

Minutes

Coomera Connector Stage 1 Community Reference Group

Meeting 1

Date Wednesday 2 September 2020 **Time** 9.00am – 11.30am

Facilitator Al Mucci

Minute taker Natalie Warren, TMR project team

Attendees

Presence

Amy Kinnane	Foreshore Coomera	Present
Paul Hogan	Foreshore Coomera	Present
Trenton Gay	Gold Coast Marina & Shipyard	Present
Kevin Cornor	River Cove, Hope Island	Present
Debbi Parker	River Cove, Hope Island	Present
Ann Jones	Monterey Keys, Helensvale	Present
Mark Hunter	The Shores, Helensvale	Present
John Pincock	The Surrounds, Helensvale	Present
Bradley Read	Seachange, Arundel	Present
Sean Reid	Arundel/Parkwood	Present
Luisa Williams	Molendinar	Present
Yvette Dempsey	Carrara	Present
Craig Rowston	Gold Coast Suns	Present
Karina Waterman	Coomera Conservation Group	Present
Nicole Taylor	Coomera Conservation Group	Present
Lois Levy	Gecko Environment Council	Present
Wade Arthur	TMR project team	Present
Kate Taylor	TMR project team	Present
Tim Carey	Metricon Stadium	Apologies
Stacey Taverna	Arundel Springs estate	Apologies
Roy Bekkeli	The Surrounds, Helensvale	Apologies

Agenda item 1 Welcome and introductions

Kate Taylor welcomed members and introduced Al Mucci as the facilitator of the CRG.

Al Mucci provided an acknowledgement of country and invited members to introduce themselves to the group.

Members individually introduced themselves and provided an overview of their interest in the project.

Al Mucci reiterated the purpose of the CRG which is to consult with residents who live close to the corridor plus key environmental and business stakeholders about project negotiables such as urban design. Al Mucci provided an overview of the group rules that have been developed to facilitate constructive discussions.

Agenda item 2 Coomera Connector: what's happened so far?

Wade Arthur provided an overview of:

- The history of the identification and preservation of the Coomera Connector corridor
- Why Stage 1 between Coomera and Nerang was identified as the priority stage and the benefits Stage 1 will deliver
- Why the Coomera Connector is the preferred option to meet future transport needs
- Environmental approvals that are underway with the Department of Agriculture, Water and the Environment.
- The key design aspects of the Coomera Connector that have been confirmed so far:
 - High-speed motorway style road
 - Elevated interchanges to minimise impacts on existing road network
 - Shared path for walking and bike riding to be included in full length of Coomera Connector
 - Noise monitoring data to be used to determine where noise barriers will be included in reference design.

Kate Taylor provided an overview of the community consultation undertaken in late-2019 including key outcomes.

Agenda item 3 Your questions, issues and opportunities

In three geographic groups, CRG members discussed and record key questions, issues and opportunities. CRG members presented outcomes of these discussions to the group.

TMR will consider the questions, issues and opportunities prior to the next CRG meeting.

Questions, issues and opportunities raised by the CRG are included as Attachment 1.

Agenda item 4 Project negotiables

Wade Arthur outlined the negotiable and non-negotiable aspects of the project including:

Non-negotiables

- Location of the road
- Number and width of lanes
- Relevant safety and design requirements
- Engineering elements

Negotiables

- Design of noise barriers
- Design of retaining walls

- Landscaping and planting in the and around the project corridor
- Design of shared path for walking and bike riding (including items such as shade trees, viewing platforms, rest areas, seating and bubblers).

Following discussion with CRG members, TMR agreed to provide an opportunity for CRG members to provide feedback about the list of project negotiables.

Agenda item 5 Upcoming community consultation

Kate Taylor provided an overview of upcoming community consultation for Stage 1 including:

- Project newsletter to be distributed to approximately 170,000 homes, businesses and PO boxes between Pimpama and Mermaid Waters
- Online engagement website where community members will be able to submit ideas about the project negotiables and share knowledge about heritage values in and around the Stage 1 corridor. The consultation period will be open until 11 October 2020.
- A 3D project visualisation tool will enable community members to explore 360° panoramas of the Coomera Connector. This is available on the online engagement website at: www.yoursay-projects.tmr.qld.gov.au/coomeraconnector

Agenda item 6 General business and close

No additional business was raised.

Al Mucci confirmed TMR project team would email CRG members about providing feedback about the list of project negotiables.

Date of next meeting

To be confirmed.

