



**Queensland
Government**
Queensland Transport
Main Roads

Memorandum of Understanding between DTMR and GCCC for the Priority Infrastructure Plan

Action statement

Date	Name	Position	Action required (Review/Endorse/Approve)	Due date

Prepared by
Title Manager (Program & Business Performance)
Branch/District Network Planning and Performance Unit
Division/Region South Coast Region
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Contact for enquiries and proposed changes

If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

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Version history

Version no.	Date	Changed by	Nature of amendment

Approval

The following officers have **approved** this document.

Customer

	DTMR	GCCC
Name	Andrew Cramp	Warren Rowe
Position	Regional Director (South Coast)	Director (Planning Environment and Transport)
Signature	Not Relevant	Not Relevant
Date	14/5/10	27/4/10

Sponsor/Program Manager

	DTMR	GCCC
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Position	Manager (Program Development & Performance)	Manager Transport Planning
Signature	Not Relevant	Not Relevant
Date	19/5/10	27.4.10

The following officers have **endorsed** this document.

	DTMR	GCCC
Name	EMMA THOMAS	Dale Dickson
Position	Chief Operations Officer	Chief Executive Officer
Signature	Not Relevant	Not Relevant
Date	15/07/10	27.4.10

Contents

1	Background	5
1.1	Reason for Memorandum of Understanding (MOU).....	5
2	Governance of MOU.....	5
2.1	Parties to MOU.....	5
2.2	Delegated Authority.....	6
2.3	Priority Infrastructure Plan (PIP) Technical Group (TG).....	6
3	Role of PIP Technical Group (TG).....	11
3.1	Use of Local Function Charges (LFC).....	11
3.2	Recommend Revision and Amendment of the GCCC and DTMR Schedules of Works.....	12
3.3	Coordinate Policy.....	12
3.4	Streamline Planning and Service Delivery.....	13
3.5	Record the Designation of Trunk and State-Controlled Road (SCR) Infrastructure.....	13
3.6	Revise and Amend the MOU.....	13
3.7	Communication.....	13
3.8	Reporting.....	14
3.9	Amendment Process.....	14
3.10	Finance.....	14
3.11	Financial Arrangements for Development Offsets.....	15
4	Dispute Resolution	16
4.1	Dispute Resolution Process.....	16
5	Execution.....	16
5.1	Agreement.....	16

ABBREVIATIONS

GCCC	Gold Coast City Council
DTMR	Department of Transport and Main Roads
SCR	State-Controlled Road
PIP	Priority Infrastructure Plan
ICS	Infrastructure Charges Schedule
LFC	Local Function Charges
PIP TG	Priority Infrastructure Plan Technical Group
MOU	Memorandum of Understanding
PFTI	Plans For Trunk Infrastructure

1 Background

1.1 Reason for Memorandum of Understanding (MOU)

Transport contributions arising from Gold Coast City Council (GCCC) Planning Policy 19 were replaced with Infrastructure Charges when the Priority Infrastructure Plan (PIP) for GCCC commenced on 8 January 2007.

The GCCC Planning Scheme was amended to include the PIP which integrates a joint Department of Transport and Main Roads (DTMR) and GCCC Road Infrastructure Network Plan.

Charges for the local function use of a State-controlled road are now included in the Infrastructure Charges Schedule. Joint arrangements will continue to be developed between GCCC and DTMR to plan, condition for and deliver better road infrastructure outcomes.

GCCC and DTMR will collaboratively program and improve delivery of road infrastructure resulting from the joint planning, collection and use of all road infrastructure charges, including local function charges, across the road system in Gold Coast City.

The PIP MOU provides the framework for communication and guidance for the coordination of collaborative planning and programming by GCCC and DTMR to deliver the PIP schedule of works within available funding.

The PIP MOU will expire on 30 June 2014 unless agreement is reached to extend, replace or modify the agreement.

2 Governance of MOU

2.1 Parties to MOU

Parties to the MOU are GCCC and DTMR.

The MOU is executed by the Director Planning, Environment and Transport (PE&T), on behalf of the GCCC, and by the Regional Director, South Coast Region (SCR) for DTMR on behalf of the Queensland Government.

2.2 Delegated Authority

The GCCC Manager Transport Planning and the DTMR Manager (Program Development & Performance) are authorised as Delegates to represent their organisation, make decisions, or seek higher decision approval and progress such decisions; and review recommendations from the PIP Technical Group (TG), specifically in relation to the Local and State Schedule of Works as identified in the PIP.

2.3 Priority Infrastructure Plan (PIP) Technical Group (TG)

The PIP TG is expected to include:

- GCCC – Manager Transport Planning (GCCC Delegate) -- MTP
 - Coordinator Infrastructure Planning - CIP
 - Supervisor Developer Contributions - SDC

- DTMR – Manager Program Development & Performance (DTMR Delegate) - MPDP
 - Principal Engineer Network Planning - PENP
 - Principal Advisor (Development Control) - PADC

The PIP TG will meet on a quarterly basis and as required for specific issues. The meeting schedule should align with significant milestones in the preparation of the Roads Implementation Program (RIP).

Significant RIP preparation dates are:

1. Oct/Nov start of RIP update process
2. Feb/Mar compile Development RIP
3. April/May finalise budget allocations
4. June/July release RIP

