

Question on Notice

No. 1221

Asked on 4 December 2020

MR M BOOTHMAN ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—

QUESTION:

With reference to the proposed Coomera Connector—

Will the Minister inform residents what actions the Department of Main Roads will take to limit the impact of the new proposed road on residential properties within close proximity and those located on elevated land within line of sight of the new arterial link?

ANSWER:

I thank the Member for Theodore for the question.

As the Department of Transport and Main Roads (TMR) has undertaken extensive community consultation on the Coomera Connector project, the Queensland Government is aware of the concerns of residents who live close to the project. To ensure these concerns are properly addressed, TMR has instigated a community reference group made up of residents who live close to the corridor plus key environmental and business stakeholders.

TMR is working closely with these stakeholders to gain input on key project negotiables including the urban design-related aspects of the project—such as the visual design of noise barriers and retaining walls, landscaping and planting—and the design of the shared path for walking and bike riding.

I note that not only did the LNP cut the Coomera Connector from planning documents when it was last in power under Campbell Newman, it also cut funding for noise barriers from TMR's budget.

The Palaszczuk Labor Government restored that funding and allocated \$4 million during the last term of government to build new barriers along roads. During the recent election campaign, the ALP committed \$5 million to build new noise barriers on busy Queensland roads—such is the importance our government places on this kind of infrastructure.

Road traffic noise from the Coomera Connector will be addressed in accordance with TMR's *Transport Noise Management Code of Practice Volume 1 (Road Traffic Noise)*. Noise attenuation measures will include consideration of lower noise road pavements and the installation of noise barriers.

During the period from 1 July 2015 to 30 June 2020 (financial years 2015–16 to 2019–20), the Palaszczuk Government delivered approximately \$2.4 billion of transport and roads infrastructure investment specifically in TMR's South Coast Region. This includes investment in key projects such as:

- Pacific Motorway M1 (Mudgeeraba to Varsity Lakes – completed mid-2020)
- Pacific Motorway (Miles Platting Road – Rochedale Road (Gateway Merge) completed in mid-2020)
- Mount Lindesay Highway (Brisbane – Beaudesert), South Maclean (Stockleigh Road) completed in early 2020.

The recently released *Queensland Transport and Roads Investment Program 2020–21 to 2023–24* represents a record investment in road and transport infrastructure for the fifth year in a row, with \$26.9 billion committed over the next four years, supporting an average of approximately 23,600 direct jobs over the life of the program. Approximately \$4.562 billion is committed across TMR's South Coast Region, which is estimated to support an average of approximately 3800 direct jobs over the life of the program.

As part of our COVID-19 economic recovery response, in partnership with the Australian Government, the Palaszczuk Government has announced \$1 billion in new and accelerated funding for road improvements right across Queensland. This funding injection will deliver freight efficiency benefits, improve road safety, sustain local jobs and lift the State's economy. Overall, this \$1 billion of investment in road network improvements is estimated to support approximately 1000 jobs.

This includes more than \$400 million funding in projects announced by the Palaszczuk Government for Queensland roads to supercharge the State's economy through the COVID-19 recovery. This was announced as part of Queensland's Economic Recovery Strategy: *Unite and Recover for Queensland Jobs*, to help the State recover from COVID-19 with a focus on backing Queensland jobs.