

Bruce Highway Western Alternative Stage 2 (Moorina to Narangba)

Frequently Asked Questions

What is the Bruce Highway Western Alternative (BHWA) project?

The Bruce Highway Western Alternative (BHWA) is a planning study by the Department of Transport and Main Roads (TMR) to define a new transport corridor that connects north Brisbane to Beerburum.

The future transport corridor will provide an alternative route to the Bruce Highway, accommodating forecasted future growth in the Moreton Bay region and preserving the Bruce Highway for moving freight and accommodating long-distance travel.

The future BHWA will be approximately 60-kilometres long and will connect Steve Irwin Way with the north Brisbane area. Further planning is needed to determine where the corridor will ultimately connect with Steve Irwin Way and north Brisbane.

The focus of this early planning phase of the project is to identify land that needs to be protected for the future road. Timeframes for more detailed planning, design and construction of the BHWA project are not currently known and will depend on government priorities future funding commitments. TMR will keep the community informed as planning progresses.

Why is the project split into stages?

Planning for the BHWA project is progressing in four stages due to the size and complexity of the study area.

Each stage has its own unique challenges and constraints. Sections of the whole corridor study area are highly developed, with challenging terrain, environmental, flooding and other planning constraints.

Identifying and protecting the land required for all four stages is a priority for the Australian Government and the Queensland Government.

Are any sections of the corridor already confirmed?

The alignment for Stage 1 between Moodlu and Moorina was finalised in June 2022 with this section of the corridor through Caboolture West now protected from future development. Planning for Stage 2 between Moorina and Narangba is underway. Stages 3 and 4 will continue to be investigated as the project progresses.

TMR is accepting early feedback from the community on all future stages via the 'Have your say' platform, which is accessible through the project webpage on TMR's website.

What is Stage 2 of the BHWA project?

Planning for Stage 2 from Moorina to Narangba, an approximately 15-kilometre-long section, is underway. It is critical the preferred alignment is identified and protected to support future growth in the area.

What options have been identified for Stage 2?

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



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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.

We are inviting feedback on the Stage 2 options. [View the options](#) and [complete the survey](#) to provide your feedback.

When will be a more detailed map be available?

As planning is in the early stages, it is too early to know (or present) precise locations on a map, we need to maintain flexibility, which includes considering community feedback, which is why property level details are not shown at this early stage. TMR will engage with individuals to receive and understand their feedback based on a possible near impact or possible direct impact from the proposed options for Stage 2.

A more detailed map of the preferred option for Stage 1 (Moodlu to Moorina) is published on the project consultation webpage.

A more detailed map of the preferred option for Stage 2 (Moorina to Narangba) will be available in late 2022.

What about connecting to the existing local road network?

Potential connection points with existing local roads are a key consideration of the project.

TMR is continuing to work with Moreton Bay Regional Council (MBRC) and key government agencies and stakeholders, including the Department of State Development, Infrastructure, Local Government and Planning's Growth Areas Team, to progress integrated land use and infrastructure planning and consider 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.

For Stage 2, 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.



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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.

Why is a new road needed?

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.

What happens next?

Following the current consultation period (from 29 July to 2 September 2022), TMR will continue to refine the preferred corridor based on feedback from the community, with the view to identify the preferred alignment for Stage 2 corridor in late 2022.

Further targeted engagement with impacted property owners will be undertaken once a preferred corridor has been identified and gazettal of the preferred corridor to protect the land is expected to occur sometime after this.

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.

What about rail and railway connections?

TMR is working with MBRC and the Department of State Development, Infrastructure, Local Government and Planning to develop strategies to ensure attractive and efficient passenger transport connections to, from and within Caboolture West, as part of an integrated and multi-modal transport network.

TMR is proposing to meet the transport challenges for the Bruce Highway corridor as part of the \$20 million Bruce Highway Western Alternative (BHWA) planning. This planning will



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investigate a program of initiatives and look for opportunities for staged delivery of multi-modal transport improvements.

Development of a Brisbane to Sunshine Coast Rail Corridor (B2SC) Strategy is one of six key initiatives being undertaken as part of the BHWA planning. The B2SC strategy will investigate and establish an end state vision and investment pathway for the existing North Coast Line between Brisbane and Gympie (including the Redcliffe Peninsula line), and potential new corridors between Beerwah and Maroochydore over the next 30 years. This strategy will review demand for the North Coast line, and how this rail line will support strong predicted growth in the regions of the Sunshine Coast, Moreton Bay and Brisbane to the future.

What does 'gazettal' or 'gazetting' a road mean?

Gazettal or gazetting a road means that the details of the location of the proposed road corridor are published in the Queensland Government Gazette. It is a statement of intent for the future acquisition of land for road use. Publishing in the Gazette makes the road corridor officially declared under the *Transport Infrastructure Act 1994*.

Does the project require any land or property resumptions?

