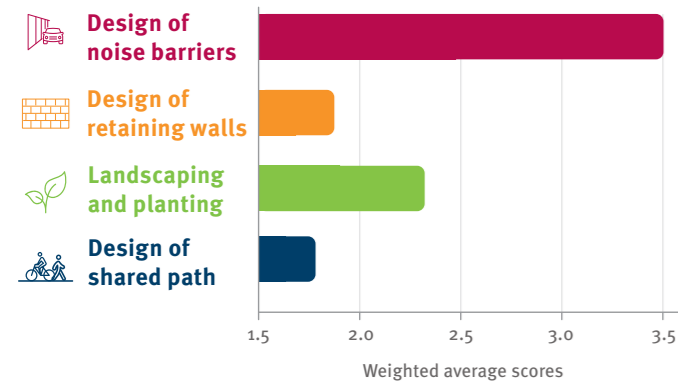


What you told us

When asked to rank which urban design elements community members most wanted to have their say about, the community overwhelmingly told us the design of noise barriers was the most important element, followed by landscaping and planting in and around the corridor.



Community ideas on Coomera Connector urban design elements

Community priority 1: design of noise barriers

- The desire for nature corridors to complement noise barriers.
- Barriers designed to blend in with existing environment.
- Installation of noise barriers on bridges.
- Height of barriers to consider privacy.
- Consideration of curved barriers and barriers with vegetation.

Community priority 2: landscaping and planting

- A buffer of trees to act as a visual and noise barrier.
- Desire for the provision of green community spaces.

Community priority 3: design of retaining walls

- Natural look to blend in with surroundings.
- Exclusion fencing and fauna movement structures should be incorporated in the design.

Community priority 4: design of shared path

- The path should be wide enough to cater for walking and bike riding.
- Positioned away from the road.
- Good lighting and frequent connections to existing pedestrian and cycling networks.
- Occasional rest stops.
- Landscaping to provide shade.

TMR recognises noise as a key concern for local residents

In addition to limiting impacts of road noise on local residents and businesses, noise barriers are a significant visual element of the Coomera Connector.

This is an important reason why the Department of Transport and Main Roads (TMR) nominated noise barriers as one of the key negotiable elements of the project, where the community was invited to share ideas on the visual design of noise barriers.

A mix of absorptive and reflective noise barriers will be used to achieve a high level of noise mitigation and provide a visual barrier between residences and the new road. Barriers will typically be 4–6 metres high.

Quieter road surface types under consideration to reduce traffic noise

A range of modern, lower noise road surfaces are being considered for the Coomera Connector, including open graded asphalt, which is one of the quietest pavement types used within the Queensland state-controlled road network.

A recommendation on the preferred pavement type will be made in the Stage 1 business case.

Coomera Connector Stage 1 artist impressions

Based on community feedback, a series of artist impressions have been developed to show how urban design elements of the Coomera Connector could look.

- The artist impressions are based on community feedback and will inform the detailed design of the project.
- The artist impressions are based on the ultimate six-lane configuration of the Coomera Connector.
- Based on transport demand modelling and available construction funding, the Stage 1 business case may recommend fewer lanes are built in some sections to meet medium-term needs.
- The artist impressions were presented to the Stage 1 Coomera Connector Community Reference Group (CRG) in late 2020. Feedback from CRG members was positive.

Artist impressions are available to view in more detail on the TMR website.

Building Stage 1: Coomera to Nerang

Coomera Connector Stage 1 will deliver two new bridges over the Coomera and Nerang rivers to alleviate congestion on the busiest section of the M1.

Following community consultation and further assessment, the northern end point for Stage 1 is now confirmed as Shipper Drive, Coomera.

Coomera Connector Stage 1 will be delivered in three construction packages:

- Stage 1 North:**
Shipper Drive, Coomera to Helensvale Road, Helensvale
Construction to commence from mid-2021
- Stage 1 Central:**
Helensvale Road, Helensvale to Smith Street Motorway, Molendinar
Construction timing to be confirmed
- Stage 1 South:**
Smith Street Motorway, Molendinar to Nerang-Broadbeach Road, Nerang
Construction timing to be confirmed

Coomera Connector Stage 1 is expected to be progressively open to traffic in sections from late 2024.

