

Coomera Connector

Community consultation summary



Australian Government

BUILDING OUR FUTURE



Queensland Government

INTRODUCTION

Green light for Stage 1 and community consultation



On 25 October 2019, the Honourable Anastacia Palaszczuk MP, Premier and Minister for Trade and the Honourable Mark Bailey MP, Minister for Transport and Main Roads announced:

- » Stage 1 of the Coomera Connector had been identified as the southern section between Coomera and Nerang; and
- » Community consultation on the Coomera Connector project would be undertaken in late 2019.

The focus for the community consultation was to listen to community input to help ensure the project takes the local context into account.

This consultation report provides a summary of the consultation program undertaken by the Department of Transport and Main Roads (TMR) between 8 November and 8 December 2019.

Consultation outcomes



98% of residents and business operators think that traffic and congestion will get worse in the future.

Research has told us that the vast majority (80%) of the community support the Coomera Connector being built as soon as possible to provide an alternative to the Pacific Motorway (M1).

People who live close to the corridor however, have understandably expressed concerns about what this will mean for them.

Potential issues including noise, air pollution, property resumptions and impacts on wildlife and the environment need to be carefully addressed prior to the start of construction.




Consideration of alternative alignments put forward by the community in the vicinity of Eagleby to link with the M1 and Logan Motorway at Loganholme will continue to be investigated.

RESEARCH UNDERTAKEN — STATISTICAL VS. ANECDOTAL

The Coomera Connector community consultation program used a combination of statistical and anecdotal research to gain a comprehensive understanding of community sentiment and potential issues.

To gauge overall community sentiment, market research firm Colmar Brunton was engaged by TMR to undertake statistical research including a quantitative telephone survey of 1,000 residents and businesses supported by two qualitative focus groups – one group of residents and one group of businesses.

To gain a deeper understanding of potential issues of concern for local residents who live close to the Coomera Connector corridor, TMR undertook a consultation program (anecdotal research) providing community members with the opportunity to share their personal accounts of potential issues of concern in relation to planning for the Coomera Connector.

Statistical research	Anecdotal research
Randomly selected, broadly representative and statistically robust sample size	Allows participants to share detailed information about potential issues of concern
Field work is closely monitored to ensure broad representation across demographic profiles	Provides opportunities for those with a strong and vested interest (people who live close to the corridor) to express their opinions in a variety of manners
Results can be generalised to understand the overall community sentiment of the population we are attempting to represent	May not include views and potential responses of vast majority of community
	
	Department of Transport and Main Roads
Quantitative telephone survey - 1,000 participants (supported by two focus groups)	Online survey and community drop-in sessions

STATISTICAL RESEARCH

- » Statistical research process
- » Traffic congestion is a key concern for the community
- » Four in five people support the Coomera Connector
- » Support for the Coomera Connector by postcode
- » There is strong support for the Coomera Connector to be a high-speed motorway style road
- » Construction inconvenience is the biggest community concern
- » Concern about potential environmental impacts
- » Concerns about property resumptions

STATISTICAL RESEARCH PROCESS



1,000 telephone interviews

900 residents
100 businesses

Purpose: to measure perceptions, attitudes and support for road infrastructure projects, particularly the Coomera Connector.

- » Located south of Loganholme and north of the NSW border - priority given to the Loganholme to Nerang section
- » Use SEQ major freeways/motorways 2+ times a week
- » 18 minute survey
- » Conducted from 18 November to 6th December 2019.

2 focus groups

1 x residents
1 x businesses

Purpose: to explore perceptions, support, benefits, concerns and communications material for the Coomera Connector

- » Located south of Loganholme and north of Robina
- » Use the M1 at least several times a month
- » 9 participants recruited per session
- » 1.5 hours each
- » Conducted in November 2019.



TRAFFIC CONGESTION IS A KEY CONCERN FOR THE COMMUNITY

Total sample (n=1,000)

The majority of residents and businesses are concerned about major roads such as the M1.

98% of residents and businesses think that traffic congestion will get worse in the future.

Both getting on and off the M1, and travelling on the M1 is seen to be very challenging. Using it was described as the “luck of the draw” depending on what the traffic conditions are and how long a trip may take.

TMR response

TMR acknowledges that the M1 is Queensland’s busiest road and ensuring its optimal performance is a priority for the Queensland Government.



The busiest section of the M1 is between Exits 60 and 62, now more than 210,000 vehicles on the busiest days



Coomera, Pimpama and Ormeau are some of the fastest growing suburbs in Queensland



75% of vehicles that enter the M1 at Pimpama (Exit 49) and Coomera (Exit 54) exit the motorway at, or before Smith St (Exit 66)



Stage 1 of the Coomera Connector will provide two additional river crossings, at the Coomera and Nerang Rivers



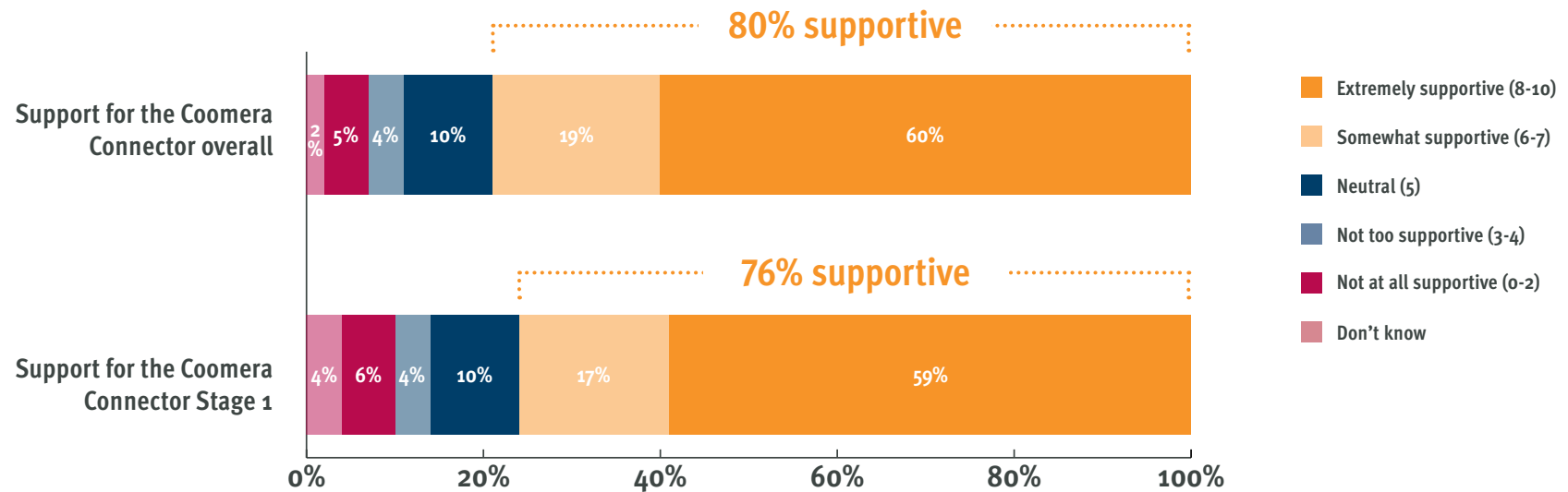
An additional 600,000 people will live in Logan and the Gold Coast by 2041

