



Image: Photograph of Bruce Highway looking towards the Glass House Mountains. Source: Stock image

## Bruce Highway Western Alternative Stage 2

July 2022

### Moorina to Narangba

**The Department of Transport and Main Roads (TMR) is planning for a new transport corridor to connect north Brisbane and Beerburum. The Bruce Highway Western Alternative (BHWA) is being planned in stages. This planning will identify land that needs to be protected for the future motorway.**

The alignment for the first stage between Moodlu and Moorina was confirmed in late 2021 and its notification as a future state-controlled road was published in the *Queensland Government Gazette* on 17 June 2022. Planning for Stage 2 between Moorina and Narangba is underway. Stages 3 and 4 will be investigated as the project progresses.

Since 2001, SEQ's population has grown from 2.4 to 3.5 million people and is expected to reach 5.3 million over the next 20 years. *The South East Queensland Regional Plan 2017 (SEQ Regional Plan)* identifies the Moreton Bay region will be home for more than 656,000 people by 2041. This is an increase of 217,700 people over roughly 25 years and 88,300 more dwellings will be needed to accommodate these new residents. The *SEQ Regional Plan* estimates by 2041 approximately 45 per cent of people living in the Moreton Bay region and 3 per cent of people living on the Sunshine Coast will travel to work in the Brisbane City Council Local Government Area each day\*.

A proactive approach is required to support this growth and prepare for future transport needs. The future road will provide an alternate route to the Bruce Highway, alleviating congestion, accommodating future growth, and preserving the Bruce Highway for moving freight and long-distance travel. The BHWA will connect communities and support major expansion areas identified in the *SEQ Regional Plan* such as Caboolture West, Morayfield South, Pine Valley, and The Mill at Moreton Bay Priority Development Area in Petrie.

\*Source: ShapingSEQ South East Queensland Regional Plan 2017.

Four possible options have been identified for the corridor in the Stage 2 study area, from Moorina to Narangba. TMR values community input and is asking the community to consider the possible alignments. The back page of the newsletter lists the range of ways feedback can be provided. Community feedback on these options will inform further investigations.

#### Project background

The Australian Government and the Queensland Government have jointly-funded the North Brisbane – Bruce Highway Western Alternative project, with each committing \$10 million toward planning.

The future BHWA will be approximately 60 kilometres long and will connect Steve Irwin Way, Beerburum with the north Brisbane area. Further planning is needed to determine where the corridor will ultimately connect with Steve Irwin Way and north Brisbane. TMR will keep the community informed as planning progresses. Early planning for Stage 1 (Caboolture West) of the corridor between Moodlu and Moorina is complete, and the land required is protected from future development.

Stage 2 of the corridor from Moorina to Narangba is an approximately 15 kilometre section of the future BHWA. This section is located west of the growing communities of Pine Valley and Morayfield South. Determining a preferred alignment and the location for future interchanges is critical to support future growth in the area.





## Alignment options

Preliminary technical investigations have identified multiple possible alignments and potential interchange locations for Stage 2 of the corridor.

Due to the length and complexity of Stage 2, the study area is separated into a northern section and a southern section with two viable alignment options presented for each section. Feedback is invited to understand the community's views, including any concerns and feedback on the alignment options presented.

All alignments present different opportunities and constraints. These include property impacts, connectivity with the local road network, environmental and amenity considerations, and constructability issues due to the topography and flooding constraints, cost, and network performance. Further technical investigation and early design work is being progressed on these options.

Alignment options in the northern section are located close to an existing power easement where possible. This reduces the separation of existing rural communities and reduces the fragmentation of wildlife areas. The alignments avoid the topographic and flooding constraints.

Alignment options in the southern section avoid the floodplain associated with Browns Creek and environmentally sensitive areas.

Impacts to community infrastructure and local roads will be minimised wherever possible as planning progresses.

Cultural heritage sites and areas of significance are in the study area. Further investigation and engagement with Traditional Owners will be undertaken to manage these sensitive areas.

## Alignment options in the northern section of the study area Caboolture River to Raynbird Road

### Option 1

Minimising impacts to the environment is a major challenge for this option. Staying closer to the power easement minimises environmental impacts and segregation of environmentally sensitive areas and the surrounding rural community.

In places it moves into hilly terrain. This results in the alignment needing to cross back and forth over the power easement to reduce the impacts of the terrain and will require more complex construction and increased earthworks.

