

## Achieving better outcomes

As part of the development of the Coomera Connector (Future stages) business case it was identified there may be opportunities to improve environmental outcomes and reduce impacts through amendments to the gazetted corridor at the crossing of the Logan River, Eagleby and at Kerkin Road North, Pimpama. Amendments have been made to the corridor in these locations.

The Coomera interchange at Oaky Creek Road is also now being moved to Foxwell Road which achieves significantly improved traffic outcomes and network connectivity benefits.



Artist's impression of interchange at Foxwell Road, Coomera.



Bike riders. Source: Department of Transport and Main Roads.

## Active transport

Improving the active transport network is a key objective of the Coomera Connector project.

The dedicated active transport path being built as part of Stage 1 of the project will be extended along the length of the future stages through to Loganholme.

Once complete there will be an active transport path, with connections to key community hubs, along the entire Coomera Connector between Loganholme and Nerang.

## Local road connections

Locations for eight grade separated interchanges have been identified to link and support the growth of the residential, industrial and commercial areas in Coomera, Pimpama, Ormeau, Stapylton, Eagleby and Loganholme.

You can read more about these interchanges and view the layouts on TMR's website.



Artist's impression of interchange at Stapylton-Jacobs Well Road.

## Recognising heritage values

TMR recognises the significance of different cultures and the importance of managing Indigenous, historical, shared and natural heritage. TMR is complying with all relevant legislation to manage different types of heritage values and you are invited to share your local knowledge by contacting the project team using the details on the back page of this newsletter.

## Investment in road and public transport projects

The Coomera Connector project will complement and support the Australian and Queensland governments' investment in road and public transport projects in Logan and the northern Gold Coast and the surrounding network.

These projects include the Daisy Hill to Logan Motorway upgrade, various M1 exit upgrades, the Logan and Gold Coast Faster Rail project, and construction of heavy rail stations on the Gold Coast at Pimpama and Hope Island as part of the Cross River Rail project.

Planning is also currently underway for improvements to Beenleigh-Redland Bay Road and Stapylton-Jacobs Well Road to support future growth. This planning will investigate options for additional lanes, intersection upgrades, and active transport improvements.



Artist's impression of interchange at Loganholme.

## Have your say

The concept design for future stages of the Coomera Connector between Loganholme and Coomera is open for comment until 24 November 2023. Your feedback is important, so have your say by completing the online feedback form, calling the project team or scanning the QR code below.



### Provide feedback online

More information is also available on our web page and you can have your say by filling in a feedback form.

**Visit:** [www.tmr.qld.gov.au/coomeraconnector](http://www.tmr.qld.gov.au/coomeraconnector)



### Talk to us in person

The project team will be holding community drop-in sessions where you can ask questions and provide face-to-face feedback. Visit the website for locations and times.

**Visit:** [www.tmr.qld.gov.au/coomeraconnector](http://www.tmr.qld.gov.au/coomeraconnector)

## Contact us

If you would like further information about the Coomera Connector, please contact the project team to register for updates.

**Phone:** 1800 568 978 Option 4. (8:30am - 4:30pm, Monday-Friday).  
**Email:** [coomeraconnector@tmr.qld.gov.au](mailto:coomeraconnector@tmr.qld.gov.au)  
**Website:** [www.tmr.qld.gov.au/coomeraconnector](http://www.tmr.qld.gov.au/coomeraconnector)



\*Free call from anywhere in Australia, call charges may apply for mobile phones or payphones. Check with your service provider for call costs.

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Department of Transport and Main Roads

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October 2023

# Coomera Connector (Future stages) Loganholme to Coomera

Project update



Artist's impression of the crossing of Albert River.

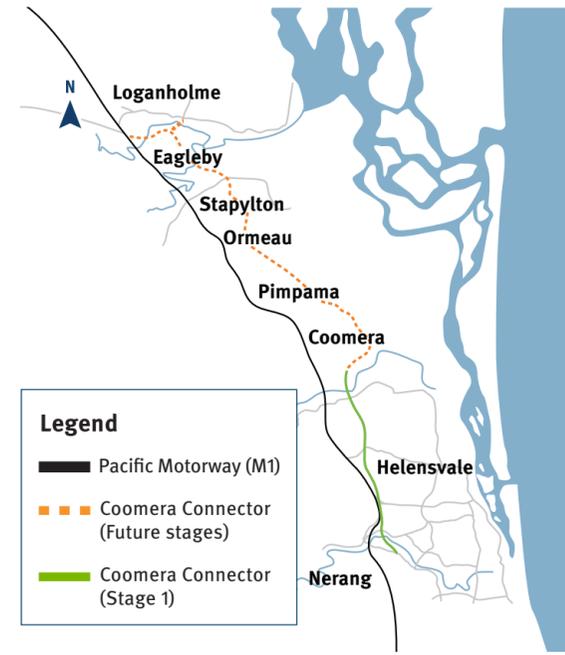
## The Coomera Connector will reduce congestion and improve the reliability of the M1