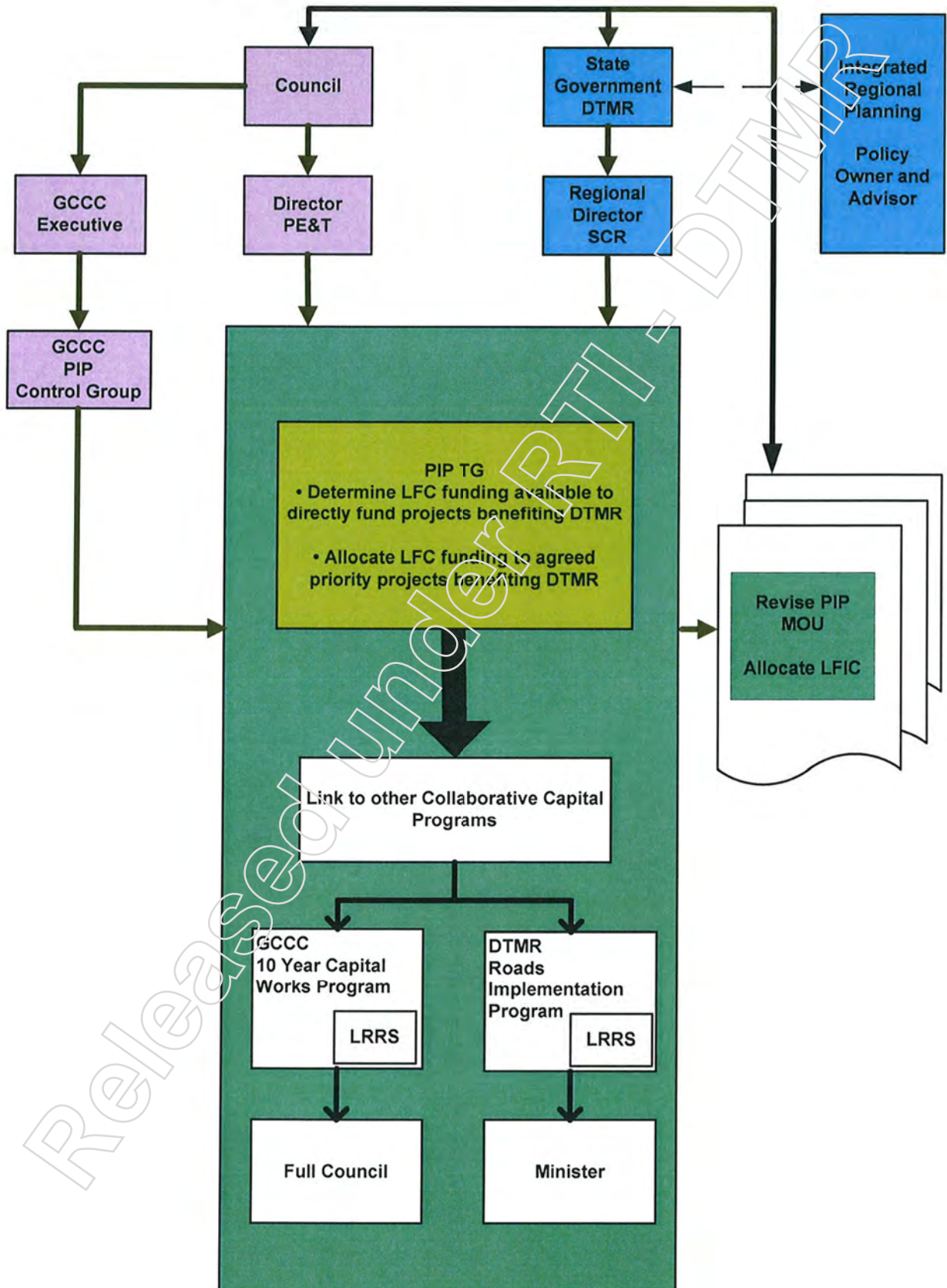
The Local Function Charge (LFC) is collected by Council and held in Trust (council revenue stream) with a statutory obligation to be spent on PIP defined infrastructure that will benefit the state-controlled road network.

The PIP TG may invite other officers to participate in meetings, but decisions will still be reached by the consensus of the delegated representative from each organisation.

The main task of the PIP TG is to direct the investment of Local Function Charges (LFC) within the context of the overall management of the road system, as represented in Table 1.

Table 1: The Role of the PIP TG within the Broader Organisational Context

Governance of the PIP TG



The key roles and responsibilities for members of the PIP TG are expected to be as tabulated below.

TABLE 2: KEY ROLES AND RESPONSIBILITIES

Manager Transport Planning GCCC	
Role	Responsibilities
<ul style="list-style-type: none"> • Recommend the use of LFC • Collaborative planning of the functional road hierarchy • Jointly developing the overall road project prioritisation framework • Coordinating with other local government road infrastructure that crosses GCCC boundaries • Recording lead agency responsibilities for LFC projects for planning, design and construction for infrastructure delivery 	<ul style="list-style-type: none"> • Chair the PIP TG and prepare agendas for quarterly meetings • Keep file records of meetings, reports and correspondence • Oversee the tasks of the PIP TG • Monitor network performance, evaluate and record changes to the Schedules of Works • Assign collected LFC funds to become assured funds benefitting DTMR • Prepare annual report
Accountable for	Coordination of the PIP TG Integration of PIP with Council's Capital Works Program

Manager Program Development & Performance DTMR	
Role	Responsibilities
<ul style="list-style-type: none"> • Determine the use of LFC in accordance with IPA • Collaborative planning of the functional road hierarchy • Jointly developing the overall road project prioritisation framework • Coordinating with other state-controlled road infrastructure that crosses GCCC boundaries • Recording lead agency responsibilities for LFC projects for planning, design and construction for infrastructure delivery • Ensure appropriate governance and recording of allocation of assured funds. 	<ul style="list-style-type: none"> • Allocation of the LFC • Oversee the tasks of the PIP TG • Monitor network performance and evaluate changes to the Schedules of Works • Apply due diligence principles when considering the works on which LFC are to be invested • Provide content secretariat support to GCCC Chair • Provide DTMR input required for preparation of annual report • Ensure due process and appropriate governance • Distribute LFC funds from GCCC • Manage risks to project delivery
Accountable for	Integration of PIP works with RIP Recording DTMR decision making

Coordinator Infrastructure Planning GCCC	
Role	Responsibilities
<ul style="list-style-type: none"> • Provide linkage to Strategic Planners to improve development outcomes • Updating advice on PIP growth projections and planning assumptions • Provide land use guidance to improve the efficient delivery of infrastructure and guide development patterns 	<ul style="list-style-type: none"> • Monitor growth and report on application of tests for consistency • Maintain adopted growth figures and make amendments in accordance with statutory provisions. • Contribute to achieving the intent of the Regional Plan • Record and instigate planning scheme changes to the Schedule of Works recommended by the PIP TG.
Accountable for	Integration of PIP works and the Planning Scheme

