

## Question on Notice

No. 477

Asked on 20 April 2023

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

### QUESTION:

With reference to disruptions to residents from traffic noise through the River Links Estate—

Will the Minister explain why there are no sound barriers on the western side of the Coomera Connector, north of Saltwater Creek?

### ANSWER:

I thank the Member for Theodore for the question.

The Department of Transport and Main Roads (TMR) manages operational road traffic and construction noise under the *Transport Noise Management Code of Practice (Code)*. The Code guides the direction for assessment, design and management of the impact of road traffic noise and construction noise.

Volume 1 (November 2013) of the Code guides the direction for assessment, design and management of the impact of road traffic noise. This section of the Code is used to determine where noise treatments may be required. In accordance with the Code, TMR completed initial noise monitoring between July and September 2020 at properties along the corridor, which were considered to be representative of those properties exposed to traffic noise. This monitoring has established baseline noise levels and validated the noise model used to assess the road design.

Now that the design for stage 1 north of the Coomera Connector has been progressed further, TMR is finalising noise monitoring in this area. The noise monitoring determines baseline noise levels and the subsequent noise assessment informs mitigation measures, including the height, design and placement of noise barriers.

TMR is also working with the Cross River Rail Delivery Authority to ensure an integrated outcome for the new Hope Island station and Coomera Connector. In order to mitigate road traffic noise on the western side of the road—north of Saltwater Creek—the concrete safety barrier on the Coomera Connector bridge has been extended to approximately two metres in height. Based on current modelling and guided by the Code, this barrier will act as a noise barrier and sufficiently mitigate road traffic noise at this location.

TMR designs noise barriers on the basis of objective noise readings on consistent criteria across the state to ensure equal treatment, and has done for twenty years across different governments. This case has been no different and was done on the same basis, entirely separate from the Minister of the day.

The Palaszczuk Government is delivering its seventh record transport and roads infrastructure program in a row, as detailed in the *Queensland Transport and Roads Investment Program 2022–23 to 2025–26*, which outlines \$29.7 billion in investment over the next four years and is estimated to support an average of 25,200 direct jobs over the life of the program. Of this, \$5.194 billion is committed across TMR's South Coast Region, estimated to support an average of 4300 direct jobs over the life of the program.