The Pacific Motorway (M1) is the state's busiest road and ensuring its optimal performance as a national freight, interstate and regional commuter route, is a priority for the Queensland Government.

Once complete, the 45-kilometre Coomera Connector will be a new north-south motorway between Logan and the Gold Coast, which will relieve congestion on the M1 by providing an alternative route for local trips.

Stage 1 of the Coomera Connector – the 16-kilometre section between Coomera and Nerang – was identified as the priority section, and construction on the North package began in March 2023.

The Queensland Government is now progressing planning for the future stages of the new motorway – the remaining 29 kilometres between Loganholme and Coomera.



Coomera Connector (Future stages) map.

## Key benefits

Travel time and congestion on the M1 is predicted to significantly increase in the future if nothing is done. However with the Coomera Connector in place, travel times on the M1 will improve.

With more than 100,000 vehicle trips every day in its busiest section, the Coomera Connector will significantly reduce the number of vehicle trips on the M1. This means that on the M1 it will take:

- 33 minutes less to travel between Loganholme and Nerang
- 14 minutes less to travel between Coomera and Southport
- 26 minutes less for freight vehicles between the NSW border and the Port of Brisbane.

SCR184



Australian Government



Queensland Government

## Business case development

Since 2022, TMR has been working on the business case and undertaking environmental studies for the future stages of the Coomera Connector from Loganholme to Coomera.

The business case is a detailed investigation into all aspects of the project including social impact, engineering including traffic and hydraulic modelling, geotechnical investigation, economic analysis, costings, transport modelling, and environmental investigations and assessment.

Previous community consultation in 2019 and 2021 identified the main issues of interest to the community were:

-  Noise
-  Integration with local roads
-  Flooding
-  Environmental impacts

## Noise

TMR recognises that noise, both during construction and once the road is operational, is a concern for residents who live close to the Coomera Connector.

TMR manages operational road traffic and construction noise under the Transport Noise Management Code of Practice (the Code). Noise monitoring has been undertaken as part of the business case, in accordance with the Code, and the results have been used to determine the mitigation measures that may be necessary. Noise barrier locations will be finalised as part of the next phase of the project.

## Flooding

Hydraulic models have been developed for each of the floodplains within the project corridor. These models, which have been analysed and interpreted by experts, have informed design considerations for the project including things like the location of culverts, where the road will need to be elevated, and what type of bridge structures may be most appropriate.

The hydraulic modelling has confirmed that the Coomera Connector can be constructed within flood prone areas without adverse effects to neighbouring properties and waterways.

## Independent review of hydraulic studies

TMR has also established an independent panel of experts to review the hydraulic studies and the mitigation measures that have been included in the concept design.