Principal Engineer Network Planning DTMR	
Role	Responsibilities
<ul style="list-style-type: none"> • Optimise strategic outcomes for the network • Provide linkage to Transport Planners with respect to land use changes • Network planning/performance • Ensuring LFC investment alignment with SOI's, Link Strategy documents 	<ul style="list-style-type: none"> • Monitor network performance and evaluate changes to the Schedules of Works • Optimise project scheduling • Contribute to achieving the intent of the Regional Plan • Manage risks to project delivery
Accountable for	Initiating project delivery process for planned PIP schedule works for SCR's

PIP TG – MAJOR FUNCTIONS AND RESPONSIBILITIES

FINANCIAL		COLLABORATIVE PLANNING		SCHEDULE OF WORKS		DEVELOPMENT COMPLIANCE	
Report collected LFC	<i>MTP</i> <i>GCCC</i>	Allocate assured LFC to projects benefitting DTMR	<i>MPDP</i> <i>DTMR</i>	Revise adopted demographics	<i>CIP</i>	Coordinate processes for conditioning of development by DTMR and GCCC	<i>PIP TG</i>
Assign funds	<i>PIP TG</i>	Nominate Lead Agency for design, planning, infrastructure delivery	<i>MTP</i> <i>GCCC</i>	Apply test to assign LFC funds to Local Government roads	<i>PIP</i> <i>TG</i>	Promote processes to avoid double charging in applying conditions and charges by DTMR and GCCC	<i>PIP TG</i>
Record assured LFC	<i>MPBP</i> <i>DTMR</i>	Coordinate with road infrastructure crossing GCCC boundaries	<i>MTP</i> <i>GCCC</i> <i>MPDP</i> <i>DTMR</i>	Revise schedule of works	<i>PIP</i> <i>TG</i>	Check consistency within infrastructure agreements	<i>PIP TG</i>
Monitor expenditure of LFC by project	<i>MTP</i> <i>GCCC</i>	Optimise strategic outcomes for network	<i>PENP</i>	Revise PIP Revise Planning Scheme	<i>CIP</i>		
				Advice to Department of Infrastructure and Planning (Infrastructure and Specialist Planning)	<i>MTP</i> <i>GCCC</i>		
				Monitor patterns of growth – scale, type, timing, location	<i>CIP</i>		

3 Role of PIP Technical Group (TG)

3.1 Use of Local Function Charges (LFC)

The LFC is a charge for local function use of the State-controlled roads levied equitably across all relevant developments.

The local function capital will primarily be used for asset enhancement works to promote safety and efficiency on the DTMR road system.

The LFC will be used as determined by the DTMR in consultation with the Technical Group in accordance with legislation. The LFC can only be used for infrastructure identified in the Plans for Trunk Infrastructure (PFTI) or Schedule of Works in the PIP. LFC may also be used via agreement for the establishment of the system including updating and administration of the PIP charges.

LFC may be used via agreement between DTMR and GCCC on local roads, where this investment delivers benefits to the SCR system. GCCC can request to use LFC's on the non-State Controlled Road network when a net benefit to the functional road hierarchy results particularly for the Local Roads of Regional Significance. For example, the LFC may improve the local arterial road network function in providing local connectivity and reducing the load on the major road network, thereby avoiding/delaying the need to upgrade the SCR earlier.

Other considerations:

- Does the project provide a positive benefit-cost ratio and can the project only be funded in the desired time frame by the use of these funds?
- Does the investment enhance the functional operation of the overall road network?
- Will the safety and efficiency on the State-controlled network be improved?
- Will local traffic be diverted from or decreased on the State-controlled network?
- Will it address existing or likely future deficiencies in the performance of the road system?
- Will community and business outcomes be improved consistent with outcome areas under DTMR's Strategic Plan?
- Is the project derived from the road network deficiency analysis of the impacts of the proposed land use plans in the PIP?

The PIP TG may develop further evaluation criteria based on case study experiences and outcomes achieved.

The PIP TG may by agreement, consider other projects in specific cases, within the larger context.

Where a selected project is not already identified by the PIP Schedule of Works, such projects shall be recorded for consideration and added under future PIP schedule updates.

The PIP TG in recommending the use of local function capital on local government roads will examine further considerations as follows:

- The project is on a road that is part of the agreed LRRS network or has been accepted by DTMR and GCCC for future inclusion in the LRRS network.
- The project is required to be undertaken because of changes to the State controlled road network.
- The project is required to be undertaken because of other State development activities.
- The project results in removing direct property access from the State Controlled road network.
- The investment enhances the operation of the State controlled road network by removing local function trips.

3.2 Recommend Revision and Amendment of the GCCC and DTMR Schedules of Works

The nominated transport works in the Infrastructure Charges Schedules will be reviewed and updated, consistent with the purposes of the PIP (scale, type, timing and location of growth).

The PIP TG will record all revisions to the Schedule of Works and the reasons supporting those decisions.

When the PIP TG recommends a proposed change in the Infrastructure Charges Schedule, the appropriate action will be taken to advise the Manager Strategic & Environmental Planning & Policy (GCCC) of the desire to amend the PIP, the Schedule of Works and the charges.

3.3 Coordinate Policy

GCCC and DTMR will coordinate policy decisions by reference to the PIP TG, including the coordination of Development Assessment conditions and charges.

For example, policy may be developed to deal with inconsistent development or works conditioned for safety reasons. It will be important that decisions are documented and based on consistent rationales used by both organisations.

A specific example is the continued consistent approach by GCCC and DTMR in charging Not for Profit Organisations.

Policy decisions will then influence other mechanisms, including Planning Scheme Codes, functional hierarchy plans, Statements of Intent, Local Growth Management Strategy and Structure Planning.

