

Planning a new road corridor to support growth



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

The Department of Transport and Main Roads and Logan City Council are working together to investigate whether there is a viable road corridor to link growing residential and industrial development at Park Ridge to the Logan and Gateway motorways, and support the road network.

By 2031, a future road link known as the Park Ridge Connector could be required to carry up to 70,000 vehicles per day, supporting Mt Lindesay Highway, Wembley and Chambers Flat roads, and relieving congestion on the existing local road network.

A broad area of interest for Park Ridge Connector planning is bounded by the Logan Motorway to the north, Mt Lindesay Highway to the west, and the north-south alignment of the Chambers Flat Road to the east and south. At this stage, investigations for the southern boundary of a Park Ridge Connector has been limited to Granger Road in the south.

A review of environmental factors report for the area of interest has been prepared as the first step towards identifying a road corridor approximately 100 metres-wide. The corridor refinement and reduction process has already included input from several special interest groups and a project-specific Community Stakeholder Reference Group.

The local community is now invited to get involved by providing feedback on the report and help identify a viable corridor.

If a viable corridor can be identified, the selected route is then proposed by the department as a future state-controlled road. The department will be meeting with potentially impacted property owners during the public display period.

Benefits of the Park Ridge Connector:

- provides links to major roads
- increases the road capacity in Logan City
- improves access to trade and employment centres
- relieves congestion and improves safety.

In this newsletter

- About the review of environmental factors
- Where the Park Ridge Connector could be located
- Map of the area of interest
- The consultation process
- Have your say

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.

The road link is intended to be built to ‘motorway standard’ to allow fast and safe access to the Logan and Gateway motorways, and the wider south-east Queensland transport network.

Planning background

Planning for the Park Ridge Connector 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 Park Ridge Connector is identified as a vital part of the strategic road network to service growth in industrial, commercial and residential developments and to relieve congestion on the existing local road network.

Where could it be located?

A viable corridor for the Park Ridge Connector is yet to be identified.

However, to provide the most efficient road network a Park Ridge Connector needs to be located south of the Logan Motorway, between the Mt Lindesay Highway to the west and Chambers Flat Road to the east.

The Park Ridge Connector could extend south from the Logan Motorway to Granger Road.

Ultimately, the Park Ridge Connector may extend to connect to a future Southern Infrastructure Corridor (east-west link). Community feedback relating to areas south of Granger Road will be retained for a second phase of planning to be undertaken at a later date.

When will it be built?

The Park Ridge Connector is identified in the *Draft Connecting South-East Queensland 2031* plan 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 future land use planning for the area. There will be ongoing consultation with property owners as planning progresses in 2011–2012. However, construction will be subject to government approval and future funding.

Strategic modelling suggests the road will be needed by 2031.

About the review of environmental factors

The primary aim of the *Review of Environmental Factors Technical Report* is to identify potential constraints affecting Park Ridge Connector planning for future investigation and assessment.

The review of environmental factors considered both positive and negative impacts of the road link for the local community across the following areas:

- **Social** – consideration of historical and cultural heritage, indigenous heritage, community infrastructure, established residential communities, land use planning and noise.
- **Environmental** – consideration of ecosystems, wetlands, open spaces, and reserves and parklands that contain significant vegetation and provide habitat for animals.
- **Economic** – consideration of costs and economic impact on employment and commercial operations.

The planning process has also addressed potential connections between the Park Ridge Connector and the existing local road network.

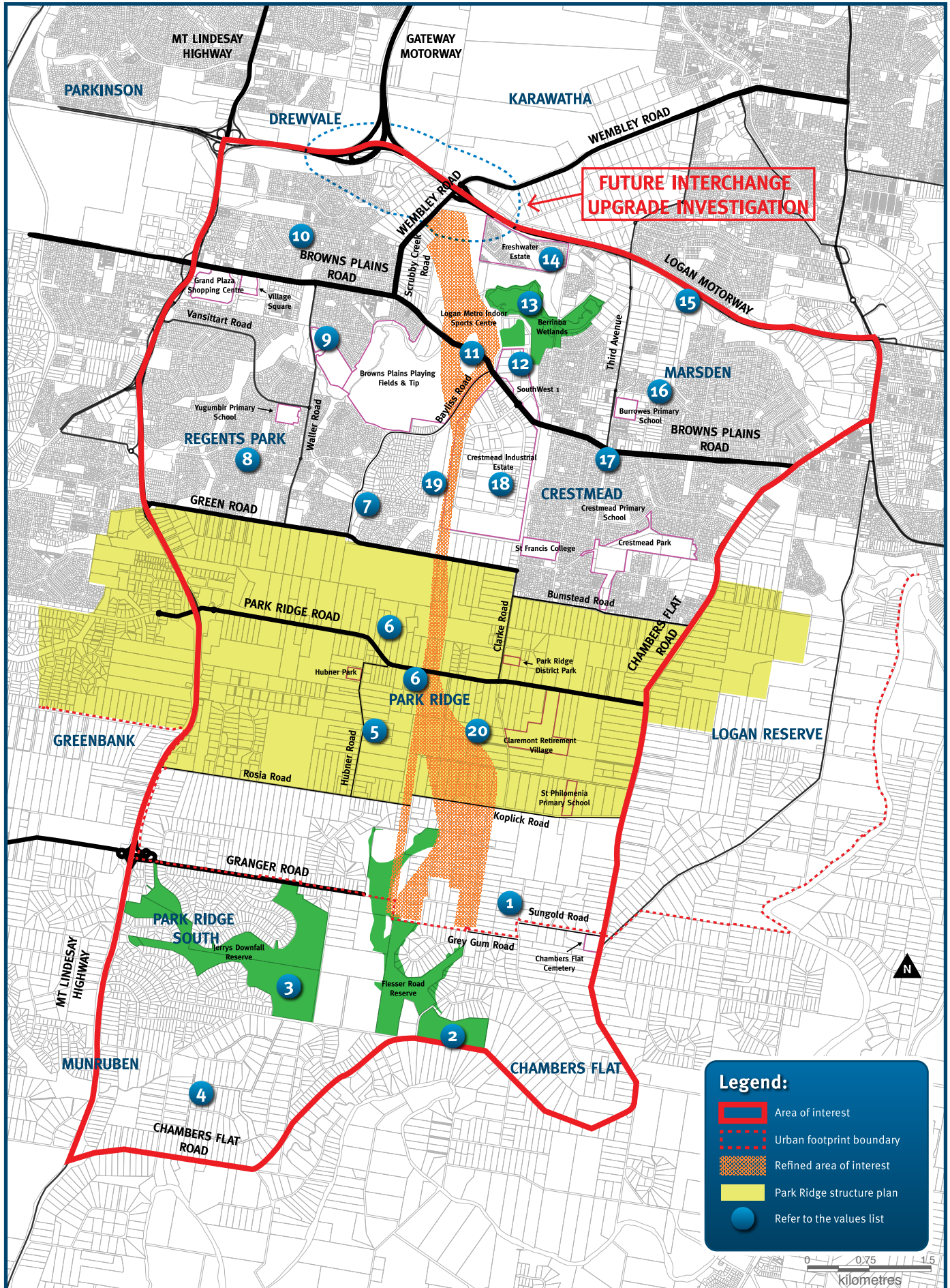
A Review of Environmental Factors Overview has also been prepared to summarise the work undertaken so far and the outcomes of the corridor refinement process (from the area of interest to the refined area of interest).

