

Bruce Highway Western Alternative Stage 4 (Beerburrum to Moodlu)

The Department of Transport and Main Roads (TMR) is planning for the Bruce Highway Western Alternative (BHWA)—a new transport corridor of around 50km between Beerburrum and North Brisbane. Early planning is being completed in four stages to protect land for the future motorway. Planning is complete for Stages 1 and 2 between Moodlu and Narangba.

Early planning for Stage 3 between Narangba and Bald Hills, and Stage 4 between Beerburrum and Moodlu is progressing.

TMR is seeking further feedback on Stage 4 by 5pm Monday 22 January 2024. See back page for further details.

An integrated solution

The North Brisbane and Moreton Bay region is one of the fastest growing areas in South East Queensland (SEQ) which is forecast to grow by almost 2.2 million people over the next 25 years[#].

This growth is changing travel patterns and placing pressure on existing transport infrastructure and services. Even with ongoing and significant upgrades to the Bruce Highway, an additional and separate transport corridor

west of the Bruce Highway is needed to support population growth and major expansion areas identified in the *South East Queensland Regional Plan* including Waraba (Caboolture West), Morayfield South, Pine Valley, Petrie, and Elimbah.

The Australian Government and the Queensland Government have committed \$10 million each towards a package of integrated road, public transport (bus and rail), and active transport planning initiatives, known as North Brisbane Bruce Highway Western Alternative planning. The BHWA is one of these planning initiatives.

The BHWA will significantly reduce travel time, connect established and emerging communities, and support employment growth and housing supply.

It will improve resilience and preserve the Bruce Highway’s important role as part of the National Land Transport Network to service long-distance travel and freight movement.

[#]Source: Draft ShapingSEQ 2023 Update.

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



A refined study area

The Stage 4 study area contains established communities, areas of rural living, important agricultural land, state forest, national park, and the Elimbah Potential Future Growth Area (PFGA)#.

Investigations carefully considered environmental and property impacts and how the corridor could complement existing transport networks (road and rail). Two options that better support the Elimbah growth area and have fewer impacts to important agricultural land are presented for feedback.

A preferred corridor will be determined following ongoing technical investigations and with consideration of community feedback.

#Source: Draft ShapingSEQ 2023 Update.

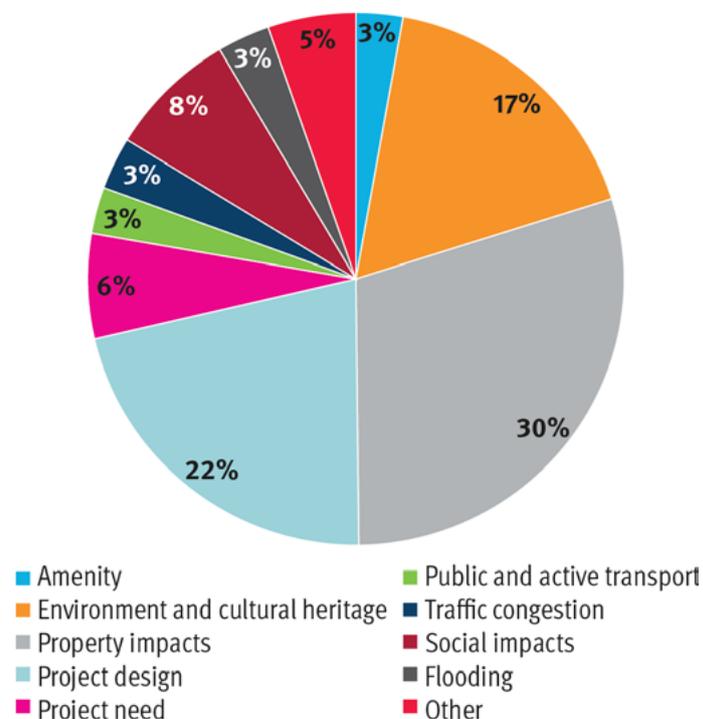
How were the options determined?

Initial investigations into viable corridor options considered:

- property impacts
- areas of productive and valuable agricultural land
- areas of environmental and cultural heritage value
- social and amenity impacts
- early feedback from the community, government agencies and City of Moreton Bay
- the ability to meet growing transport demand
- existing and planned infrastructure such as utilities, power easements, and rail, community, recreation, commercial and education facilities
- flood plains, catchments, and water bodies
- other transport planning initiatives and connections with existing networks
- capacity to support public and active transport
- engineering constraints and cost of future construction.

More than 150 community submissions have been received for Stage 4 so far, covering a range of themes summarised in the graph below.

Early feedback themes



Corridor options – key features

The Stage 4 corridor continues from Stage 1 at the D’Aguilar Highway, Moodlu. The corridor options follow a common alignment through Moodlu, crossing Old Gympie Road north of Alcock Road. Where possible, this section will closely follow the existing power easement.