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Coomera Connector Stage 1 Community Reference Group – Meeting 1

Attachment 1 – Questions, issues and opportunities

QUESTIONS

- Exact connection point with connector and M1/Nerang-Broadbeach Rd – impact on residents?
- What is the relationship between Coomera Connector and Songcheng proposed development?
- What is planned in regards to noise abatement?
- How will Coomera Connector impact on flooding and what is the mitigation strategy?
- What is the road surface?
- How does Coomera Connector relate to proposals for light rail on Nerang-Broadbeach Rd?
- Impacts on large stormwater drain and discharge Keen Road Molendinar (west end)?
- Impacts on Ernest Junction heritage-listed tunnel and walking tracks
- Is Nerang considered start or end of Coomera Connector? *It is referenced as north to south, so Nerang is at the southern end.*
- Will we get to see the business case proposal before it is presented?
- 4 lanes or 6 lanes?
- Compensation for people on the border? Noise mitigation
- When the Helensvale North/Hope Island railway station is built next year, how can a six lane motorway be constructed next to it and fit inside the railway boundary without resumption of River Cove properties?
- We believe the Gold Coast Council wants assurance that there will be an on/off ramp as we as a service road beside the Coomera Connector, joining Hope Island Road and River Cove. Could we have some details relating to this?
- KPA in east Coomera – does it pave the way for a PDA?
- Has the future of Norwell been considered?
- Will the aspirational elements of the design be carried through to the final product eg green infrastructure?
- Can we see an example of the finished product near:
 - Oakey Creek Road
 - The Surrounds
 - Residential
- What will be the design life for Stage 1?
- Likelihood of Shipper Drive being an exit/entry?
- Options assessment: public would like an executive summary please
- When will the final decision be made on the exit/entry point at Oakey creek v Shipper Drive?

- Is there anything stopping the Coomera Connector going ahead in either one area or at all?
- Has the Federal Govt definitely got the \$\$ to go towards this? If they don't, what happens from there?
- What happens to Oakey Creek koalas? It's a high value habitat. What does that hold in terms of value to TMR and the road?
- What is the distance between the road and residents on the boundary?
- Why didn't the local Coomera councillor Donna Gates know there was an exit/entry option at Shipper Drive?
- What is definite v what is negotiable?
- What will the surface be made of?
- Green infrastructure – where does it fit on the list of negotiables/non-negotiables?
- How will you deal with construction i.e. all the workers coming into the area, parking and so on?
- What is the estimated number of vehicles on the new road, particularly those likely to leave or enter at the Nerang end? I'm concerned that a major bottle neck could eventuate. The plans to date just appear to end on the Nerang-Broadbeach Rd near Nerang with no clear link to the M1 or anywhere else.

ISSUES

- Southern connection of Coomera Connector and Nerang-Broadbeach Rd – exact position and impact on residents
- Traffic bottleneck and connection of Coomera Connector and Nerang-Broadbeach Rd
- Noise pollution
- Air pollution
- Impact of floods
- Dust pollution
- Wildlife crossings and connectivity
- Effect of lights on residents' homes and wildlife
- Traffic blocked during Suns games and events
- Country Club Drive realignment
- Different level/departments of government communication – TMR/Council/QLD Rail
- Traffic management around construction – parking, noise, dust, piling, vibration, building damage
- Road surface – noise
- Noise mitigation – homes on corridor, windows
- Wildlife, birds, animals, flora
- On/off ramps – Govt department communication and funding responsibilities
- Light, noise, fumes, dust

- Speed limits – 5 decibels make a difference
- Research and scientific developments
- Impacts of construction on Hope Island Rd – parking
- Provide independent research to the group on speed, surface, decibels, pollution mitigation
- Fragmentation of habitat – existing and future
- Wildlife dispersal – translocation? Wildlife rescue
- Conflict with Koala Conservation Strategy – PKA exemption for CC stage 1
- Coomera Connector is a wildlife corridor (north to south)
- Orderly sequencing of decisions
- Impact on city planning re density, proximity to Coomera Connector

OPPORTUNITIES

- Innovation and green noise/air pollution barriers (RMIT project)
- Bike track/walking trail – link
- Human and wildlife-friendly lighting as per EPBC requirements
- Use of new asphalt made of old coffee cups as the 'glue'
- Landscaping and native vegetation but does not endanger wildlife
- Underground in certain areas
- Rubberised asphalt
- Future transport styles – limited types of vehicles allowed on Coomera Connector
- Above-ground tunnel in certain areas
- Another highway further west (Logan Mwy to NSW)
- School public transport/buses, cost to parents/limit school traffic
- Commitment to use latest global science
- Relocate motorway to western side of railway at Saltwater Creek
- Offsets – early, timely, local, scientific, outcome-driven, proportionate
- Precedent for stage 2
- Wider and more regular consultation
- Best practice solutions – carbon protection, environmental protection

QUESTIONS

- * Exact connection point with connector and M1/Nerang Broadbeach Rd - Impact on residents?
- * What is Relationship between CC + Songcheng Proposed Devt?
- * What is planned in regards to noise abatement?
- * How will CC impact on flooding + what is the mitigation strategy?
- * What is ROAD SURFACE?
- * How does CC relate to proposals for light rail N-B RD?
- * Impact on lg stormwater drain + discharge Kern Rd. Molindinal West end
- * Impact on Ernest Junction heritage listed tunnel + walk TRACKS.