Statements of Intent will be updated by DTMR as required and the PIP TG will be advised accordingly. The latest issue will always be available to the public at DTMR's Regional office.

3.4 Streamline Planning and Service Delivery

Because of the significant lead time in converting preliminary planning into project delivery, a secondary role for the PIP TG is to provide strategic leadership to optimise scheduling of projects and manage risks to project delivery.

The PIP TG will assist accordingly in translating 15 year PIP works into normal programming for the 4 year capital works program (GCCC), the 10 year financial plan (GCCC) and the 5 year Roads Implementation Program (DTMR).

3.5 Record the Designation of Trunk and State-Controlled Road (SCR) Infrastructure

Designation of trunk and SCR infrastructure will be coordinated by the PIP TG who will arrange to record recognised trunk road infrastructure by location, type, sequence and value.

Recommendations will be made to the Manager Strategic & Environmental Planning & Policy to amend the Schedule of Works accordingly, subject to the following.

- DTMR intends to align with GCCC processes and business rules.
- DTMR agrees to meet its share as a network owner of all costs involved in administration and maintenance of the PIP system.
- Neither GCCC nor DTMR accept any responsibility for estimates of future revenue from the LFC, and each agrees to recognise that the available funds may not be adequate to meet expected expenditures.

3.6 Revise and Amend the MOU

The PIP TG is responsible for ongoing development and amendment of the MOU.

3.7 Communication

The PIP TG will share communications and promote uniform responses to development. Key decisions that affect both organisations will be documented.

Only external communications made in writing affecting either agency will be considered by the PIP TG and with the prior approval of the delegated representatives.

3.8 Reporting

A brief annual report on PIP TG activities will be prepared in accordance with Table 2 – Key Roles and Responsibilities, at the end of each financial year to document key decisions, allocation of LFC funds, and strategic direction for the group. The annual report will be signed off by the GCCC and DTMR delegates and submitted to the GCCC CEO and the DTMR COO through the GCCC and DTMR Directors.

Typical technical reports that may be compiled by or for the PIP TG include, but are not limited to:

- generation factors
- estimating rates
- projected levels of charge collection
- application of tests for consistency
- recommended improvements under the next PIP formal review.

3.9 Amendment Process

The adopted growth parameters may be changed by the PIP TG through the Manager Strategic & Environmental Planning & Policy in leading the statutory revision process.

3.10 Finance

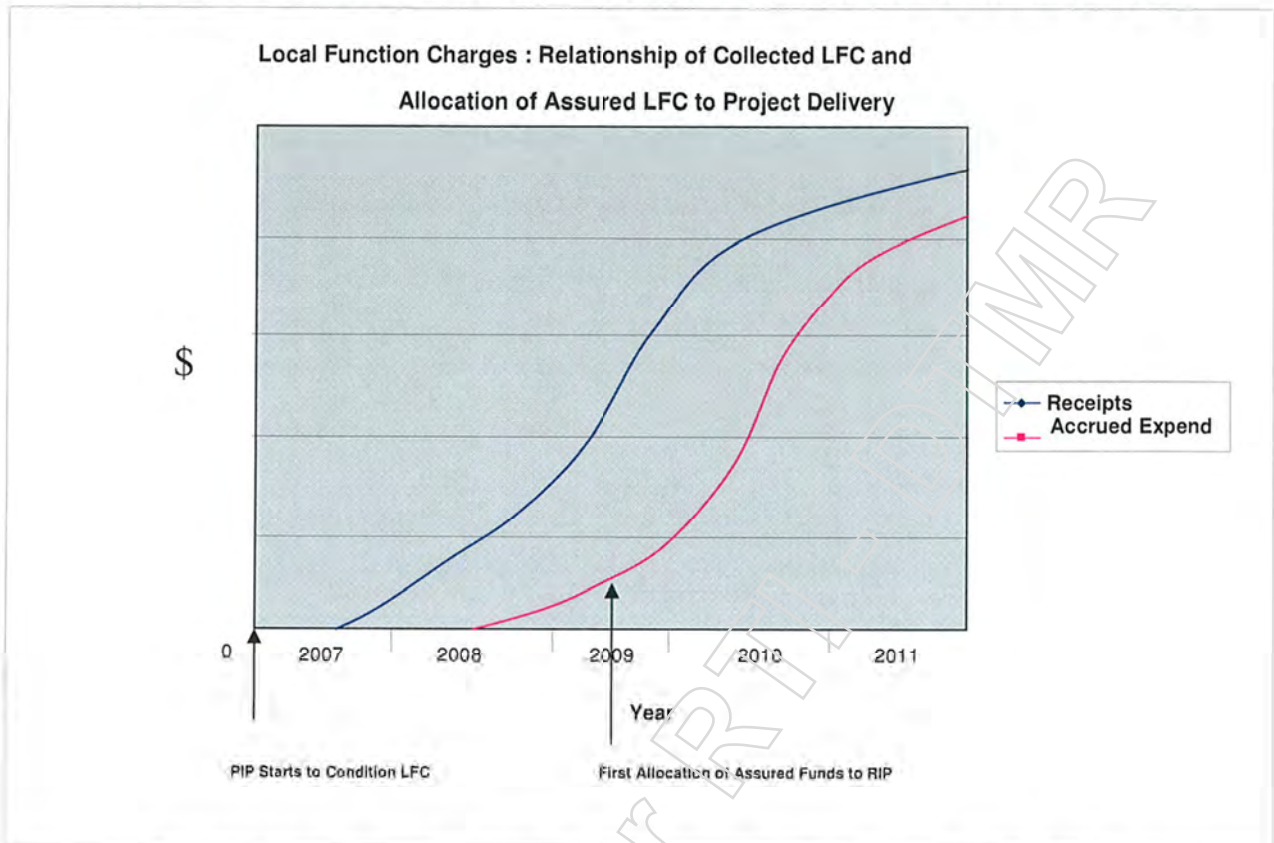
The PIP TG will oversee the use of LFC and ensure due process is followed for auditing and accountability.