More extensive local road network upgrades will be needed to connect to the corridor.

This alignment option is subject to less flooding and may require fewer bridges across waterways when compared to Option 2.

### Option 2

This option is east of the existing power easement for much of its length, and avoids direct impact to Sheepstation Creek Conservation Park. There is better opportunity to connect to existing local road networks and to the emerging communities of Pine Valley and Morayfield South. This will benefit residents in nearby areas. This alignment will require fewer new roads to connect to the corridor.

The terrain is flatter along this alignment which will make it easier and more cost effective to construct and the corridor will not be as wide.

This alignment will impact fewer properties than Option 1 and has less environmental impacts, as well, a significant portion of this alignment avoids the local floodplain.



## What will the future road look like?

The future BHWA corridor will ultimately need to accommodate four lanes, two in each direction with a wide centre median. Access to the road will be via grade-separated interchanges at key locations. It will also make provision for off-road active transport, public transport and utility services such as water, gas, power, and underground communication infrastructure.

A typical corridor is about 90 metres wide in flat terrain. Additional width is required for major cuttings and embankments and around interchanges which have higher land requirements due to their complex function and structure.

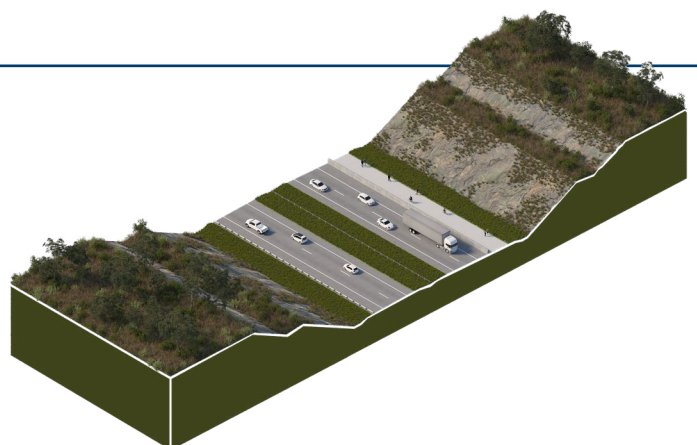
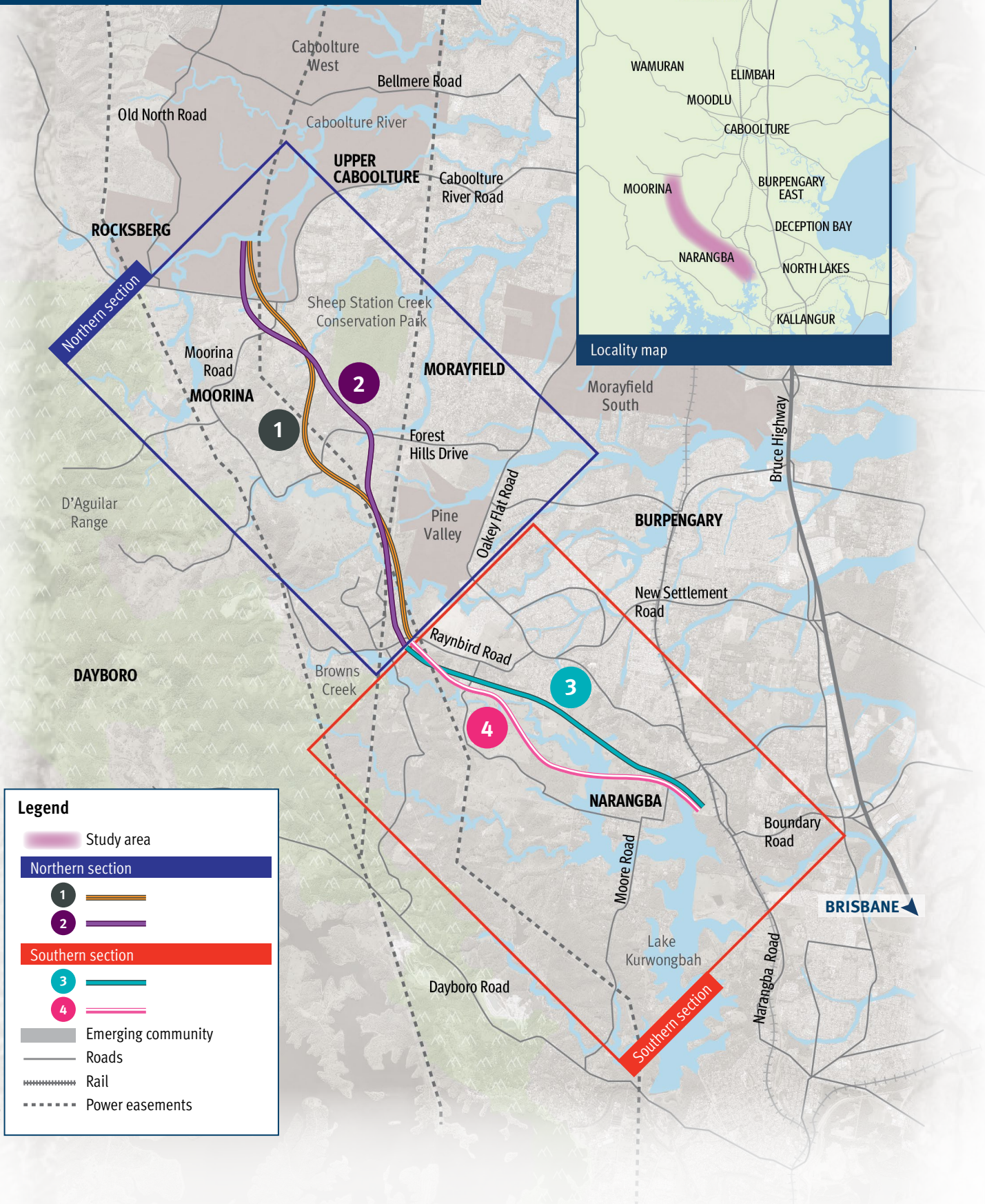
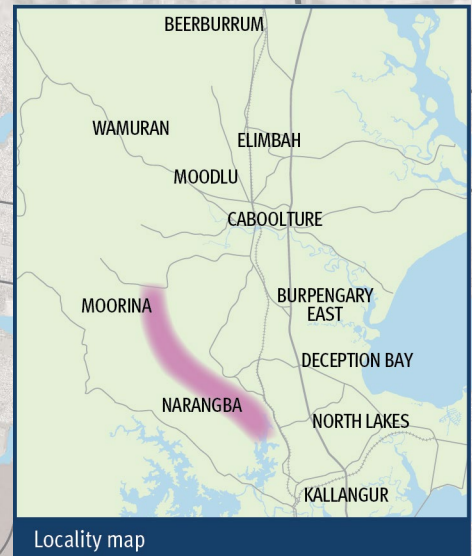


