

# Coomera Connector (Future stages) Loganholme to Coomera

## Amending the corridor to achieve better outcomes

### The Department of Transport and Main Roads (TMR) is committed to achieving improved outcomes through the development of the business case.

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. It was also identified that improved outcomes could be achieved by moving the interchange from Oaky Creek Road to Foxwell Road.

### Corridor amendments

The primary focus for the investigation into corridor amendments at the crossing of the Logan River, Eagleby and at Kerkin Road North, Pimpama included:

-  Reducing impacts on native vegetation (including koala habitat) – informed by biodiversity field investigations carried out within the gazetted corridor.
-  Reducing impacts to wetlands of high and very high significance as defined by the Department of Environment and Science within the gazetted corridor in the Eagleby and Pimpama areas.
-  Reducing impacts to the *Environment Protection and Biodiversity Conservation Act 1999* offset area for the approved Gainsborough Greens residential development located within the gazetted corridor between Pimpama–Jacobs Well Road and Yawalpah Road. This offset area was established to support koala populations impacted by the Gainsborough Greens residential development.
-  Minimising costs of complex bridges needed for flood mitigation across the Logan River.

### Multi-criteria assessment

A multi-criteria assessment was carried out to evaluate the benefits of amending the corridor at these locations. A range of options were developed at each location. The evaluation criteria were split into three themes—human environment, natural environment, and capital cost. These evaluation criteria, and sub-criteria, were used to compare and assess these options to identify the preferred alignment within each investigation area.

### Evaluation criteria

Functionality	<ul style="list-style-type: none"> <li>• Maintains the function of the M1 as a critical link for local and inter regional travel</li> <li>• Performance and function of the Coomera Connector and the local transport network</li> <li>• Improves resilience of the transport network</li> <li>• Enables active transport</li> <li>• Alignment with safe systems principles</li> </ul>
Human Environment	<ul style="list-style-type: none"> <li>• The degree to which the option supports local, state and federal government objectives and land use outcomes</li> <li>• Direct property impacts</li> <li>• Minimises impacts to landscape character and visual amenity</li> <li>• Minimises noise impacts</li> <li>• Minimises impacts to known cultural heritage sites and named heritage items</li> </ul>
Natural Environment	<ul style="list-style-type: none"> <li>• Minimises impacts to water quality (ground water and surface water)</li> <li>• Minimises impacts to fauna</li> <li>• Minimises impacts to terrestrial flora</li> <li>• Minimises impacts to wetlands and marine vegetation</li> </ul>
Constructability	<ul style="list-style-type: none"> <li>• Construction feasibility and impacts</li> </ul>
Capital cost	<ul style="list-style-type: none"> <li>• Comparative construction cost estimate for each option</li> </ul>

The investigation found that the proposed corridor amendments achieved significant benefits, including improved environmental outcomes and reduced impacts, and are therefore TMR's preferred new alignment in these areas.





Artist's impression of new Logan River crossing.

### Benefits of new alignment at the crossing of the Logan River:

An alignment outside the gazetted corridor was identified as the preferred option because it:

- eliminates impacts to wetlands on the western side of Eagleby and reduces impacts north of Eagleby Road
- eliminates impacts on native vegetation (Coastal Swamp Sclerophyll Forest) on the western side of Eagleby
- provides a more direct link between the Logan Motorway and Pacific Motorway interchange
- is further away from residential areas
- has a good hydraulic performance without adverse effects to nearby dwellings.

### Benefits of new alignment at Kerkin Road North, Pimpama:

An alignment outside the gazetted corridor was identified as the preferred option because it:

- avoids a direct impact on fauna habitat (including koala habitat) near the Gainsborough Greens residential development and surrounding areas
- reduces potential impacts on native vegetation
- reduces potential impacts to wetlands
- is further away from residential areas.



Artist's impression of new alignment at Kerkin Road North, Pimpama.

### Moving the Coomera interchange further north

Now that the end point of Coomera Connector Stage 1 is Shipper Drive, moving the interchange from Oaky Creek Road to Foxwell Road achieves significantly better traffic outcomes and network connectivity.



Artist's impression of Foxwell Road interchange, Coomera.

### Benefits of moving the interchange from Oaky Creek Road to Foxwell Road:

- improves ease of access and connectivity to the Coomera Connector
- the interchange better aligns to Foxwell Road (a sub-arterial road) than to Oaky Creek Road (a local road)
- provides greater opportunity to maintain north-south fauna connectivity
- simplifies the interface with Coomera Connector Stage 1 by moving the interchange spacing further apart.