

December 2021

Shaping the Coomera Connector near Eagleby

The Coomera Connector is a future north-south road corridor between Loganholme and Nerang. Delivered in stages, the new route will provide an alternative to the Pacific Motorway (M1).

The Department of Transport and Main Roads (TMR) assessed a number of alternative alignments, provided by the community, for the Coomera Connector in the vicinity of Eagleby.

The assessment confirmed that the gazetted corridor of the Coomera Connector provided the best overall outcome compared to the alternative alignments. You can view the full results of this assessment and benefits of the Coomera Connector at:
tmr.qld.gov.au/projects/coomera-connector-future-stages

Consultation activity

Between 30 April – 30 June 2021, TMR carried out a range of consultation activities to communicate the results of the assessment, and to gather feedback from the community.

TMR's consultation activity comprised of:

- Five community information sessions in May 2021
- newsletter letterbox drop to approximately 11,000 households and businesses
- feedback received via telephone and email
- online feedback form
- telephone survey of 501 people.



Cornubia Community Consultation

Consultation results



294 people attended community information sessions.



12 online feedback forms completed.



26 emails and 4 phone calls received.



3545 visits to the project website.

Overall, more than 70 per cent of people who provided feedback were supportive or had no concerns with the assessment process and published report. A total of 67 per cent of people surveyed by telephone also agreed that the gazetted alignment is the best option.

TMR places a high value on input from the community and will continue to consult with stakeholders throughout the development of the business case and environmental approvals process.



Australian Government

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Queensland Government

What you told us

Feedback received from the community during this consultation included concerns about:

- Impacts on Eagleby Wetlands
- Flooding
- Noise
- Local roads.

More information on these issues can be found below.

Impacts on Eagleby Wetlands

TMR recognises the importance of the Eagleby Wetlands to the local community and protecting and enhancing the wetlands is achievable through further planning and design which will take place during the development of the business case.



The Coomera Connector will be designed and constructed in an environmentally sensitive way to minimise impacts on the Eagleby Wetlands.

Flooding

Preliminary hydraulic modelling took place as part of the process of gazetting the Coomera Connector corridor. Extensive hydraulic modelling and geotechnical investigations will take place during the development of the business case and will inform the concept design to ensure no worsening of flood impacts in the vicinity of the gazetted corridor.

Noise

As part of the business case, assessments of baseline, construction and operational noise will occur in accordance with TMR's Transport Noise Management Code of Practice to inform inclusion of best practice noise mitigation measures within the design.

Local roads

Traffic modelling has shown the Coomera Connector will reduce congestion on the M1 and adjoining road networks. For example, there will be a daily reduction of 16,000 vehicles on Beenleigh-Redland Bay Road daily (at California Creek).

Additional traffic modelling during the business case will assess the impact of the Coomera Connector on the road network between Loganholme and Stapylton, including local roads such as Fryar Road and determine the mitigation measures necessary to maintain the road hierarchy.



Aerial view of Beenleigh-Redland Bay Road.

What happens next?

The Queensland Government has committed \$11 million to develop a business case for future northern stages of the Coomera Connector from Loganholme to Coomera. A matching contribution of \$11 million is being sought from the Federal Government.

The business case, expected to be completed by the end of 2023, is a detailed investigation into all facets of the project including social impact, engineering and hydraulic modelling, geotechnical investigation, economic analysis and costing, transport modelling, concept design and environmental assessment.

TMR will carry out extensive surveys to support environmental approvals for the project with the federal Department of Agriculture, Water and the Environment (DAWE) under the *Environment Protection and Biodiversity Conservation Act 1999*.

The decision to proceed with the next stage of the Coomera Connector, and the timing, will be subject to funding by the Australian and Queensland governments

Contact us

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

Ph: 1800 568 978
8.30am — 4.30pm, Monday—Friday

Email: coomeraconnector@tmr.qld.gov.au

Website: tmr.qld.gov.au/projects/coomera-connector-future-stages