When constructed, Stage 1 of the Coomera Connector is anticipated to improve transport capacity and accessibility, while also reducing trips on the M1 by providing:

- » an alternative north–south route between Coomera and Nerang
- » additional crossings of the Coomera and Nerang Rivers
- » improved safety on the M1, reducing congestion by encouraging up to 60,000 vehicles per day to use the Coomera Connector for local trips
- » more reliable travel times between Brisbane and the Gold Coast.

FOUR IN FIVE PEOPLE SUPPORT THE COOMERA CONNECTOR

Total sample (n=1,000)



The main benefits the community expects the Connector to deliver are reduced traffic congestion, a faster and easier journey, and getting traffic off the M1.

SUPPORT FOR THE COOMERA CONNECTOR BY POSTCODE

Total sample (n=1,000)

4207

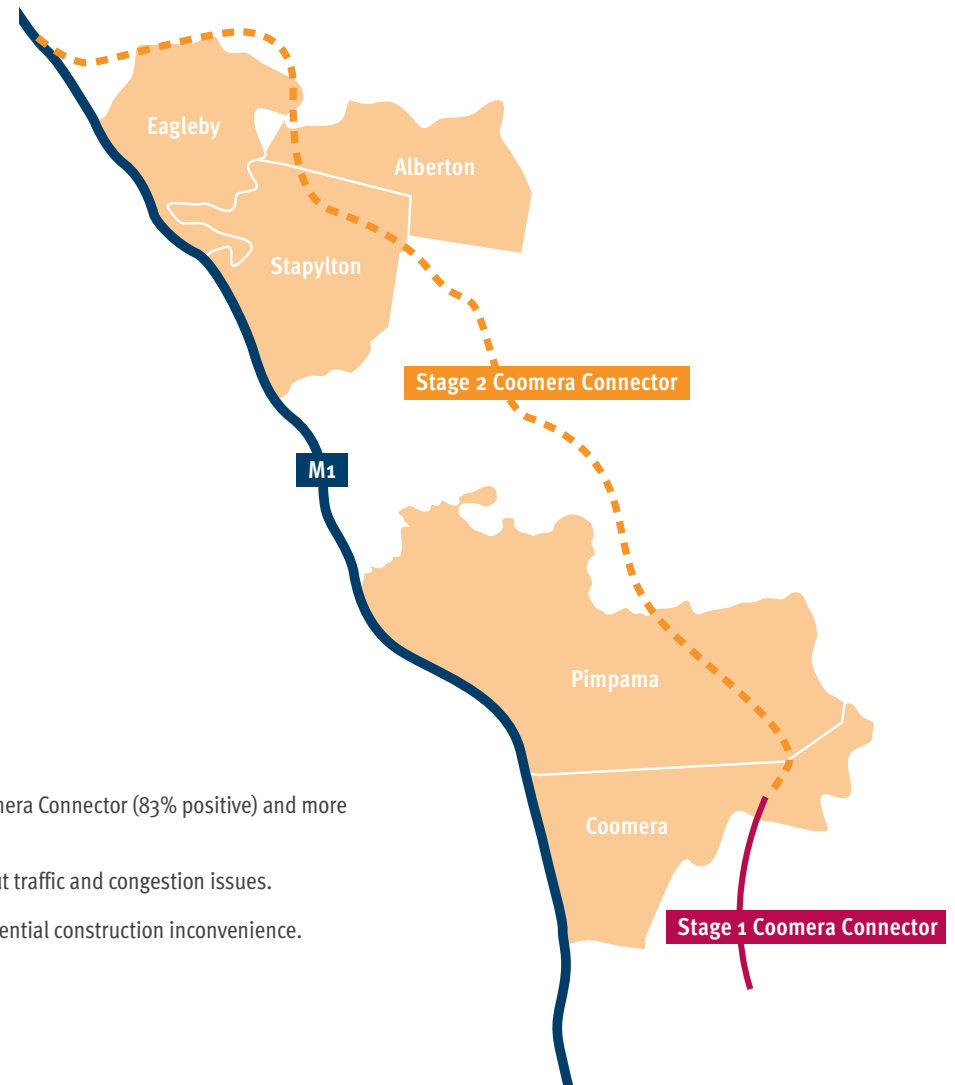
Eagleby, Alberton and Stapylton area

- » While not as positive as people from other areas, there is still a reasonable level of support for the Coomera Connector (67% support it and only 11% are not supportive) in this postcode.
- » Awareness of the project is slightly lower in their area (59% compared to 71% total).
- » Concern about the potential environmental impacts is significantly higher amongst those in this postcode.