QUESTIONS

- Will we get to see the business case proposal before it is presented
- 4 lanes or 6?
- Compensation for people on the border?
 - ~~Some~~ Noise mitigation.

QUESTIONS

Will the 'aspirational' elements of the design be carried through to the final product (eg. green infrastructure)?

Can we see an example of the finished product near: Oakley Creek?
 Road
 : Surrounds?
 : Residential

WHAT WILL BE THE DESIGN LIFE FOR STAGE I

LIKELIHOOD OF SHIPPER DR BEING AN EXIT/ENTRY

Options Assessment: public would like an executive summary (please!).

QUESTIONS

- * When will the final decision be made on the exit/entry point eg; Oakley Creek vs Shipper Dr?
- * Is there anything that will stop the Coomera Connector going ahead in either one area or at all?
- * Has the Federal Govt definitely got the \$\$\$ to go towards this? if they don't what happens from there?
- * What happens to Oakley Creek Koalas? It's a high value koala habitat? what does that hold in terms of value to TMR + the road?
- * What is the distance between the road + residents on the boundary?
- * Why didn't the local coomera Member Donna Gates know there was an exit/entry point option Shipper Drive?
- * What is definite vs what is negotiable

ISSUES

- * Sil. Connection of cc & N-B Road - exact position + impact on residents.
- * Traffic bottleneck & connection of CC + N-B Rd.
- * noise pollution
- * Air pollution
- * Impact on floods
- * dust pollution
- * Wildlife crossings + connectivity
- * Effect of lights on residents homes + wildlife
- * Traffic blocked during Suns gates + events

ISSUES

- Speed limits
5 decibels makes a difference.
- Research + Scientific Developments.
- Timeframes
- (11) Impact of construction on Hope Island ~~side~~ road (Parking)
- (12) Provide independent research to the group on
 - speed
 - surface
 - vehicles
 - pollution mgt

ISSUES

1. Helensvale North Railway Station.
How can 6 lane Hwy be constructed
- Resumption River case precedents
2. G.C.C. Wants assurance there will be on/off ramps + Service Road beside C.Corr.
3. Country Club realignment.
4. Different level/Departments + Govt Comm. Communication [TMR/ACC/Ord Rail]
5. Traffic Mgmt around construction
- Parking / Noise / Dust / Filing / Vibration / Resi Building damage
6. Road Surface - Noise
7. Noise mitigation - homes on Corridor
- Windows
8. Wildlife / Birds - Animals - Flora
9. On/off ramps - Govt Depts Communication + funding resp responsibilities
10. Light / Sound / fumes / dust.

ISSUES

- Fragmentation of habitat - existing and future
- Wildlife dispersal → translocation? translocation → scientific, wildlife rescue
- Conflict at Koala Cons. Strategy
eg PKA → exemption for C.C. (Stage 3).
- C.C. corridor is used as a wildlife corridor (North-South).
- ORDERLY SEQUENCING OF DECISIONS
- Impact on City planning re density. Proximity to CC = ↑ density + KPA in E. Coomera → does it pave the way for a P.D.A.?
- Has the future of NORWELL been considered

OPPORTUNITIES

- * Innovation in green noise/AIR pollution barriers (RMIT project)
- * Bike track / walking trail - Link
- * human + wildlife friendly lighting as per EPBC requirements
- * Use of new asphalt made from old coffee cups as the "glue".
- * LANDSCAPING in NATIVE veg but does not endanger wildlife

OPPORTUNITIES

- Underground?? [in certain areas]
- Rubberised Asphalt
- Future transport styles.
 - Limited types of vehicles on Conn. Connector
- Above ground tunnel [in certain areas]
- Another Highway further West. [from Logan Hwy to NSW]
- School public transport / buses
 - Cost to parents / limit school traffic
- Commitment to use latest global science.
- Relocate Motorway to western side of railway line at Saltwater Creek.

OPPORTUNITIES

- Offsets - early, timely, local, scientific, outcome driven, proportionate
- Precedent: stage 2
- Wider + more regular consultation
- Best practice solutions - urban protection or ENVIRONMENT PROTECTION, etc.