Image: Typology diagram showing an example of the corridor on steep terrain



# Bruce Highway Western Alternative Stage 2 Moorina to Narangba alignment options

SUNSHINE COAST



## Options in the southern section of the study area Raynbird Road to Boundary Road

### Option 3

This alignment is north of the Browns Creek floodplain. It is closer to existing developed areas and can connect more directly to the existing local road network and will have less impact on local waterways.

Compared to Option 4, a greater number of private properties are directly impacted.

The terrain is more challenging north of the Browns Creek floodplain and is more complex to construct due to increased earthworks and may require a wider corridor.

### Option 4

This alignment is south of the Browns Creek floodplain. A major benefit is that it utilises Queensland Government-owned properties. This reduces the overall number of privately-owned properties that are directly impacted.

The terrain along this alignment is much flatter so construction of a road is less complex and may require a narrower corridor.

This option would require more extensive upgrades to the local road network to cross the Browns Creek floodplain and will have some waterway and environmental impacts.



**You can find out more, provide your feedback, and stay up to date on the planning and future community engagement activities.**

**Community members are invited to subscribe to receive project updates by contacting the project team on the details on the back of this newsletter.**

## Other alignments investigated

A wide range of other alignment options were investigated for both the northern and southern sections.

### Northern section

The other alignments explored in this section involved extensive earthworks and construction challenges. This resulted in larger construction and corridor footprints, meaning greater impacts to the community and environmentally sensitive areas as well as overall increased cost and engineering risk.

An alignment was also identified and investigated in the far western part of the study area. This option has extreme terrain challenges and environmental impact. It is remote from existing roads and areas of existing or planned development. This means it has less benefit for local residents and the cost and impacts to connect with the local road network are much higher.

### Southern section

In this section, there is limited opportunity for viable alignments north of the Browns Creek floodplain given the potential impacts they have on the local community and the floodplain.