4209

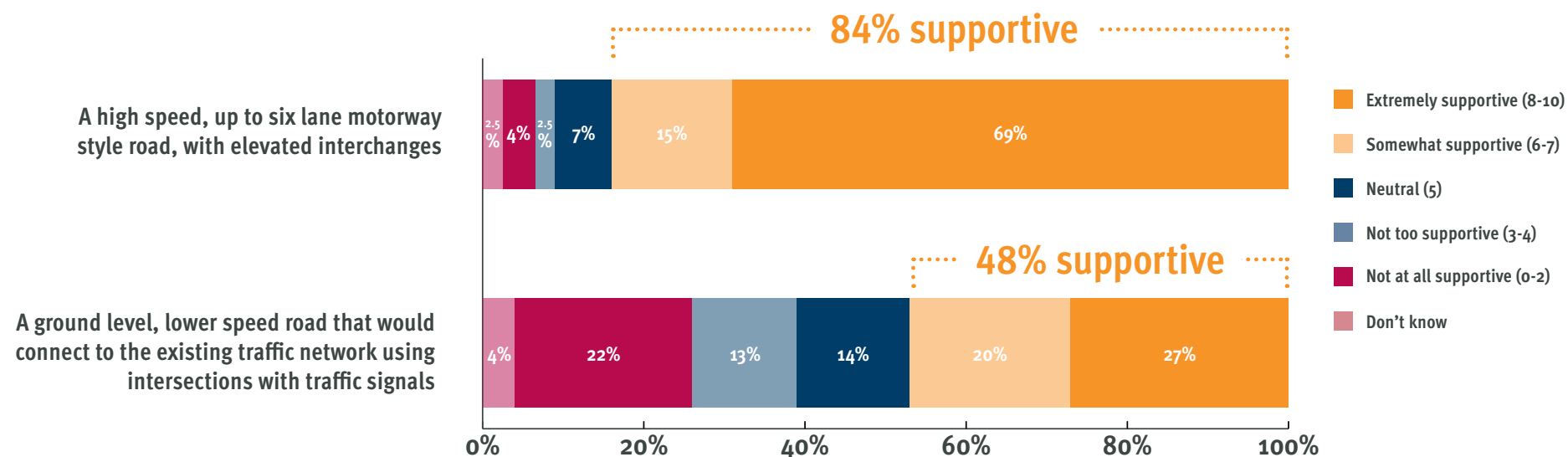
Coomera and Pimpama area

- » People who live in this postcode are extremely positive about the Coomera Connector (83% positive) and more likely to believe it will be effective for them personally.
- » This strong support could be built on their higher level of concern about traffic and congestion issues.
- » Despite their overall positivity, nearly half are concerned about the potential construction inconvenience.



THERE IS STRONG SUPPORT FOR THE COOMERA CONNECTOR TO BE A HIGH-SPEED MOTORWAY STYLE ROAD

Total sample (n=1,000)



The vast majority would support the Coomera Connector being a motorway style road of up to six lanes. In the focus groups, participants said that the speed would have to match the M1 for them to use it.

There was also concern raised over whether or not it would be a toll road, and if it did have a toll attached then people would not use it (at all or often) and would continue to use the M1.

Less than half would support the Coomera Connector being a lower speed road with traffic signals.

Ultimately the Coomera Connector needs to match the commuting ability of the M1 for commuters to use it regularly as an alternative.

CONSTRUCTION INCONVENIENCE IS THE BIGGEST COMMUNITY CONCERN

Total sample (n=1,000)









Concerns about traffic delays, detours and congestion during construction were seen to be the biggest potential negative of the Coomera Connector.

Following construction impacts, around one in ten telephone survey respondents have some concerns about the potential impact on the natural environment (14%) or wildlife (10%). A similar proportion are also concerned about property or land resumptions (11%).

While only 7% overall mentioned cost as a negative, this is a greater concern for businesses (14%).

Other potential negatives included whether it will be a toll road, how long it will take to build, potential bottlenecking issues and concern about whether it will work to relieve M1 congestion issues.

Around one quarter (26%) of residents and businesses said they had no concerns or saw no negatives about the Coomera Connector being constructed.

Potential Negatives	1st Mention (% Agree)	All Mentions (% Agree)
 Traffic delays, detours and congestion during the construction period	25%	31%
 Potential impact on the natural environment	8%	14%
 Property or land resumptions	7%	11%
 Costs	5%	7%
 Potential impact on wildlife	4%	10%
 Road noise (once completed)	3%	7%
 Will just encourage more vehicles on roads	2%	5%
 Construction noise	1%	6%
Other	18%	-
No major concerns / unsure	26%	-

CONCERN ABOUT POTENTIAL ENVIRONMENTAL IMPACTS

Participants of the business focus group mentioned concerns about potential impacts on wildlife and the environment in general. In the telephone survey however, businesses were slightly less concerned about the environment than residents.

While businesses raised the importance of ensuring the natural environment is looked after, they expected this would be well regulated and plans would be put in place to minimise the impact. However, the environmental impact is also a holistic issue and not something specific to the Coomera Connector.

“ I’m concerned for natural wildlife and if safety corridors will be built.”

“ Although environmental studies are taking place, I would like to see designated wildlife corridors clearly marked.”

“ Any major construction will affect the environment - natural stormwater, ecosystems and chemical pollutants.”

TMR response

Protecting the environment forms an important part of planning for all new road and infrastructure projects that TMR takes seriously.

Field investigations including terrestrial and aquatic ecological surveys in the project corridor have confirmed there are important environmental areas in the vicinity of the corridor.

Mitigation strategies will be developed in order to protect important flora and fauna including koalas.





CONCERNS ABOUT PROPERTY RESUMPTIONS

Similar to the telephone survey, some concern was also raised in the focus groups regarding property resumptions and the impact on nearby residents.

A few focus group participants raised that with the number of new housing estates in the area, some people may have bought land and built their home without knowing this was planned for. There was an expectation and understanding that people in certain developments might be upset by this new road and the perceived impacts. This includes both during the construction period, and potential increased noise and traffic thereafter of having a 'freeway' run behind their houses.

However, as all focus group participants pointed out, the road has been planned for a long time and is public knowledge - there was no negativity around the government trying to keep it a secret or not being transparent.

TMR response

Property resumptions are a sensitive but necessary part of building new infrastructure. TMR approaches each case with the utmost compassion.

In both the design and construction phases, TMR is mindful of the impact of transport infrastructure projects and does everything that can be reasonably expected to minimise inconvenience to residents, commuters and adjacent businesses.

ANECDOTAL RESEARCH

- » **Anecdotal research — TMR's consultation process**
- » **Promotion of the consultation process**
- » **Consultation with key stakeholders**
- » **Who responded to the Stage 1 online survey?**
 - » We agree an alternative to the M1 is needed, but can't you build it somewhere else?
 - » Noise is the biggest concern of people who live close to the corridor
 - » Locals think a lower speed road would be quieter
 - » Construction needs to start on the Coomera Connector straight away
 - » How will wildlife and the environment be protected?
 - » Why don't we just upgrade the M1 or invest in public transport?
- » **Who responded to the Stage 2 online feedback form?**
 - » Concerns about the alignment near Eagleby

ANECDOTAL RESEARCH — TMR'S CONSULTATION PROCESS

Overview

Between 8 November and 8 December 2019 TMR undertook a mix of traditional face-to-face conversation activities, online engagement and received feedback via submissions, emails and telephone calls.