GCCC will provide quarterly reports to the PIP TG on collected LFC to monitor:

- Charges collected
- Potential income by Infrastructure Charge Notices
- Forecast income by location over the life of the PIP

GCCC will advise the PIP TG of "assured funds" that can be allocated through respective works programs. The projected relationship of anticipated collected LFC and the allocation of assured funds available for project delivery is shown in Figure 1.

Figure 1: Allocation of LFC within the Program Timeline for the first 5 years



"Assured LFC" are defined as charges already collected by GCCC that are then assigned to DTMR for funding RIP works, or funding other works that benefit the State-controlled road network.

3.11 Financial Arrangements for Development Offsets

Development Offsets is an amount offset against the Infrastructure Charges for the relevant infrastructure network to recognise the value (less any contingency amounts) of land or items of trunk infrastructure directly supplied as part of a development.

Upon being approached by an applicant requesting an infrastructure agreement for development offsets, the DTMR and GCCC may be willing to execute a tripartite infrastructure agreement with a willing applicant.

Through the tripartite infrastructure agreement, the DTMR and GCCC will jointly recognise development offsets based on best knowledge at the time supporting that a better outcome for the network will result, and that works can be reasonably justified because of factors such as the following:

- Relates to the timeframe of the PIP
- PIP risk factors are mitigated by early investment of resources
- Front gate and frontage works are provided separately by the developer.

DTMR intends to align with GCCC processes and business rules to ensure that development offsets are processed and recorded consistently. A business process plan for development offsets will be developed for endorsement by the PIP TG that

specifies the business rules regarding value recognition, reimbursement and timing of offsets.

4 Dispute Resolution

4.1 Dispute Resolution Process

Where a significant issue and/or conflict arises between the PIP TG parties, the PIP TG shall then convene a special meeting to resolve the issue or to agree a process to resolve the issue.

When agreement cannot be resolved at PIP TG level, the Delegates may escalate an issue and/or conflict to their Directors. To escalate an issue and/or conflict however, the Delegates must provide detailed written submissions to the Directors and to each other setting out their respective positions on the matter in dispute.

5 Execution

5.1 Agreement

We agree to work together to collaboratively plan, improve and protect the transport network and provide better outcomes for the Gold Coast community by coordinating infrastructure provision and particularly infrastructure resulting from the implementation of the LFC aspect of the Priority Infrastructure Plan.

Signed this
Not Relevant

.....
[Redacted Signature Box]

Andrew Cramp
Regional Director (SC)
DTMR South Coast Region

Department of Transport and Main Roads
ABN 57 835 727 711

Not Relevant
[Redacted Signature Box]

Warren Rowe
Director (PE&T)
Gold Coast City Council

Gold Coast City Council
ABN 84 858 548 460

Agreement as above endorsed by:

Not Relevant
[Redacted Signature Box]

.....
EMMA THOMAS
COO

Not Relevant
[Redacted Signature Box]

Dale Dickson
CEO

Agenda

Inaugural GCCC / DTMR Priority Infrastructure Planning Technical Group meeting

Date TBA **Time** 10:00 – 12:00 pm

Place DTMR, South Coast Region, 36-38 Cotton Street, Nerang, Florida
Meeting Room: **Coolangatta Room**

Chair

Minute taker NPP Client Service Centre

Attendees

	DTMR		GCCC
JFD	Jack Donaghey	AT	Alton Twine
DAR	David Robinson	NP	Noel Pearson
RNK	Richard Kretschmer	RM	Robert Mitchell
FAS	Frank Spinella	DL	David Lohoar
KZM	Ken Michaels	KS	Kanan Saraiya
LMY	Len Yates		

Optional

PAH	Peter Hume	DC	David Corkill
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Apologies 2 minutes

Brief review of minutes from last meeting 2 minutes

Wednesday 17th September 2008 at GCCC - 1:30pm – 4:30pm

Agenda item 1 Outstanding actions from last meeting 15 minutes

Task owner	Action item	Meeting date	Date due	Status
DTMR	DTMR General Manager has signed off of DTMR/GCCC PIP MoU Copy to be provided to GCCC		19.08.2010	Done
	Refer to previous minutes	17.09.2008		

- Agenda item 2** General discussion on purpose of group and role/responsibilities (PIP MOU) 15 minutes
- Agenda item 3** **Allocation of DTMR's Local Function Charges** 15 minutes
 Nominated Projects in QTRIP include:
- Varsity Interchange
 - Demaining Advancetown/Mudgeeraba Road
 - Oxenford-Tamborine Road
 - Quinns Hill Road
- Agenda item 4** **GCCC PIP2 – 2010** 20 minutes
- PIP2 Technical Transport Group has been established and has met twice.
 1. **RM** to provide general PIP overview and status

Initial traffic modelling project proposal VLC fee is \$159,000, which included \$50,000 allocation for HHTS work. DTMR to agree to cost apportionment of revised fee.

Modelling provides a 15 year planning horizon, with a 2031 run to identify and examine transport planning constraints in the SEQRP/SEQIPP.

Propose funding for preparation of PIP2 to be on a 50/50 basis.
 2. **RNK** The iRTC in PIP2 to be discussed.
- Agenda item 5** **JFD** to confirm TMR general local government alignment principles for matters of consistency: 10 minutes
- Temporary Local Planning Instrument & extension for another 12 months
 - Application Density as opposed to Planned Demand
 - Economic Stimulus Package initiatives, including the deferred payment proposal
- Agenda item 6** Review of PIP MOU 15 minutes

Agenda item 7	Proposed amendments to PIP MoU. Need to reflect TMR and A&O business rules Manager for Network Planning & Performance split to reflect new Program Manager role.	15 minutes
Agenda item 8	KZM Tracking Development Offsets Received in Lieu of Local Function Charges	15 minutes
Agenda item 9	<ul style="list-style-type: none"> • Breakdown of LFC's collected for Industrial, Commercial and Residential uses. <p><i>Request from ITP as DIP's Infrastructure Task Force has received a degree of pressure from commercial and industrial developers for the amounts levied.</i></p>	15 minutes
Agenda item 10	GCCC to report on July 2010 Local Function Charges <ul style="list-style-type: none"> • Total Local Function Charges collected to date _____ • Total Local Function Charges Levied to date _____ 	5 minutes
Agenda item 11	Other General Business <ul style="list-style-type: none"> • 	2 minutes
Date of next meeting		2 minutes
Date – TBA		