Other options southeast of this alignment, between the D’Aguilar Highway and Old Gympie Road, were not progressed as they impact a large number of residential properties.

Options further west were ruled out as they had more impacts to the environment and important agricultural land.

East of Old Gympie Road two viable corridor options are shown on the map – Option 1 is to the west of the North Coast rail line and Elimbah township, and Option 2 is to the east.

Local connectivity will be maintained via overpasses.

Both corridor options will require bridges across Lagoon, Six Mile and Beerburrum creeks which will reduce impacts on fish passage.

Both options share a common alignment on the southern approach to Steve Irwin Way near Beerburrum.

Connecting communities

Investigations are continuing into interchange locations and designs. Two interchanges will likely be needed between the D’Aguilar Highway and Steve Irwin Way.

Consolidating access to the corridor at strategic locations will support future growth and ensure a high-speed, high-capacity motorway in the future and make it an attractive alternative to the Bruce Highway. Additional land will be needed at interchange locations to accommodate on and off-ramps.

Why the corridor can’t follow the power easement

The corridor options follow a common alignment alongside a section of the power easement through Moodlu to Alcock Road.

Following the power easement north of Alcock Road is not feasible as it would:

- have significant impacts on important agricultural land that helps sustain the region
- not allow suitable connections to the Elimbah PFGA
- likely retain larger traffic volumes on local roads including Beerburrum Road and Old Gympie Road, resulting in more road upgrades and community impacts
- not connect into Steve Irwin Way at a location that would make the future motorway an attractive alternative to the Bruce Highway.

Environmental and cultural heritage considerations

TMR recognises there are areas of environmental and cultural heritage value in the study area including known cultural heritage sites, national park, state forest, nature reserves, koala habitat, biodiversity, remnant vegetation, wetlands and waterways (Lagoon, Six Mile, and Beerburrum creeks) that are significant for fish passage. Environmental and cultural heritage impacts will be minimised where possible.

TMR will avoid the Glass House Mountains National Park including Mount Elimbah and Mount Miketeebumulgrai.

Subsequent detailed planning and design phases of the project will undertake comprehensive investigations into all potential impacts, as required under Queensland Government and Australian Government legislation.

Why upgrading the Bruce Highway isn’t enough

Transport modelling and analysis confirms that even with upgrades already underway on the Bruce Highway and further significant planned upgrades announced by the Australian and Queensland governments, a new alternative transport route west of the Bruce Highway will eventually be needed. Without the BHWA, unacceptable levels of congestion will occur on the Bruce Highway and surrounding road networks impacting Queenslanders’ way of life.

What will the road look like?

The future motorway corridor will allow four lanes, two in each direction, with a wide centre median. Access to the future motorway will only be permitted at key locations where future grade-separated interchanges will be provided. Provision is made for off-road active transport facilities and there is flexibility for public transport. A typical section of the corridor will be around 110 metres wide.

Stage 4 corridor options

Legend

- Stage 4 Beerburum to Moodlu – possible corridor options
- Stage 1 Moodlu to Moorina – corridor protected
- Power easement
- State government roads
- Local government roads
- North Coast rail line
- 1 in 100 year flood area
- Elimbah PFGA

Indicative only - subject to change

Corridor options will be refined following community feedback and further technical investigations before a preferred alignment is identified. Interchange locations and land requirements are yet to be determined.

1

Option 1

Option 1 is west of the North Coast rail line and Elimbah township, crossing the rail line north of McDougall Road in the Beerburum State Forest. The corridor option provides opportunities for a connection to the proposed Elimbah PFGA. This option maintains local connectivity for residents and businesses by providing overpasses at Whittington, Markwell, Alcock, Old Gympie, Twin View, McDougall, and Beerburum roads.

2

Option 2

Option 2 crosses the North Coast rail line south of the Elimbah township and Six Mile Creek, and travels east of the rail line. This alignment provides greater flexibility to facilitate connections to the proposed Elimbah PFGA. The option maintains local connectivity by providing overpasses at Whittington, Markwell, Alcock, Old Gympie, Smiths (Elimbah), Beerburum and Bartholomew roads and Jacks Lane.



Scan for interactive map
www.tmr.qld.gov.au/projects/north-brisbane-bruce-highway-western-alternative-planning



Glass House Mountains National Park

BEERBURRUM

TO SUNSHINE COAST ▲

Bruce Highway

Beerburum State Forest
 Steve Irwin Way

Proposed crossing of Beerburum Creek

Proposed crossing of Six Mile Creek

Proposed crossing of Six Mile Creek

Bruce Highway

Possible interchange locations

Two interchanges will likely be needed between the D'Aguliar Highway and Steve Irwin Way. Preliminary investigations suggest one interchange would likely be needed north of Six Mile Creek, and another between Old Gympie Road and Beerburum Road. Investigations will continue into interchange locations and designs as the preferred alignment is identified.