3.2k
visits to the project website



593
online surveys and feedback
forms completed



2086
attended community
drop-in sessions



700+
pieces of feedback received

Community drop-in sessions

Throughout November 2019, the Coomera Connector project team held 10 community drop-in sessions at key locations along the project corridor.

Venue	Attendees
Carrara Markets	86
Arundel Plaza	370
Nerang Fair Shopping Centre	102
Westfield Helensvale	575
Pimpama Junction Shopping Villiage	136
Pacific Pines Town Centre	60
Coomera Indoor Sports Centre	86
Beenleigh Markets	104
Eagleby Shopping Plaza	208
Westfield Coomera	359

Online engagement

An online survey and feedback form was available on the project website for community members to provide feedback about the project.

The majority of online survey and feedback form participants live close to the Coomera Connector corridor.

502 Stage 1 surveys completed

91 Stage 2 feedback forms completed

Contact with the project team

A number of community members chose to share their views on planning for the Coomera Connector by email or by talking to members of the project team over the phone.

PROMOTION OF THE CONSULTATION PROCESS

To promote the opportunity for the community to have their say on planning for the Coomera Connector, TMR advertised the consultation program via a number of channels.



A *Have Your Say* newsletter was letterbox dropped to more than 230,000 homes, businesses and PO boxes from Slacks Creek in the north to Mudgeeraba in the south.



Radio ads ran throughout November on Hit 90.9 and Hot Tomato in the lead up to each community drop-in session across the breakfast, morning, afternoon and drive time slots.



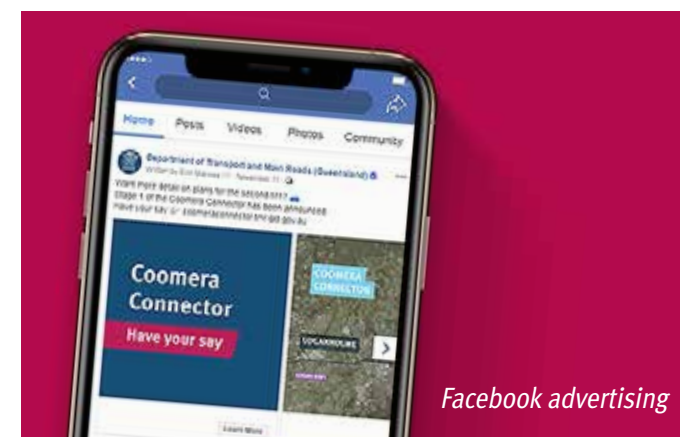
Newspaper ads were featured in the Gold Coast Bulletin, the Albert and Logan News. Facebook ads were also used to promote the consultation program online.



Newsletter



Newspaper ad in the Gold Coast Bulletin



Facebook advertising

CONSULTATION WITH KEY STAKEHOLDERS

In addition to consulting with the community, TMR also consulted with a variety of key stakeholders leading up to and during the consultation period.

Relevant federal, state and local elected representatives were briefed prior to consultation, enabling elected representatives to share details of the project with their constituents.

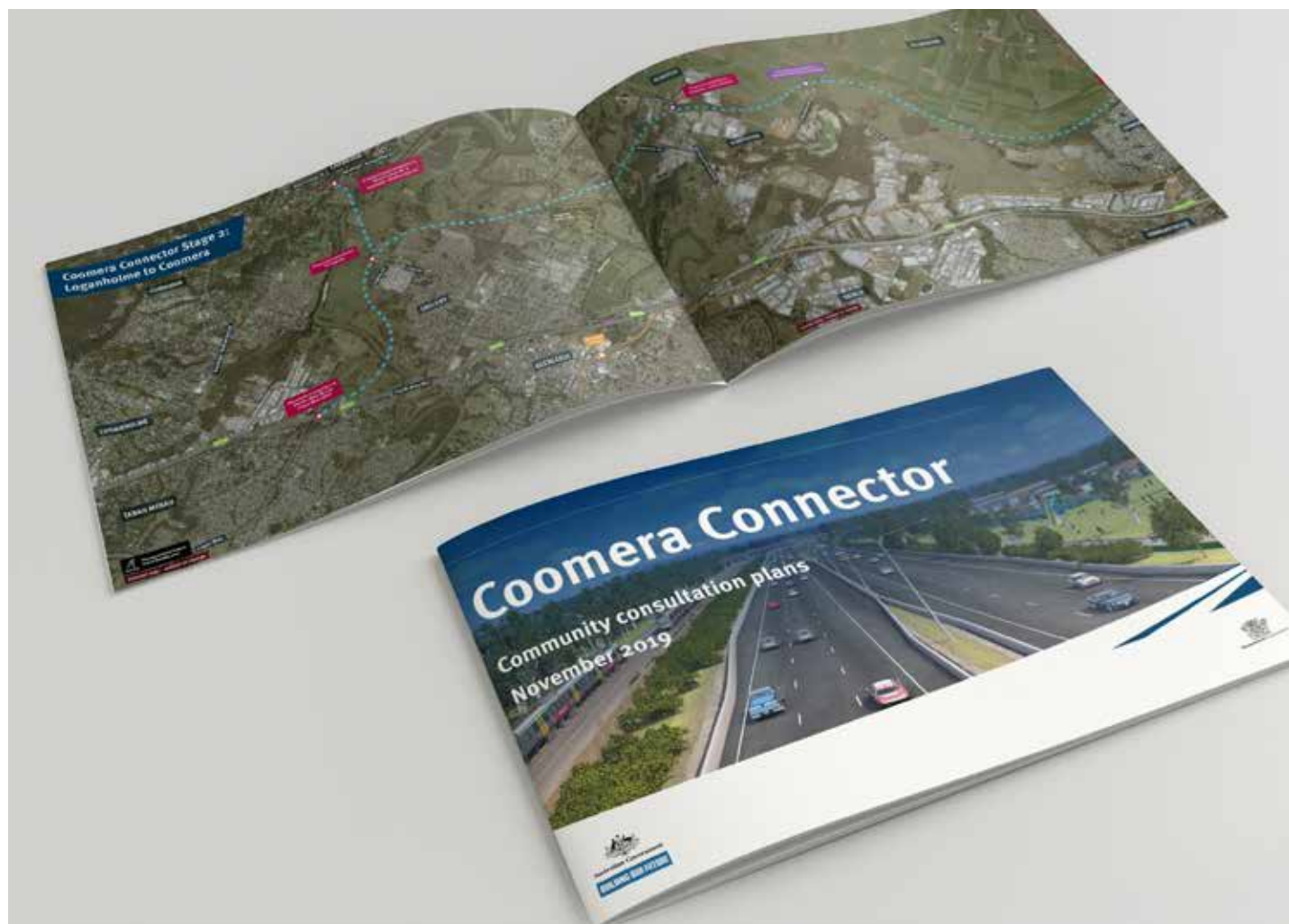
Officers from the City of Gold Coast and Logan City Council were briefed, with both councils providing submissions during the consultation period.

