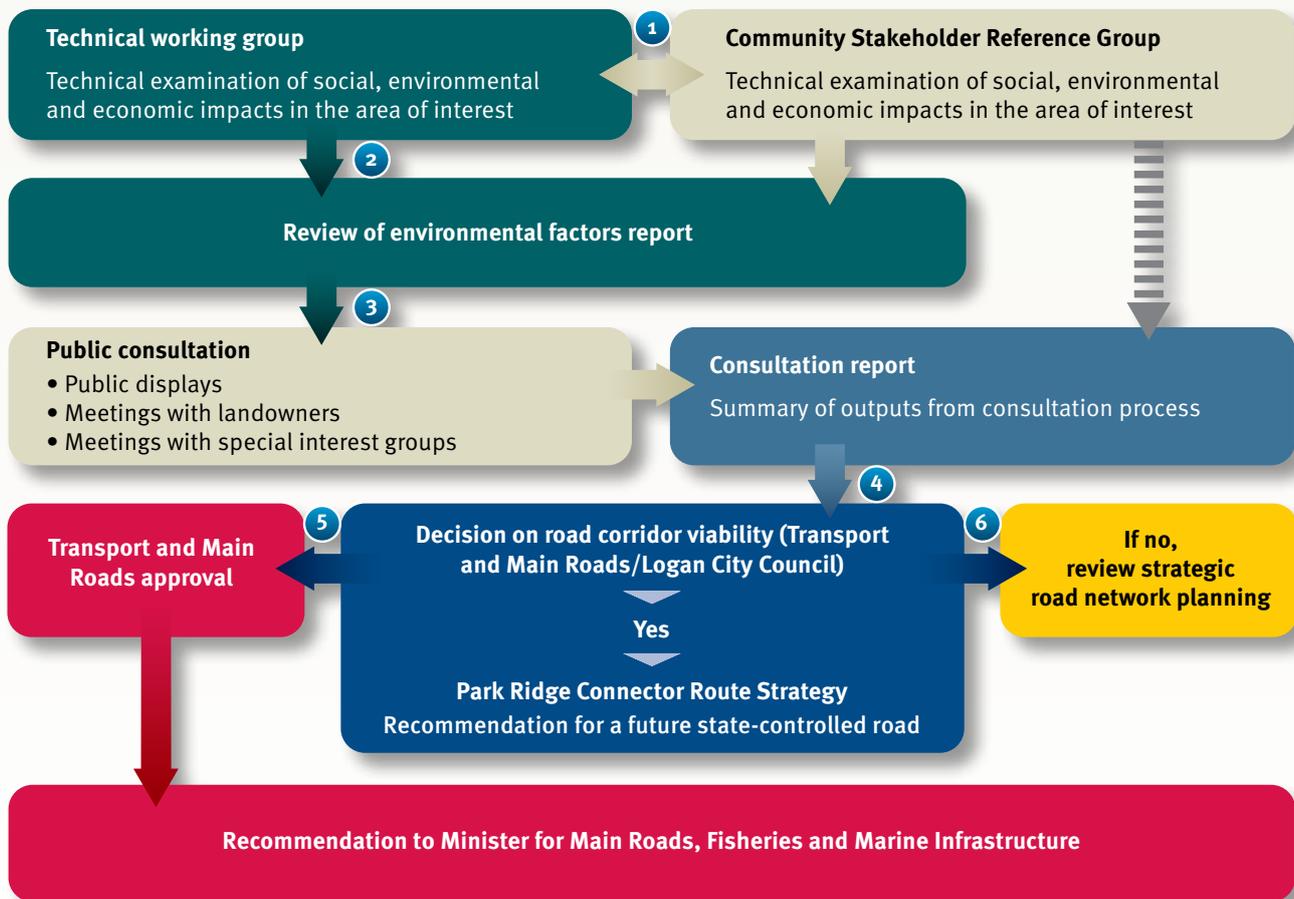
Once the public consultation period is complete, all feedback will be collated in a consultation report. This report will be analysed by the Department of Transport and Main Roads and Logan City Council to determine whether a viable road corridor is available through the refined area of interest. This will consider:

- whether the level of technical data gathered has been sufficient to adequately inform the Park Ridge Connector planning process
- if the refined area of interest accurately reflects the values and views of the wider community

- how to mitigate impacts the Park Ridge Connector may have on parts of the refined area of interest.

These considerations will inform the Road Route Strategy which is the next stage of the planning process for the Park Ridge Connector. Should a viable route be identified, a future state-controlled road corridor will be declared. If a corridor is declared, the Department of Transport and Main Roads will contact all directly affected landowners to discuss the process of corridor preservation.

Planning process:



- 1 Social, environmental and economic values in the area of interest have been identified with assistance from a range of technical advisors, the Community Stakeholder Reference Group, and meetings with interest groups.
- 2 The Department of Transport and Main Roads and Logan City Council have worked together to undertake the review of environmental factors and identify a refined area of interest in which the Park Ridge Connector could be developed.
- 3 The *Review of Environmental Factors Technical Report* is on public display for community comment.

- 4 Public submissions on the report will be included in a consultation report and then considered in determining a viable road corridor.
- 5 The future road corridor, if determined as viable, will be proposed for declaration by Transport and Main Roads as a future state-controlled road. If a corridor is declared, Transport and Main Roads will then contact all directly affected landowners to discuss the process of corridor preservation.
- 6 If a viable corridor has not been identified, the department will review strategic road network planning for the area of interest.