Draft
Released under RTMR

Meeting notes

Inaugural GCCC / TMR Priority Infrastructure Planning Technical Group meeting

Date Monday 15 November 2010 **Time** 9:30am – 11:30am

Place Gold Coast City Council – Nerang

Chair Jack Donaghey - Manager (Network Planning & Performance)

Minute taker Richard Kretschmer (Senior Town Planner)

Attendees

TMR

Jack Donaghey (JFD)
Richard Kretschmer (RNK)
Frank Spinella (FAS)
Ken Michaels (KZM)
Rupert W Macrossan (RWM)

GCCC

Alton Twine (AT)
Noel Pearson (NP)
Robert Mitchell (RM)
Julie Harris (JH)
Ashley Mitchell (AM)

Apologies

Tom Orr (TKO) David Lohoar (DL)
David Robinson (DAR) Kanan Saraiya (KS)
Neil Wright (NSW) David Corkill (DC)

WHO	Description of action
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Agenda item 1 Outstanding actions from last meeting

Last Technical Group (TG) meeting held 17 September 2008: agreed to start afresh given two year lapse since last meeting.

Key documents attached for TG records as follows:

- Executed PIP MoU



DTMR & GCCC
Signed PIP MoU

- TMR 24 September 2010 letter for LFC to remain fully aligned with GCCC economic stimulus packages



Letter to GCCC re
PIP MoU 24.09.10

Agenda item 2 Membership of MoU

Noted TG has ability to amend MoU without need for Executive Officers to re-execute. Membership of PIP TG discussed as follows:

- Jack Donaghey (TMR Manager - Network Planning & Performance) no longer leads management of program development and performance. Neil Wright (Manager - Program Development & Performance) to transition into TG.
- Only core officers identified in the Membership Tables need to attend to make TG quorum, but agreed other officers can be invited to participate for special agenda items.
- TMR Network Planning officers previously involved in drafting MoU to gradually disengage. David Robinson (Principal Engineer – Network Planning) now to represent NP.
- ITP not recognised as TG member, but can be invited as above.
- TMR's Ken Michael to provide process and content support to TG.

Agenda item 3 Allocation of DTMR Local Function Charges (LFC)

3.1 Fully LFC funded projects already proposed by QTRIP:

Not Relevant

Not Relevant



Released under RTI - DTMR

Not Relevant

Released under RTI - DTMR

Agenda item 8 Review of GCCC / TMR PIP MoU Template

- No changes necessary at this stage
- Improved TG meeting agenda template needed for next meeting based on the following:
 1. LFC trust account status reporting
 2. LFC exceptions requiring TG approval eg Infrastructure Agreements, works-in-kind and other offsets, etc
 3. Joint process improvements
 4. Approval of LFC funded projects/other LFC investments
 5. PIP2
 6. MoU review

Action

TMR	Prepare draft TG meeting agenda template for next meeting
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Agenda item 9 Next meeting

TG required to generally meet every 3 months, which would take next meeting to March 2011.

Agreed increasing need to fully allocate LFC currently held in trust to projects. Therefore, next interim meeting tentatively set for 21 January 2011.

GCCC	Forward next meeting invitation to TMR
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SENIOR MANAGEMENT PROJECT REVIEW



Job No. 160/114/8 (SCHD1712)

Hope Island Road Duplication

Cova Roundabout – Boykambil Esplanade

1.0 Key Project objectives, givens, constraints, & significant risks

1.1 Project Background

Hope Island Road is a major arterial in the northern Gold Coast region servicing parts of Oxenford (east of the M1), Helensvale, Hope Island, Paradise Point, Hollwell, Coombabah and Runaway Bay.

The Hope Island region has been experiencing substantial growth in residential and commercial development since the late 1990's, and this growth has accelerated since completion of the Hope Island canal works. This rapid regional growth has led to the need to upgrade Hope Island Road to cater for projected traffic volumes.

This project is the first part of the larger SEQIPP project on Hope Island Road which includes duplication between Santa – Barbara Road and Columbus Drive. Funding in the 2007-2026 SEQIPP indicates funding of \$120.0M for the total project.

1.2 Project Description

This project involves duplication of Hope Island Road between the Cova Boulevard roundabout and Boykambil Esplanade near Coombabah Creek. Features of the project include:

- Raising the road level to provide Q100 immune route for the Hope Island, Santa Barbara, and Sanctuary Cove areas;
- Constructing a new signalised intersection for the Marina Quays development
- Signalising the existing intersection at Crescent Avenue
- The type cross section provides a 2.0m wide cyclist provision (unmarked)
- Construction of the northern service road between Marina Quays and Crescent Avenue (*Refer Section 2 for comment*)
- Provision of noise amelioration measures for noise affected properties near Crescent Avenue

1.3 Objectives

(Taken from Approved Business Case)

- The development of a comprehensive four lane arterial route from the Pacific Highway (M1) to Paradise Point
- A substantial reduction in traffic congestion along the route
- Increased safety for motorists
- Fulfilment of the commitment made by the Department of Main Roads to the developer groups

2.0 Significant scope / functionality areas /issues

2.1 Developer Works

Cova Residential Estate (Australand)

- A condition of Development was for Australand to duplicate Hope Island Road between Santa - Barbara Road and the Cova entrance now known as Cova Boulevard
- Main Roads entered into an Infrastructure Agreement whereby Main Roads would fund the work to the value of Affairs under a cost reimbursable arrangement
- Australand have not yet drawn on the Affairs amount, but in discussions this week indicated an invoice would be sent within the next fortnight
- Plan sealing of the first 37 lots is also imminent which will mean an immediate repayment of \$23,853 (37 dwelling units x \$644.69)
- The Infrastructure Agreement requires Australand to incorporate a drainage outfall through the development
- This is currently being worked through with Australand's Consulting Engineers Cardno