In accordance with the *Aboriginal Cultural Heritage Act 2003*, TMR consulted with the recognised Indigenous groups covering the Coomera Connector corridor; Jabree Ltd on behalf of the Gold Coast Native Title Group and the Danggan Balun (Five Rivers) People.

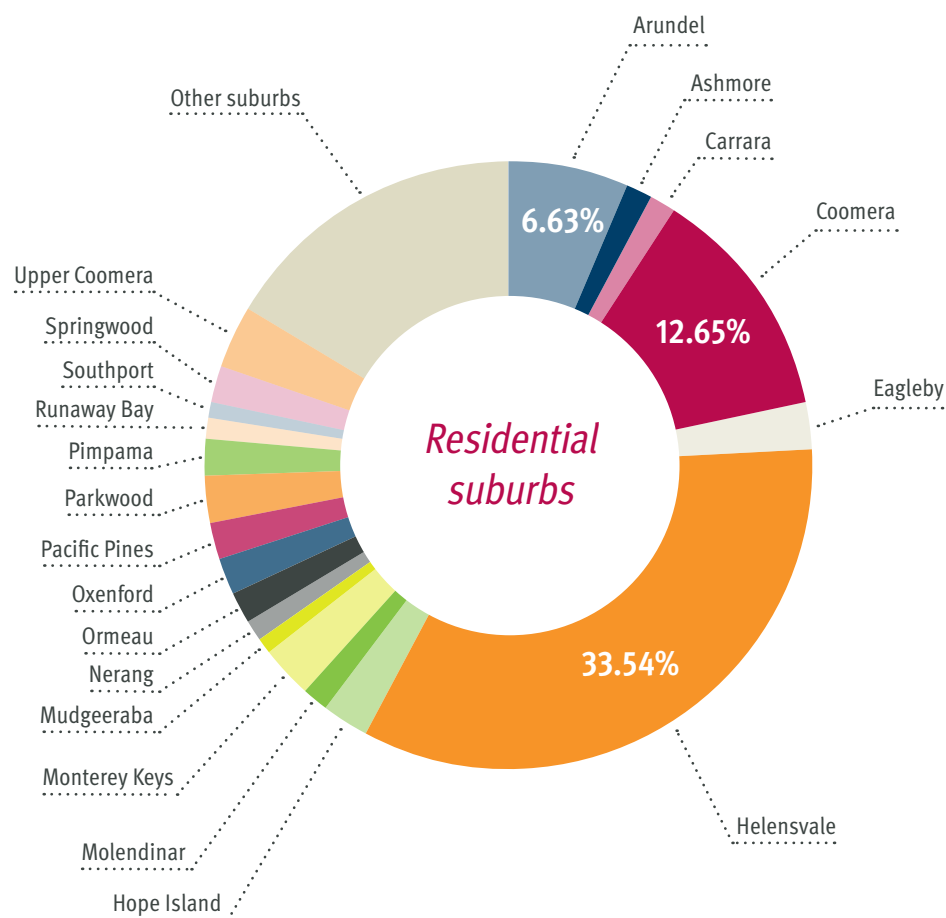
A submission was also received from RACQ following a briefing on the project by TMR.

TMR also consulted with a number of community and environmental groups during the consultation period, many of which provided submissions. Community groups included the Coomera Conservation Group, Gecko Environment Council, Nerang Neighbourhood Association, Carrara Floodplain Neighbourhood Association, Wildlife Queensland, Eagleby Community and Wetlands Group and the Palm Lakes Resort group.

Similar to consultation with the community, consultation with key stakeholders revealed varying levels of support for the Coomera Connector. RACQ for example, Queensland's peak motoring organisation, representing 1.8 million members, congratulated TMR for "moving forward with planning for this vital road link", while Gecko Environment Council shared concerns about potential noise and air pollution and impacts on wildlife and expressed a preference for investment in public transport initiatives rather than new roads.



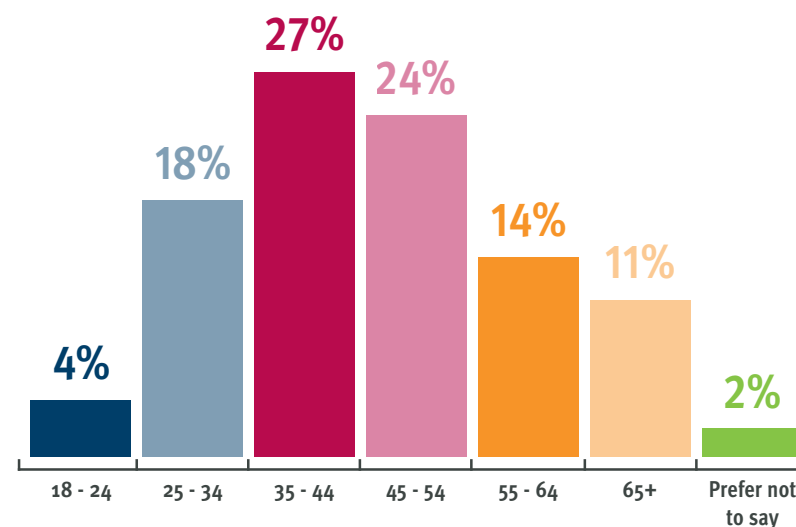
WHO RESPONDED TO THE STAGE 1 ONLINE SURVEY?



Gender of respondents



Age of respondents



WE AGREE AN ALTERNATIVE TO THE M1 IS NEEDED, BUT CAN'T YOU BUILD IT SOMEWHERE ELSE?