Corridor options have a common alignment that follow a section of the power easement.

The Elimbah PFGA, identified in *The South East Queensland Regional Plan 2017* is proposed to transition into the Urban Footprint as a Major Development Area (MDA)[#].
 #Source: Draft ShapingSEQ 2023 Update

Proposed crossing of Lagoon Creek

MOODLU

D'Aguliar Highway

TO BRISBANE ▼

Updated on 4 December 2023: Correction made to Option 2 description to remove reference to Twin View and McDougall Roads and add reference to Smiths Road and Jacks Lane.

Property impacts

TMR is planning ahead to ensure land is reserved to deliver this vital transport infrastructure when it is needed. TMR acknowledges property impacts are a sensitive and unavoidable part of this planning.

Construction of the motorway is many years away and there is currently no funding available to progress detailed planning, design or construction. Identifying and protecting the future motorway corridor provides certainty and limits future development which could lead to greater impacts on residents. TMR is committed to minimising property impacts wherever possible and will engage with potentially impacted property owners before the corridor is protected.

No property impacts for Stage 4 can be confirmed at this stage of planning.

What happens if my property is impacted?

It is important for TMR to continue investigations, consultation activities, and complete due diligence before identifying a preferred alignment. Pre-empting an outcome before investigations are complete could cause unnecessary concern for residents.

When a preferred alignment is identified, TMR will work closely with property owners who are potentially impacted to consider their feedback prior to confirming the corridor. This process is sensitive and TMR is committed to approaching each case with compassion.

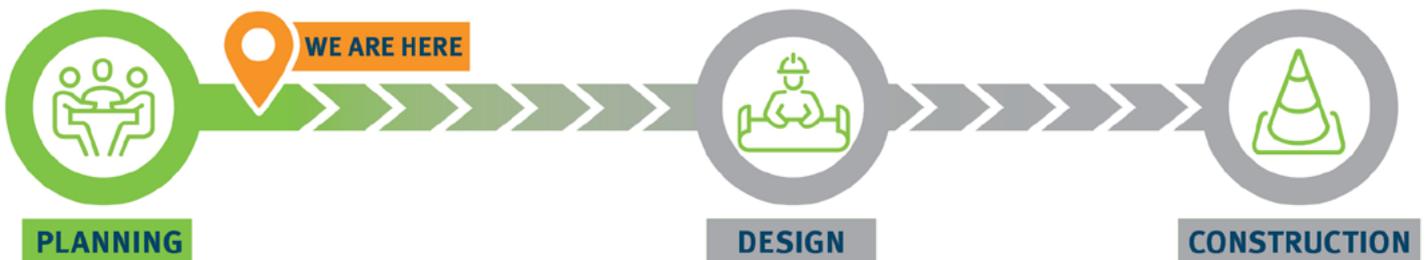
Once the corridor has been confirmed and protected, directly impacted property owners will have the opportunity to consider owner-initiated early acquisition which is different to the formal resumption process.

TMR will not resume any properties during this early stage of planning. Property resumption generally occurs just before construction starts.