Marina Quays (Fish Developments)

- Main Roads has previously given an "Approval in Principle" for a signalised intersection for this development
- Main Roads has been working with the developer towards delivery of the developer works component of the development ("Front Gate works") with the Hope Island Road duplication project
- This approach has been taken in the absence of any development application for the site
- Agreement has been reached with the developer to contribute \$3.2M exclusive of GST as the developer works component
- Main Roads and the developer are working towards execution of an Infrastructure Agreement
- The IA will include some offset against Local Function Infrastructure Charges under the PIP related to the trunk component of the Hope Island Road duplication works
- Local Function Infrastructure Charges payable for this project will amount to in excess of \$11.0M (excluding offset)
- The RCC for this project is being compiled on the basis that the Marina Quays developer works are included in the contract

Halycon Waters

- The existing Halycon Water Retirement Village development has no impact on Hope Island Road
- Halycon Waters are seeking a Material Change of Use for Lots 126-129 for a retirement home in lieu of an existing development approval they have for a site south of the Helensvale roundabout
- Gold Coast City Council then propose to acquire the site, in addition to Lot 130^{PI} and Lot 131^{PI} for use as playing fields and also to provide a connection (via the Marina Quays intersection) to the southern service road

Northern Service Road and Drainage Outfalls

- Gold Coast City has long term planning for a northern service road connecting Sickle Avenue and Crescent Avenue
- Main Roads strongly supports the service road proposal as it removes direct access to Hope Island Road for all properties on the northern side
- The normal mechanism to deliver the service road right-of-way, and infrastructure would be for council to condition developers as they occur
- This produces a piecemeal outcome with no fixed timeframe for completion of the service road
- Without a fully integrated service road properties would still be reliant in some form for direct access to Hope Island Road
- To allow Hope Island Road drainage to function, several drainage outfalls are required through properties on the northern side of Hope Island Road
- Without "live" development applications, the only viable course of action if the duplication project was to proceed was for compulsory acquisition of the drainage outfalls
- To minimise multiple resumptions from the same property, it was decided (after consultation with GCCC) that it would be appropriate for Main Roads to proceed with compulsory acquisition for both the drainage outfalls and service road right-of-way
- Based on compensation paid for resumptions from properties on the southern side, the potential costs for acquisition of the drainage outfalls and service road right-of-way ranged from \$3.4M (\$350/m²) to \$5.4M (\$550/m²)
- After discussions with DD (SCH), M(ID) and M(TP) it was decided that these costs were excessive, and therefore the compulsory acquisition process was ceased. This had a flow on effect to the Hope Island duplication project, since drainage outfalls could no longer be obtained, the panel of Hope Island Road dependant on the drainage outfalls could no longer be delivered, and was planned to be omitted from the contract.
- Property owners on the northern side were advised of this outcome
- Representative of the property owners met with Main Roads to offer dedication of the road reserve on the basis that Main Roads fully construct the service road between Marina Quays and Crescent Avenue
- Main Roads (DD(SCH)) accepted this offer and proposal

3.0 Budget and estimated cost

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4.0 Status of resumptions, early works, services relocations

4.1 Resumptions for Hope Island Road Duplication

Batch 1

- Resumptions required from a total of 11 properties (8 owners)
- Resumptions gazetted on Friday 7 July 2006
- Compensation finalised for 6 out of 8 owners to the value of
- Estimated final compensation costs of

Batch 2

- Resumptions required from a total of 4 properties (4 owners)
- Resumptions gazetted 23 February 2007
- Compensation not finalised for any properties
- Estimated final compensation costs of \$?,??K (from Property Services)

4.2 Early works

Preload

- A preload scheme between the Cova Roundabout and Sickie Avenue was constructed by RoadTek and completed in March 2007 at a cost of \$606K

Clearing and Accommodation Works

- RoadTek Asset Services have been engaged to clear road reserve between Helensvale Road and Crescent Avenue, and complete necessary accommodation works (fencing)
- Clearing is awaiting finalisation of Cultural Heritage Management Agreement with aboriginal parties – expected by September 2007

4.3 Services relocations

Telstra Relocations

- Santa – Barbara Road to Cova Roundabout – COMPLETE (cost \$450K)
- Cova Roundabout to Sickie Avenue - 70% complete (EFC \$608K)
- Sickie Avenue – Boykambil Esplanade – completed during contract works

Energex Relocations

- Currently underway (70% complete) expected completion by end of August 2007

Gold Coast Water Asset Relocations

- At this point in the design process there are no physical conflicts with existing GCW assets
- Between Sickle Avenue and Crescent Avenue GCW assets will generally be located in the outer separator
- GCW and Main Roads are in disagreement over whether assets require relocation as a result of the increased height of fill
- This issue is yet to be resolved

Australian Pipeline Trust (Gas) Asset Relocations

- At this point in the design process there are no physical conflicts with existing gas assets
- Between Sickle Avenue and Crescent Avenue APT gas assets will generally be located in the outer separator
- APT and Main Roads are in disagreement over whether assets require relocation as a result of the increased height of fill
- This issue is yet to be resolved

5.0 Project Management Controls

5.1 Program

Key Milestones

- | | |
|---|-----------------------|
| ▪ Preliminary Design | 01 August 2007 (LATE) |
| ▪ Detailed Design | 03 October 2007 |
| ▪ Call Tenders for Road Construction Contract | 27 February 2008 |
| ▪ Award Road Construction Contract | 04 June 2008- |

(Note: Completion of the Preliminary Design phase has been delayed pending resolution of Marina Quays Developer works and northern service road issues. The consultants, Lambert & Rehbein are to advise a revised completion date for the Preliminary design phase)

Significant Program Risks

- | | |
|--|-------------------|
| ▪ Finalisation of Marina Quays Infrastructure Agreement | 30 September 2007 |
| ▪ Obtaining right-of-way for northern service road and drainage outfalls | 31 December 2007 |