What you told us

The vast majority of community members who provided feedback during the consultation period told us they agree that an alternative to the M1 is needed to support the growing communities in the northern Gold Coast area.

Community members told us they have noticed that congestion is increasing at peak times, not only on the M1, but across the wider road network as well, causing growing levels of frustration. Where possible, people are varying their travel routines to avoid peak congestion times and locations.

Community members told us that the Coomera Connector would be a welcome addition to the road network, providing an alternative to travelling on the M1 and allowing traffic to be dispersed more evenly across the network.

While there was strong support for a new road being needed, community members who live close to the corridor told us they would prefer if the new road was located further away from their home.

Some residents of suburbs including Eagleby, Ormeau and Pimpama said they would prefer for the Coomera Connector to be located further to the east where it would be further away from their homes.

Some residents of Coomera expressed a desire for the Coomera Connector to be redirected onto Foxwell Road.

"I'm not against the proposal, just it's close proximity to our quiet, family community."

TMR response

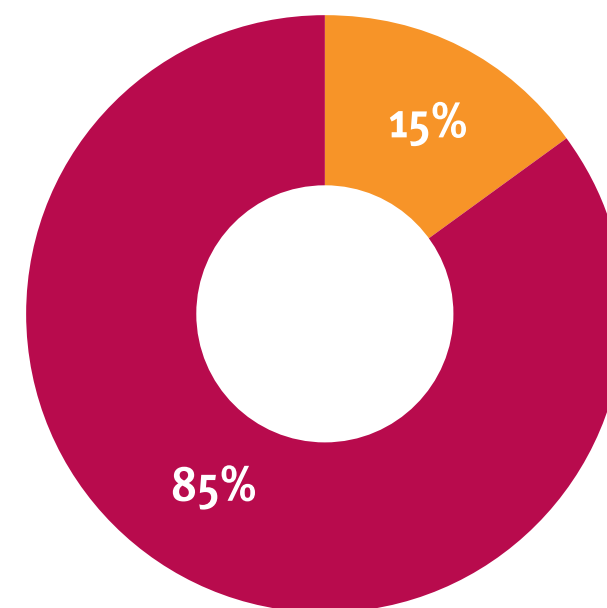
The need for an intra-regional transport corridor (supporting travel within a region) for the northern Gold Coast area has been identified since the 1990s in various publicly available documents, such as published street directories, regional transport plans, planning studies and City of Gold Coast planning schemes.

TMR has been progressively acquiring land in the Coomera Connector corridor (or the Intra-Regional Transport Corridor as it was previously known) over the past two decades.

The Queensland Government now owns more than 85% of the Stage 1 corridor between Coomera and Nerang.

Moving the Stage 1 Coomera Connector corridor would result in potentially hundreds of people being affected by new property resumptions, millions of dollars in additional land costs and delays to the delivery of the project.

Moving the Stage 1 corridor to the west of the M1 would also mean that the expanding communities located to the east of the M1 would have no choice but to continue to use the M1 for short trips within the local region.



The Queensland Government now owns more than 85% of the Stage 1 corridor between Coomera and Nerang.

NOISE IS THE BIGGEST CONCERN OF PEOPLE WHO LIVE CLOSE TO THE CORRIDOR

From the TMR Stage 1 survey:

Do you support the Coomera Connector as a transport solution?

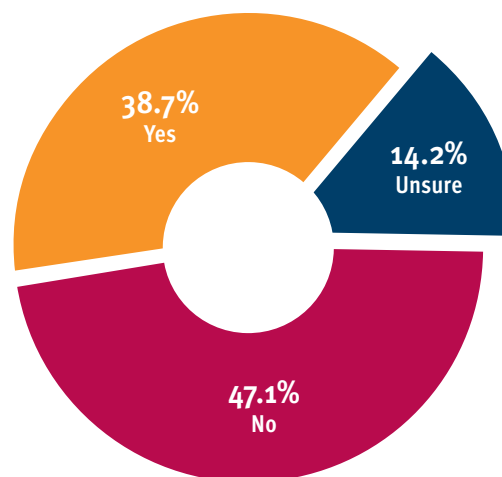
What you told us

Potential concerns about noise was the number one issue raised by community members to TMR representatives during consultation. People who live in suburbs located close to the Coomera Connector corridor including Arundel, Helensvale, Monterey Keys and Eagleby are more likely to be concerned about potential noise from the Coomera Connector.

Community members told us they would like to see **“substantial noise barriers”** installed as part of the Coomera Connector. Many people said they would like to see a **“green belt of vegetation”** parallel to the noise barriers aiming to **“further attenuate noise and provide a softened appearance”**.

Community members wanted to know what type of road surface will be used for the Coomera Connector, noting that they would prefer for a quieter surface to be used, even if it costs more.

Air pollution was also raised as a concern by residents who live close to the Coomera Connector corridor.



Respondents who said they support the Coomera Connector said that alleviating congestion on the M1 needs to be a key priority. Respondents believe the Coomera Connector will improve daily travel times and provide an alternative when major accidents occur on the M1.

Respondents who were unsure about the Coomera Connector typically recognised the benefits of the project, but wanted more details, particularly in relation to how potential noise concerns will be addressed.

More than half of respondents who said they did not support the Coomera Connector live in Helensvale. Potential noise concerns was the number one reason why some respondents said they did not support the Coomera Connector.

TMR response

TMR acknowledges that potential noise from the Coomera Connector is an important issue that needs to be addressed. During 2020, TMR will undertake a road traffic noise assessment including monitoring of existing noise levels close to the Coomera Connector corridor.

A range of measures will be investigated as part of the design process to ensure that noise from the Coomera Connector is assessed in accordance with the *Transport Noise Management Code of Practice Volume 1: Road traffic noise*, including consideration of:

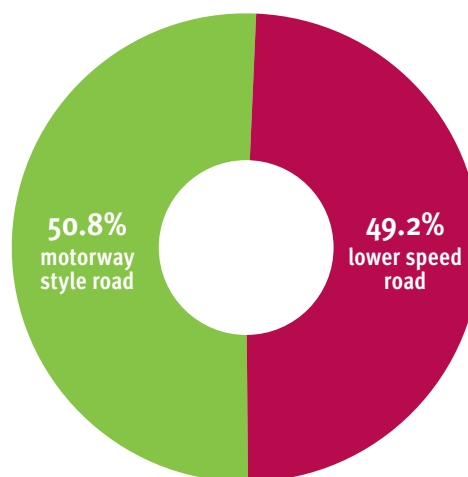
- » Strategic placement of the proposed shared walking and cycling path to provide an additional buffer between homes and traffic lanes
- » The inclusion of noise walls and suitable landscaping where required along the corridor
- » Road surfaces that minimise traffic noise.