Other alignment options were explored south of the floodplain that sought to reduce impacts on the environment, target flatter terrain and viable crossings of the floodplain. However, they do not use existing Queensland Government-owned land.

Options further south again have significant terrain challenges, environmental impacts, and the largest impact on koala habitat. Preliminary traffic modelling indicates that these alignments do not attract as much traffic as the other options.

## Potential connection points

TMR is continuing to work with Moreton Bay Regional Council (MBRC), key government agencies and stakeholders to consider and inform the best way to connect the future corridor with existing local road networks. Where possible, this will minimise the need for new local roads and reduce impacts for existing residents.

Potential future locations for connections to the corridor include the area south of Caboolture River, Forest Hills Drive, Jacko Place, Raynbird Road, Oakey Flat Road south of New Settlement Road, and Boundary Road. Only three or four future connections are likely to be needed.



## Environment and cultural heritage considerations

As planning for the BHW progresses, TMR will continue to engage with the community, including environmental groups and Traditional Owners to gather feedback on how to minimise project impacts.

During subsequent detailed planning and design phases of the project, comprehensive investigations into all potential impacts including noise, air quality, flora and fauna, water quality, and cultural heritage will be undertaken. When planning, design and construction activities are progressed, TMR will put in place a range of measures to protect and preserve the natural environment as much as practically possible.



Image: Photograph of a section of the Stage 2 study area. Source: TMR

## Property impacts

TMR acknowledges the sensitive nature of planning for a new transport corridor and the uncertainty it can create for communities and appreciate that residents who live within the study area for the project are concerned about potential property impacts.

Further investigations are needed to understand potential impacts to properties or community infrastructure in remaining stages. TMR will be working closely with property owners identified as being potentially impacted. Formal confirmation of the corridor will provide certainty for property owners and businesses in the community, which is an important consideration of this project.

Design and construction of this project is many years away. TMR is not resuming any properties during this stage of planning. Planning is high level to determine corridor protection needs, and there is no need to acquire any land at this time.



Image: Photograph of local community. Source: TMR



## Project benefits



Improves transport network efficiency



Supports public and active transport



Increases transport capacity



Creates a connected transport network for residents and road users



Enables appropriate growth in the region



Supports the movement of freight



## Community input

Community and stakeholder input will be important considerations when shaping the project. The following key stakeholders continue to be engaged as part of the planning:

- Local, state and federal elected representatives
- MBRC technical officers
- Traditional Owners
- Landowners and other key stakeholders
- Department of State Development, Infrastructure, Local Government and Planning, including the Growth Areas Team
- Major service and community infrastructure providers
- Utility providers including Powerlink, Unitywater and Energex.

TMR has considered development pressures and input from MBRC in prioritising the sequencing of the stages of planning and corridor preservation for the BHWA.

## Community feedback

Early feedback on Stages 2, 3 and 4 has been invited since November 2021.

Feedback received to date has been considered based on the following concerns:

- Location of the proposed corridor
- Integration with the local road/rail network
- Lack of transparency (planning and community consultation)
- Misinformation and lack of information
- Property impacts
- Impacts to local services and infrastructure such as schools
- Flora and fauna impacts
- Lifestyle impacts
- Noise vibration and air quality
- Water catchment and quality
- Flooding concerns
- Project timeframe.



## Next steps

We are seeking feedback on the options for Stage 2. Further targeted engagement with impacted property owners will be undertaken once a preferred corridor has been identified.

Identifying and protecting the corridor for the future BHWA is an important transport planning initiative. Protecting the land required for the corridor is a priority for the Australian Government and the Queensland Government.

Planning for Stage 3 from Narangba to Kallangur, and Stage 4 from Beerburrum to Moodlu, will be progressed when Stage 2 has been finalised. TMR will keep the community informed on when planning and community consultation for these stages will commence.

**This is a long-term planning project and although TMR has commenced early planning, timeframes for more detailed planning, design, and construction are not known at this time and will depend on government priorities and future funding commitments.**

You can find out more, provide your feedback, and stay up to date on the planning and future community engagement activities.

Talk to the project team at a community drop-in session. Visit the project webpage on TMR's website for times and locations.

Scan the QR code or visit the project webpage at [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au) (search for 'North Brisbane Bruce Highway Western Alternative').



Scan to find out more

## Contact us



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