Provide your feedback online

Visit the TMR website to view images online and provide feedback.

Feedback is open until 30 April 2021.

www.tmr.qld.gov.au/coomeraconnector

Protecting our environment

Protecting the environment is an important part of planning new road projects.

After more than 18 months of terrestrial and aquatic ecological surveys, environmental approvals for the Coomera Connector Stage 1 are being progressed with the federal Department of Agriculture, Water and the Environment under the *Environment Protection and Biodiversity Conservation Act 1999*.

A public environment report outlining TMR's approach to managing environmental issues (including strategies to maintain wildlife movement corridors) will be made available for comment in coming months.



Contact us

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

Ph: 07 5563 6600 (select option 3)
8.30am – 4.30pm, Monday–Friday

Email: coomeraconnector@tmr.qld.gov.au
Website: www.tmr.qld.gov.au/coomeraconnector



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March 2021

Coomera Connector

Stage 1 update

The Australian and Queensland governments have committed \$1.53 billion to build Coomera Connector Stage 1 between Coomera and Nerang.

Planning ahead for future growth, the Coomera Connector will ultimately deliver an alternative transport corridor between Loganholme and Nerang that will relieve congestion on the Pacific Motorway (M1).

Construction is expected to commence from mid-2021, following government consideration of the Stage 1 business case in mid-2021 and obtaining environmental approvals.

In September and October 2020, community consultation was undertaken to gain feedback on the following urban design elements of the project:

- design of noise barriers
- design of retaining walls
- landscaping and planting in and around the project corridor
- design of a shared path for walking and bike riding.



Artist impression only – subject to change (including lane configuration)

Coomera River Bridge

A key feature of Coomera Connector Stage 1 will be a new bridge over the Coomera River, to the east of the rail line. The new bridge will play a significant role in reducing congestion on the M1. Transparent noise barrier panels could be used to reduce noise but not interrupt views in this location.



Australian Government

BUILDING OUR FUTURE



Queensland Government

Artist impression only – subject to change (including lane configuration)



Shared path for walking and bike riding

The shared path for walking and bike riding could feature rest areas with seating to allow people to stop, rest and enjoy views in some locations. Seating, shade, landscaping and planting, and bubblers could be included in the design of the shared path. Solar panels could also be included on shade structures to power lighting on the shared path.

Artist impression only – subject to change (including lane configuration)



The Shores, Helensvale

Natural finishes are proposed to be used for retaining walls to blend in with the surrounding environment. The retaining wall in this location will enable a buffer of trees to be retained which will act as a key wildlife movement corridor. Fauna exclusion fencing will restrict wildlife from entering the road. TMR is investigating opportunities to relocate the shared path away from the road where possible.

Artist impression only – subject to change (including lane configuration)



Arundel Springs, Arundel

As the road will be elevated in some locations, retaining walls will be required, as illustrated here at Arundel Springs. Low maintenance climbing plants such as Ficus pumila could be grown on retaining walls and noise barriers in some locations, making them more visually appealing. The use of transparent panels will allow sunlight through to nearby houses.

Artist impression only – subject to change (including lane configuration)



Monterey Keys, Helensvale

A mix of absorptive and reflective noise barriers will be used in different locations to achieve high levels of noise mitigation. Noise barriers will screen the view of the road from residents and could include transparent panels in some locations to allow sunlight through to nearby houses. TMR is investigating opportunities to relocate the shared path away from the road where possible.

Artist impression only – subject to change (including lane configuration)



The Surrounds, Helensvale

The shared path near The Surrounds estate could be positioned to enable the creation of a community green space. Trees and other planting could provide shade for the path and screen the noise barriers and road from the view of residents.

Artist impression only – subject to change (including lane configuration)



Napper Road and Smith Street, Parkwood

The Coomera Connector will be elevated over the intersection of Napper Road and Smith Street, minimising impacts on the existing traffic network. Noise barriers will reduce traffic noise and screen the view of the road from residents. The shared path for walking and bike riding will be integrated into the existing pedestrian and cycling network.