LOCALS THINK A LOWER SPEED ROAD WOULD BE QUIETER

From the TMR Stage 1 survey:

TMR is considering different forms to transport infrastructure that could be built within the Coomera Connector corridor.

Which of the following options would you prefer?



A high-speed, up to six lane motorway style road, with elevated interchanges

A ground-level, lower speed road with traffic signals

While the results from the statistical research showed a strong community preference for a high-speed, motorway style road (84%), results from TMR's online survey were more divided.

Many people who said they preferred the lower speed road told TMR representatives they thought it would be the less noisy option.

Feedback about proposed connection points

Community feedback about the proposed and potential points for the Coomera Connector was varied.

Generally, community members who said they would use the Coomera Connector told us they would like to have as many connection points as possible.

Some residents who live near Oakey Creek Road at Coomera (the proposed northern end point for Stage 1) would prefer for Stage 1 of the project to end at Shipper Drive while other community members said they would prefer for the end of Stage 1 to be extended north to Yawalpah Road at Pimpama.

TMR response

The final locations for connection points for the Coomera Connector will be determined in the development of the Stage 1 reference design and detailed business case in 2020.

CONSTRUCTION NEEDS TO START ON THE COOMERA CONNECTOR STRAIGHT AWAY

What you told us

Many people expressed their frustration that construction had not yet started on the Coomera Connector.

“M1 congestion is ridiculous at peak times, and something needs to be done to ease that, especially for short, local trips”.

“I travel on the M1 daily for work...there is no other way to get from home to work without using the M1. The Coomera Connector would open up endless opportunities, the sooner its built the better”.

“Something has to be done to relieve the delays and congestion experienced daily using the M1 especially at the booming Northern end”.

“The M1 needs fixing. Should have started already”.

“The Coomera Connector is essential for the growth of the Gold Coast. I live directly on the corridor and have accepted for some time that it will be built on the back of my property. The northern Gold Coast is in desperate need of a new arterial.”

“We need to do something now”.

“The M1 is struggling, but the need for short trips to move between suburbs means that I sometimes get on at one ramp and then exit at the very next one. Hurry up and get it constructed.”

TMR response

With initial consultation completed in late 2019, TMR has a comprehensive understanding of the areas of potential concern for residents who live close to the Coomera Connector corridor. Detailed investigations and planning are now being completed to enable delivery of Stage 1 of the Coomera Connector to start once funding has been committed.



HOW WILL WILDLIFE AND THE ENVIRONMENT BE PROTECTED?

What you told us

Some community members expressed concern about potential impacts on wildlife and the environment, not only from the proposed Coomera Connector, but from expanding residential developments in the northern Gold Coast area.

People told us about wildlife they see in the local area including kangaroos, koalas and birds.

The Coombabah Lakelands Conservation Area and the Eagleby Wetlands were highlighted as areas of significance to local communities.

Many community members who raised concerns about the environment suggested that more funding should be invested into public transport rather than building new roads.

TMR response

Protecting the environment forms an important part of planning for all new road and infrastructure projects that TMR takes seriously.

Field investigations including terrestrial and aquatic ecological surveys in the project corridor have confirmed there are important environmental areas in the vicinity of the corridor.

Mitigation strategies will be developed in order to protect important flora and fauna including koalas.



Artist's impression of a potential fauna movement structure

WHY DON'T WE JUST UPGRADE THE M1 OR INVEST IN PUBLIC TRANSPORT?



What you told us

Some community members told us that they would prefer for the M1 to be upgraded—either by widening the M1 to include additional lanes or by building on top of the existing M1.

There is some concern within the community that the introduction of the Coomera Connector will create a ‘bottleneck’ at Loganholme where the Coomera Connector is planned to connect with the M1 and the Logan Motorway.

Other people suggested that investment should be made in public transport initiatives rather than building new roads to encourage people to use public transport instead of their cars.

The concept of a fast train between the Gold Coast and Brisbane was also mentioned by some community members.

“We should be looking at transport options beyond fossil fuel burning vehicles - fast public transport. The noise for those affected will be horrendous”.

“Widening of the M1 would be a better solution”.

“Why not build a double-decker over the existing M1? Wouldn’t this be a cheaper option, quicker to implement and finalise without the need for additional land?”

TMR response

To address growing congestion issues on the M1 between Logan and the Gold Coast, TMR considered a range of options, including public transport options in early planning for the Coomera Connector.

To meet the future population growth that will occur in Logan and the northern Gold coast, upgrading the M1 between Loganholme and Nerang would require an additional six lanes to be added to the M1—three each way. This would mean that all M1 interchanges between Exits 30 and 73 would need to be reconstructed requiring significant property acquisitions, cost and construction impacts to motorists.