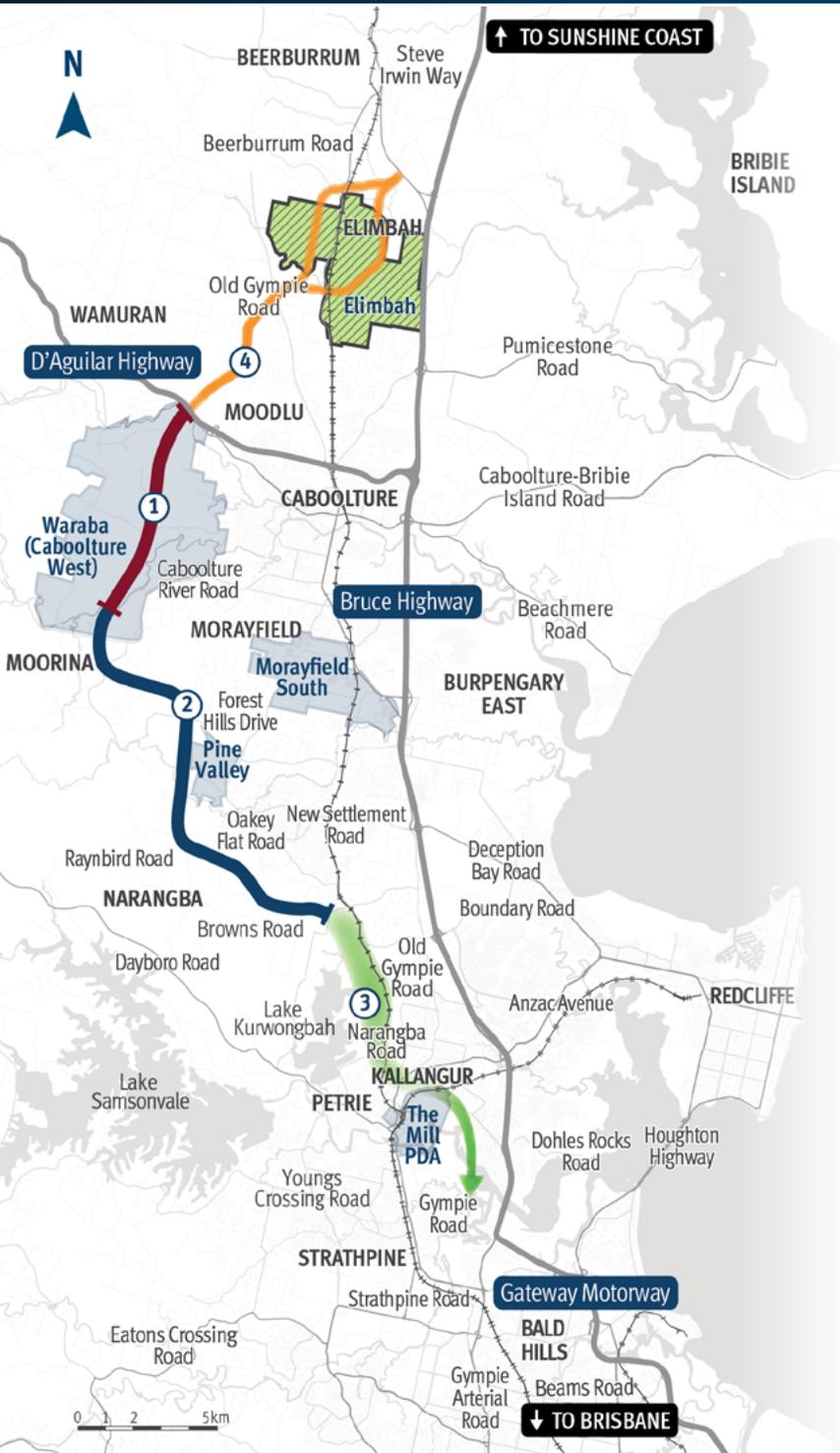
When will construction happen?

TMR manages infrastructure projects within a framework that has three broad phases—planning, design, and construction—each including consultation with key stakeholders and the community. Completing this process takes many years for large and complex projects like the BHWA.

The BHWA 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.



Early planning — a staged approach



Legend

- Highway/motorway
- Major road
- Rail network
- Future growth area/Priority Development Area (PDA)
- Potential future growth area

Bruce Highway Western Alternative

- Stage 1 Moodlu to Moorina – corridor protected
- Stage 2 Moorina to Narangba – corridor protected
- Stage 3 Narangba to Bald Hills – indicative study area
- Stage 4 Beerburrum to Moodlu – possible corridor options

Early planning and consultation for the future BHWA is progressing in four stages.

This newsletter is about Stage 4 between Beerburrum and Moodlu.

Investigations are continuing into corridor options for Stage 3 between Narangba and Bald Hills, and early feedback on this study area continues to be invited.

The corridors for Stages 1 and 2 between Moodlu and Narangba have been protected.

Protecting the entire BHWA corridor and land from future development is a priority for the Australian and Queensland governments. It provides certainty for the community and ensures land is available in years to come when the future motorway is needed.

Related projects

Several significant transport planning initiatives are underway in the North Brisbane area.

Gateway Motorway Bruce Highway Upgrades

www.tmr.qld.gov.au/projects/programs/gateway-motorway-and-bruce-highway-upgrades

Brisbane to Sunshine Coast Rail Corridor Strategy

www.tmr.qld.gov.au/projects/brisbane-sunshine-coast-rail-corridor-strategy

Next steps

Community consultation on Stage 4 corridor options is open until **5pm Monday 22 January 2024**.

All feedback will be considered as part of ongoing investigations to help determine a preferred alignment. Once the preferred alignment for Stage 4 has been identified, engagement with potentially impacted property owners will be prioritised.

TMR will continue to keep the community informed as planning progresses.

Have your say



Submit feedback at the online consultation page



Talk to the project team at community information sessions
(visit the project webpage or contact us for session times and details)



Call 131450 for Translating and Interpreting Service and 1300 555 727 for the National Relay Service and enter 132380.
Contact Comm_Services_External@tmr.qld.gov.au for alternative accessible formats.



Visit the project webpage
www.tmr.qld.gov.au/projects/north-brisbane-bruce-highway-western-alternative-planning

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