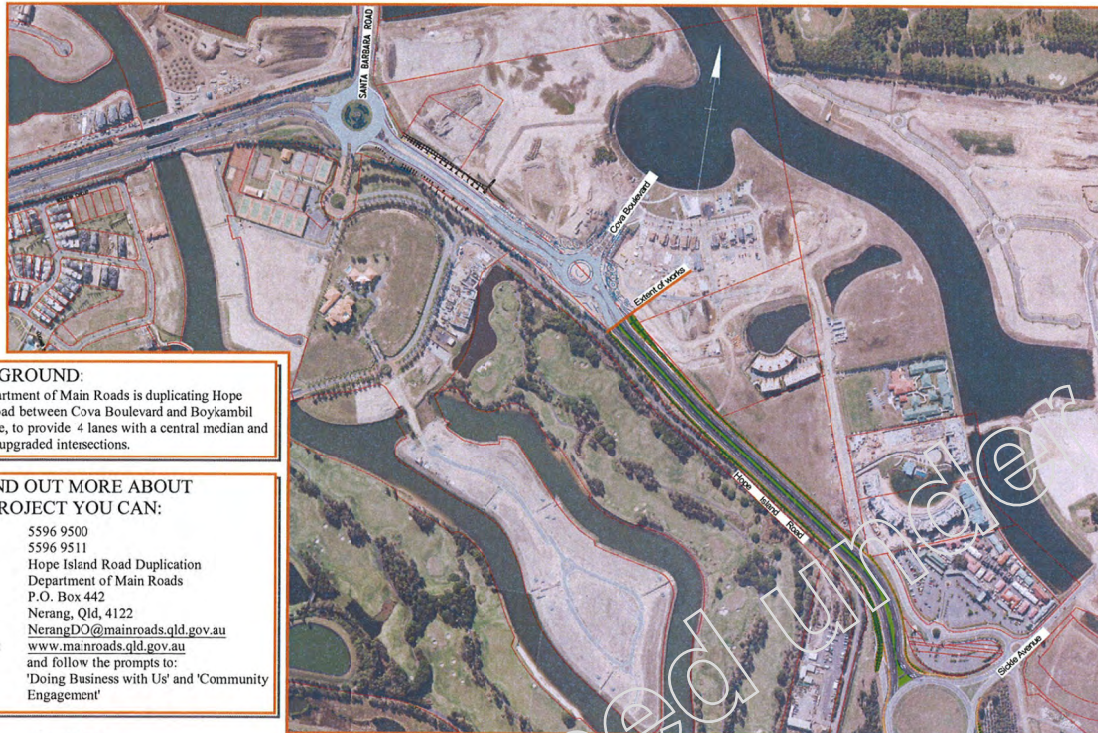
Immediate Requirements

- Procure Contract Administrator to allow review of documents

6.0 Endorsements Required from Senior Management

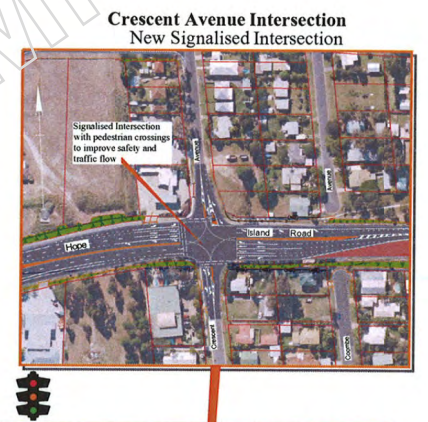
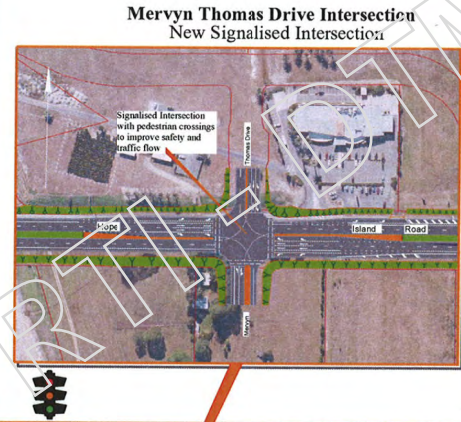
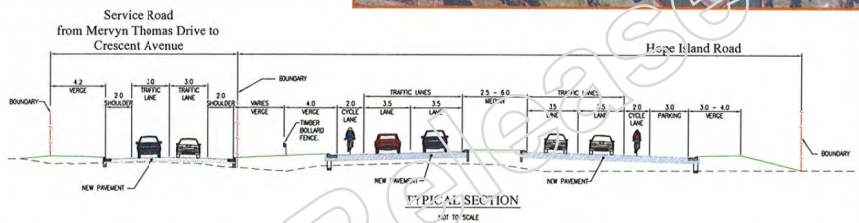
- 6.1 Proceed with development and execution of Marina Quays Infrastructure Agreement
- 6.2 Proceed with incorporation of Marina Quays Developer Works into Hope Island Road duplication project for concurrent delivery
- 6.3 Proceed with obtaining northern service road right-of-way and drainage outfalls by agreement with property owners
- 6.4 Proceed with incorporation of northern service road works into Hope Island Road duplication project for concurrent delivery (*Note: To overcome potential delays in obtaining the right-of-way it is recommended the service road be made a separable portion with a delayed possession of site*)

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BACKGROUND:
The Department of Main Roads is duplicating Hope Island Road between Cova Boulevard and Boykambil Esplanade, to provide 4 lanes with a central median and two new upgraded intersections.

TO FIND OUT MORE ABOUT THE PROJECT YOU CAN:
Call: 5596 9500
Fax: 5596 9511
Write: Hope Island Road Duplication
Department of Main Roads
P.O. Box 442
Nerang, Qld, 4122
Email: NerangDO@mainroads.qld.gov.au
www.mainroads.qld.gov.au
and follow the prompts to:
'Doing Business with Us' and 'Community Engagement'



Pages 35 through 98 redacted for the following reasons:

Commercial
personal information, Commercial