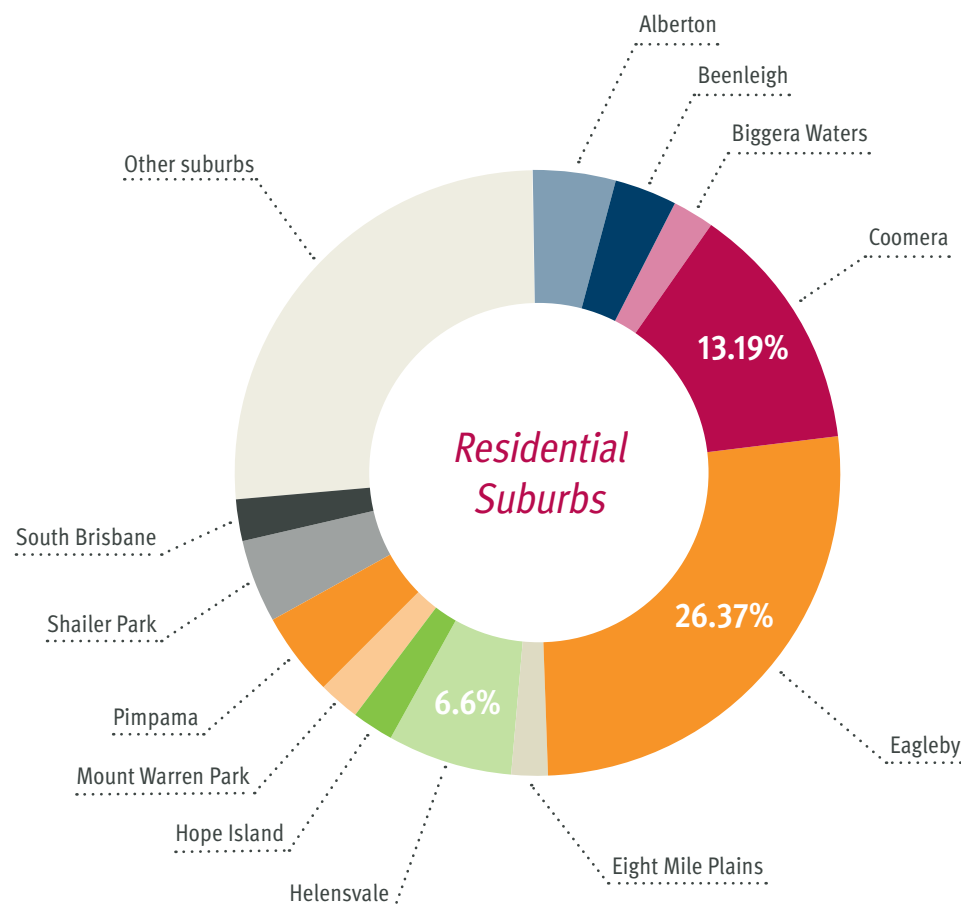
Building a ‘double-decker’ on top of the M1 would involve significant construction inconvenience for road users including the M1 needing to be partially or completely closed for extended periods with traffic diversions in place to undertake works.

Public transport options were also considered including the extension of the light rail. Analysis has shown however that public transport initiatives alone would not be enough to meet the needs of the growing population and would not achieve the required transport outcomes of reducing congestion on the M1 and improving transport network reliability.

The Coomera Connector is one of several initiatives designed to improve the integrated transport network of the northern Gold Coast. Cross River Rail including the addition of three new Gold Coast stations and plans for providing additional capacity between Kuraby and Beenleigh will all contribute to improving rail services for the Gold Coast.

Funded M1 upgrades to the north and south of the Coomera Connector corridor will help to ensure that a ‘bottleneck’ will not be created where the Coomera Connector links with the M1 at Loganholme.

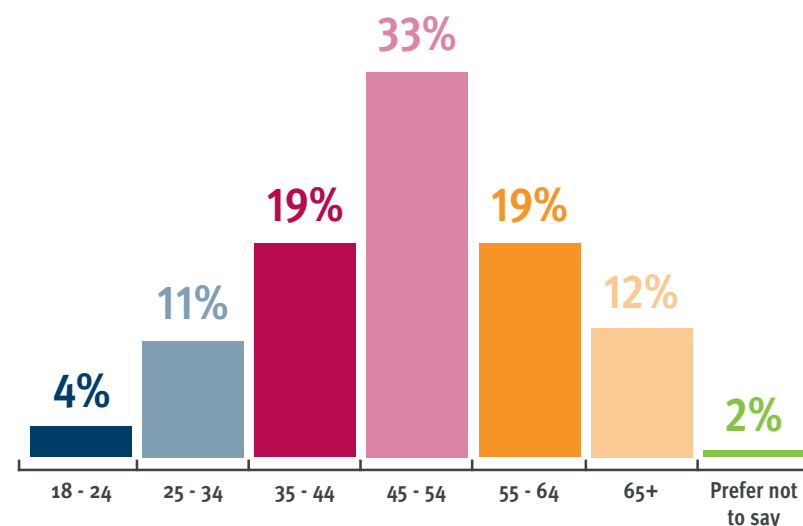
WHO RESPONDED TO THE STAGE 2 ONLINE FEEDBACK FORM?



Gender of respondents



Age of respondents



CONCERNS ABOUT THE ALIGNMENT NEAR EAGLEBY

What you told us

Feedback about the alignment of the Coomera Connector near Eagleby was spearheaded by the Eagleby Community and Wetlands Group, which was formed in March 2019.

Issues raised by the group and some residents of Eagleby included concerns about:

- » the alignment of the Coomera Connector near Eagleby being on a floodplain
- » potential impacts to the Eagleby Wetlands and the range of birdlife that visit the area
- » the health of the residents of Eagleby particularly in relation to air pollution
- » fire ants and the potential for spreading to occur during construction
- » disturbance of acid sulfate soils in the area
- » the potential for wetlands-based eco-tourism opportunities to be lost
- » costs associated with bridge structures needed to cross the Logan and Albert rivers
- » potential additional traffic on Fryar Road.

The Eagleby Community and Wetlands Group have put forward an alternative alignment located further to the east of Eagleby for consideration by TMR.

TMR response

TMR is a state government road authority with responsibility for building and operating roads across the state of Queensland. The potential issues raised about the alignment of the Coomera Connector near Eagleby are not unique to the Eagleby area and are the types of issues that road construction authorities throughout Australia successfully manage on a regular basis.

The alignment of the Coomera Connector near Eagleby is within Stage 2 of the project which has been identified as a future stage. To address concerns raised by the community, TMR is assessing alternative alignments put forward by the community in the vicinity of Eagleby to connect with the M1 and Logan Motorway.

In addition to the alignment suggested by the Eagleby Community and Wetlands Group, five other alternative alignments were put forward by the community during the consultation period.

TMR is currently undertaking an assessment of the six alternative alignments to consider the merits of each based on traffic modelling and outcomes, social impact (including property resumptions), environmental impact and cost.



SUMMARY

This report is a summary of the feedback provided by the community to Colmar Brunton and TMR in November/December 2019 about planning for the Coomera Connector.

Department of Transport and Main Roads

»»→ **colmar brunton.**

Next steps

All feedback will be considered in the development of the reference design and detailed business case for Stage 1 of the Coomera Connector. More detail about planning for the Coomera Connector will be published as it becomes available.

As always, our Coomera Connector project team is available to talk to community members and answer questions they may have about the project. The project team can be contacted by:

Email: coomeraconnector@tmr.qld.gov.au

Phone: 07 5563 6600 (select option 3),
8:30am – 5pm, Monday – Friday