Values

The following social, environmental and economic values have shaped the Park Ridge Connector’s refined area of interest. They are identified on the following map.

- 1 Established residential areas (Park Ridge South)
- 2 Flesser Reserve
- 3 Munruben Wetlands and Jerry’s Downfall Reserve
- 4 Established residential areas (Munruben Forest)
- 5 Established residential areas (Park Ridge)
- 6 Commercial Farming Operations
- 7 Heritage Boulevard Park
- 8 Established residential areas (Regents Park)
- 9 Established residential areas (Heritage Park)
- 10 Established residential areas (Browns Plains)
- 11 Logan Metro Indoor Sports Centre
- 12 South West 1
- 13 Berrinba Wetlands
- 14 Freshwater Estate
- 15 Scrubby Creek
- 16 Established residential areas (Marsden)
- 17 Established residential areas (Crestmead)
- 18 Crestmead Industrial Estate
- 19 Hawthorne Park
- 20 Park Ridge Structure Plan

Refined area of interest map



Community consultation

In May 2011, a Community Stakeholder Reference Group, consisting of 14 local residents, was established to ensure the economic, social and environmental interests of the community were represented in early planning for the Park Ridge Connector.

The group has met regularly since May to help identify core community values and assist the department and council to define the refined area of interest. They have also informed the review of environmental factors report by drawing on their knowledge, opinions and resources as representatives of stakeholder groups.

The consultation process



Have your say

The planning undertaken so far has resulted in a *Review of Environmental Factors Overview* and *Technical Report*, and a refined area of interest. The report was developed as a joint process between the Community Stakeholder Reference Group and technical studies across a range of local areas identified to have social, economic and environmental value.

The project team needs your help to:

- ensure the review of environmental factors adequately represents the social, economic and environmental values of the community
- determine if there is a viable corridor within the refined area of interest.

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 places of natural environment in your community?
- How can the Park Ridge Connector connect people, places and businesses?

A full copy of the *Review of Environmental Factors Overview* and *Technical Report* is available at www.tmr.qld.gov.au/prc or at the following display locations:

- Logan City Council Libraries at Marsden, Logan West, Logan Village and Greenbank
- Logan City Council Administration Centre
- Chambers Flat/Logan Reserve Community Centre.

Between **Monday 17 October and Friday 18 November 2011**, you can have your say on the project by:

- visiting the project website www.tmr.qld.gov.au/prc and completing the feedback form
- emailing the project team at parkridgeconnector@tmr.qld.gov.au
- contacting the project team on 1800 799 824*
- completing a feedback form at one of the static displays listed above.

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

Venue	Date	Time
Logan Metro Indoor Sports Centre 357 Brown Plains Road, Crestmead	Wednesday 26 October	6pm to 9pm
Park Ridge Baptist Church 3922 Mount Lindesay Highway, Park Ridge	Saturday 29 October	11am to 3pm
Logan Metro Indoor Sports Centre 357 Brown Plains Road, Crestmead	Wednesday 2 November	6pm to 9pm
Park Ridge Baptist Church 3922 Mount Lindesay Highway, Park Ridge	Saturday 5 November	11am to 3pm
Chambers Flat/Logan Reserve Community Centre 49-65 Kenny Road, Chambers Flat	Saturday 12 November	11am to 3pm

Next steps

Following the public consultation period, feedback and comments will be collated to help guide the decision making process. If a viable road corridor can be identified, a future state-controlled road will be declared.

Contact us

Tel: 1800 799 824*
Web: www.tmr.qld.gov.au/prc

For further information, or to provide comments on the project, please contact the Department of Transport and Main Roads on:

Email: parkridgeconnector@tmr.qld.gov.au

Post: Department of Transport and Main Roads
PO Box 442 Nerang Qld 4211

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

For information about the Park Ridge Connector if you have a hearing impairment, contact the National Relay Service (NRS) on 133 677 and quote '1800 799 824'.*

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