As part of the Queensland Government's responsibility to provide a better and safer transport network, privately owned land may be acquired for transport infrastructure purposes.

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.

Can property owners object to resumption of land?

Yes, property owners can object to the resumption of land, as set out in the *Notice of Intention to Resume*.

Further details are available in the '*Property acquisition – Your property, your rights*' fact sheet or TMR's *Early Acquisition Policy*.

A hard copy of these documents can be requested from the project team, alternatively, they can be downloaded from TMR's website at <https://www.tmr.qld.gov.au/> by navigating to (1) Community and environment, then (2) Property information.

If my land or property is impacted, will I be compensated?

You can claim compensation if you have a legal interest in the land taken (for example, if you are the owner, lessee or licensee). Under the *Transport Infrastructure Act 1994*, a claim for compensation must be served on the department within three years from the day the Taking of Land Notice is published in the Gazette.



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How is compensation assessed?

Following the publication of the Taking of Land Notice in the Gazette, a departmental Property Officer will be assigned to your case and will make contact with you. Next, your Property Officer will have the property independently valued and will again contact you to discuss compensation.

When it comes to negotiating compensation, it is recommended that you engage a valuer and legal assistance. In this regard, reasonable fees incurred will be refunded in the overall settlement package.

What consideration is being given to the environment?

The Moreton Bay region is home to a rich diversity of animals, including koalas, birds, frogs and other local wildlife. The region also has a large diversity of waterways, connecting coastal rivers and streams.

We understand the community is very concerned about impacts to the environment as a result of planning for this project.

As planning 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.

How can I provide feedback?

Between 28 July and 2 September 2022, the community is invited to provide feedback on the four possible options that have been identified for the future road between Moorina and Narangba.

Feedback can be provided to the project team via phone, email or post, online via the 'Have your say' platform, or alternatively in person at one of three community drop-in information sessions TMR are hosting during the consultation period. Contact details and information session details are available on the [consultation webpage](#).

Additionally, early feedback on Stages 2, 3 and 4 has been invited since 12 November 2021, and will continue to remain open for future stages and be considered during this important phase of planning.

Community feedback is a key consideration of planning, alongside a broad range of technical factors, including traffic and network performance, natural and built conditions, safety, environmental, cultural heritage, legislative and engineering considerations, and future land use considerations.

What are the key drivers and benefits of the project?

The purpose of establishing the corridor is to ensure there is a safe, efficient and effective transport network that meets current and future needs for the Moreton Bay and Sunshine Coast regions.

Benefits of the project include:

- Enables appropriate growth in the region
- Increases transport capacity



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- Improves transport network efficiency
- Supports public and active transport
- Supports the movement of freight
- Creates a connected transport network for residents and other road users.

Why is the Caboolture West development area relevant to this project?

Caboolture West is identified by the South East Queensland Regional Plan, ShapingSEQ, as a major expansion area. At approximately 3,480 hectares, it's the largest greenfield growth area planned for South East Queensland.

Over the next 40 years, Caboolture West will become a new regional city.

The future growth potential of Caboolture West has long been recognised by both the Queensland Government and MBRC. In December 2020, MBRC initiated an amendment for the Neighbourhood Development Plan 1 (NDP1) area of the Caboolture West Local Plan. Subsequently, the Queensland Government announced NDP1 as the first pilot project for the Growth Areas Team to unlock growth, address housing choice and affordability and identify the infrastructure necessary to support more liveable communities.

This pilot project will build on the collaboration already underway between the Department of State Development, Infrastructure, Local Government and Planning, MBRC, Unitywater, the TMR and landowners.

The Growth Areas Team has taken the lead on Caboolture West planning for the Queensland Government to help accelerate the delivery of well-planned and serviced residential land in an area of high demand.

This new planning builds on earlier work undertaken by MBRC for the Caboolture West Local Area Plan and Neighbourhood Development Plan 1.

The draft Caboolture West Interim Structure Plan (CWISP) has now been prepared as the next stage of planning for approximately half of Caboolture West. The draft CWISP will be used to guide a range of development applications already being assessed by MBRC to help ensure the future community is provided with essential infrastructure and services.

The draft CWISP will be in effect for approximately 18 months, when replaced with a final structure plan for the entire Caboolture West area.

Have your say on the draft Caboolture West Interim Structure Plan (CWISP). Public notification is open for 20 business days between 27 July and 26 August 2022.

<https://haveyoursay.dsdilgp.qld.gov.au/caboolture-west-structure-plan>.

How can I contact the project team?

Call: 1800 955 799* (8.30am – 5.00pm)

Email: NCR_Planning_Comms@tmr.qld.gov.au

Post: Department of Transport and Main Roads

PO Box 1600 MAROOCHYDORE QLD 4558

Visit: www.tmr.qld.gov.au/projects/north-brisbane-bruce-highway-western-alternative-planning or www.yoursay-projects.tmr.qld.gov.au/bhwa.

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



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