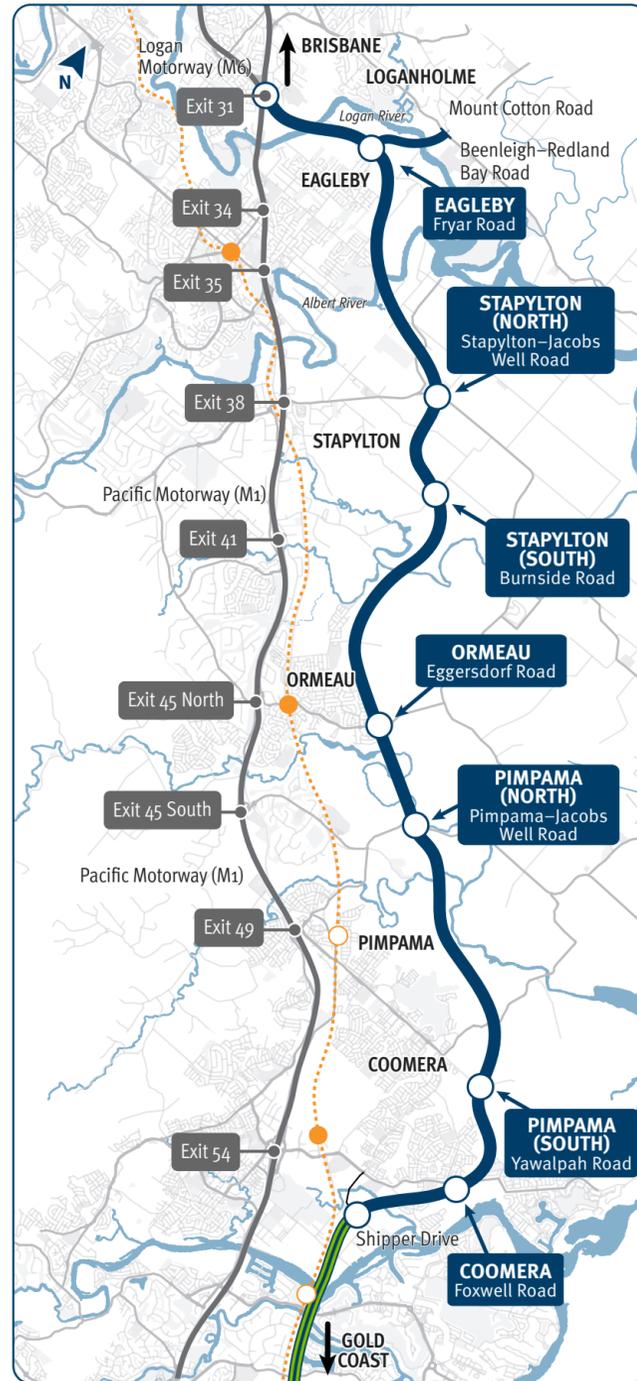
Artist's impression of the crossing of Logan River.

## Integration with local roads

Extensive traffic modelling and design considerations have been carried out to determine how the project integrates with the local road network. TMR is also working with both Logan City Council and the City of Gold Coast to identify what future road upgrades might be required to complement the future stages of Coomera Connector.

Key connecting roads that have been considered in the planning include:

- Beenleigh–Redland Bay Road
- Yawalpah Road
- Stapylton–Jacobs Well Road
- Fryar Road.
- Foxwell Road



### Legend

-  Coomera Connector (Future stages)
-  Coomera Connector (Stage 1)
-  Interchange
-  Pacific Motorway (M1)
-  Road network
-  Heavy rail
-  Heavy rail stations
-  Future heavy rail stations

## Coomera Connector (Future stages) key milestones



## Environmental impacts

-  TMR is committed to delivering infrastructure projects that support the needs of a growing population while minimising and mitigating impacts to the environment.
-  To ensure the Coomera Connector is designed and delivered in an environmentally sensitive manner, TMR has been working with a range of subject matter experts and stakeholders to identify opportunities to reduce and mitigate impacts wherever possible.
-  Extensive terrestrial and aquatic surveys and investigations have been undertaken by qualified ecologists as part of the preparation of environmental approvals with the Department of Climate Change, Energy, the Environment and Water under the Australian Government's *Environment Protection and Biodiversity Conservation Act 1999*.
-  These surveys and investigations have helped inform mitigation measures included in the concept design, which will then be assessed by the Australian Government as part of the environmental approvals process.

### Wetlands at Eagleby

TMR recognises the importance of the wetlands within the Coomera Connector corridor, including the wetlands at Eagleby, and is committed to minimising the impacts on these wetlands during construction and once the Coomera Connector is open.

A comprehensive program of biodiversity surveys including flora and fauna, migratory birds, and aquatic surveys, have been undertaken and have informed the mitigation measures in the concept design. These measures include additional structures to span over the wetlands wherever possible, limiting the number of piles placed within wetlands, and ensuring that water runoff is captured during construction and operation of the road into dedicated water treatment areas.

An amendment has also been made to the corridor at the crossing of the Logan River which has reduced impacts on the wetlands in this area.



Water sampling at Eagleby. Source: Department of Transport and Main Roads.



Koala. Source: Department of Transport and Main Roads.

### Koalas

TMR is continuing to work with specialists to understand the existing koala populations and habitat in the vicinity of the gazetted corridor between Loganholme and Coomera and to develop management plans for mitigating impacts on koalas from the future stages of the Coomera Connector.

A Koala Management Plan and Offset Management Plans will be assessed by the Australian Government as part of an environmental approval process. Opportunities to enhance the existing offset area, to the east of the corridor in Pimpama, will be further considered in advance of the delivery of the future stages of the Coomera Connector.