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**[No. 41**

*Transport Infrastructure Act 1994*

## **NOTIFICATION OF DECLARATION OF A FUTURE STATE-CONTROLLED ROAD AS A LIMITED ACCESS ROAD**

Notice is hereby given under section 54(1) of the *Transport Infrastructure Act 1994* that the Future State-controlled road described in the Schedule is hereby declared or revoked as a Limited Access road. As required under section 55 of the *Transport Infrastructure Act 1994*, Gold Coast City Council and Logan City Council have been notified.

Paul Noonan  
Delegate of the Director-General, Department of Transport and Main Roads

### **THE SCHEDULE**

On and from 14 October 2021, the Future State-controlled road described below hereto, is declared a Limited Access road, respectively, under and for the purposes of the *Transport Infrastructure Act 1994*.

#### **COOMERA CONNECTOR (113)**

Commencing at its intersection with the Stapylton-Jacobs Well Road in Stapylton, traveling in a generally north-westerly direction to its intersection with the Logan Motorway and the Pacific Highway interchange in Loganholme.

Length: 8.35 kms (approximately)

The parts of the road to which access is to be limited are shown on plans LA12290, LA12291, LA12292 and LA12293. Copies of plans and policy are held in the office of the Department of Transport and Main Roads, Floor 1, 36-38 Cotton Street, Nerang, Queensland 4211.

The reason for the declaration is to achieve a high level of access control for the Coomera Connector, as described in the Schedule, to:

Ensure that its arterial function is preserved; and

Ensure that it is an attractive and viable alternative route to the Pacific Motorway (M1).

Any person whose interests are affected by the declaration may:

- under section 485 of the *Transport Infrastructure Act 1994* – ask for the decision to make the declaration to be reviewed by the Chief Executive;
- under the *Transport Planning and Coordination Act 1994*, part 5, division 2 – apply for the original decision to be stayed; and
- under the *Transport Planning and Coordination Act 1994*, part 5, division 3 –
  - (a) appeal against the Chief Executive’s decision on the review to the court stated in Schedule 3 of the *Transport Infrastructure Act 1994* for the decision; and
  - (b) apply for the reviewed decision to be stayed.

Notice is hereby given that there is a policy in place, in relation to the application of section 62 of the *Transport Infrastructure Act 1994* to access between the Coomera Connector (Stapylton-Jacobs Well Road to Logan Motorway/Pacific Motorway interchange) (113) and adjacent land. The policy is set out below.

## **POLICY FOR COOMERA CONNECTOR (LOGAN MOTORWAY/PACIFIC MOTORWAY INTERCHANGE – NERANG-BROADBEACH ROAD) (113)**

### **1 PURPOSE**

The purpose of this policy is to protect the function, safety and efficiency of the Coomera Connector (Stapylton-Jacobs Well Road to Logan Motorway/Pacific Motorway interchange) (113) (the “**Road**”) by setting out the principles that will be applied when making decisions under s 62 of the *Transport Infrastructure Act 1994*.

The management of access is essential in ensuring that the vision for the Road can be achieved by ensuring that:

- Its arterial function is preserved; and
- It is an attractive and viable alternative route to the Pacific Motorway (M1).

### **2 HEAD OF POWER**

This policy has been made pursuant to s 54 of the *Transport Infrastructure Act 1994*.

### **3 ROAD VISION**

The following vision for the Road sets the context within which the Policy Principles (section 5) and the Policy Strategies (section 6) will be applied:

The Coomera Connector is intended to be a high-speed, high-order arterial road, generally comprised of 4 to 6 lanes, divided carriageways and predominately grade-separated interchanges. The Coomera Connector provides an approximate 45.15 km long, north-south transport corridor from Loganholme to Nerang, east of the Pacific Motorway.

The Road will improve the safety and efficiency of the Pacific Motorway and enhance network resilience by providing a desirable and alternate option for local and intra-regional trips, thereby enabling the Pacific Motorway to better service freight and inter-regional trips as part of the National Land Transport Network.

The Coomera Connector is expected to:

- relieve pressure on the Pacific Motorway by providing more route choices for local traffic and additional crossings of the Logan, Albert, Coomera and Nerang Rivers;
- provide improved connections and accessibility to more transport options on the northern Gold Coast and neighbouring Logan;
- reduce travel time and improve travel time reliability between Brisbane and the Gold Coast by reducing the number of local trips on the Pacific Motorway;
- increase safety on the Pacific Motorway by reducing congestion and potential queuing on the Pacific Motorway; and
- serve the rapidly growing residential and business communities on the northern Gold Coast and neighbouring Logan

#### 4 APPLICATION

This policy will be applied in assessing applications made under s 62 or 62A of the *Transport Infrastructure Act 1994*.

This policy will also be applied in:

- the preparation, amendment or review of local, state and federal government planning schemes and other planning instruments to ensure that:
  - land uses reflect the Policy Principles and Policy Strategies and preserve the function of the Road;
  - the local road network is developed to provide access to land where access from the Road is not supported;
  - the vision for the Road identified in section 3 is accommodated; and
- general transport planning relevant to managing access to limited access roads.

#### 5 POLICY PRINCIPLES

When making a decision relating to the management of access between land and the Road, the following principles will be applied:

- vehicular access must not compromise safety of the users of the Road or any other transport infrastructure;
- vehicular access must be consistent with the functional requirements of the Road;
- vehicular access must be consistent with the current or planned intent for the Road corridor and the wider State-controlled road network.

In applying the principles, regard will be had to the following strategies:

- the strategies applying to vehicular access to State-controlled roads set out in the *Vehicular access to state-controlled roads policy*<sup>1</sup>; and
- the Policy Strategies set out in section 6.

Where there is inconsistency between the strategies set out in the *Vehicular access to state-controlled roads policy* and the Policy Strategies set out in this policy, the Policy Strategies set out in this policy prevail.

A proposal will be consistent with this policy if it meets the Policy Principles and all relevant Policy Strategies.

## 6 POLICY STRATEGIES

**SAFETY****Principle 1: vehicular access must not compromise safety of the users of the Road or any other transport infrastructure**

Safety is paramount in the road environment. Adequate levels of safety must be ensured for all users of the Road, including motorists, pedestrians and cyclists.

**Strategy****No Specific Strategy****FUNCTION****Principle 2: Vehicular access must be consistent with the functional requirements of the Road**

The primary function of the Road is to improve the safety and efficiency of the State-controlled road network and to enhance network resilience by providing a desirable and alternate option to the Pacific Motorway for local and intra-regional trips.

**Strategy 1****Vehicular access to the Road will not be permitted except as provided as part of construction of the Road.**

The Road is currently a future State-controlled road. As such, there are no existing direct access between the Road and adjoining properties. Direct access from adjoining properties to the Road will only be permitted where the direct access is provided as part of the construction of the Road.

**FUTURE INTENT****Principle 3: Vehicular access must be consistent with the current or planned intent for the Road corridor and the wider network**

The Road is currently a future State-controlled road. The future intent for the Road is to improve the safety and efficiency of the State-controlled road network and to enhance network resilience by providing a desirable and alternate option to the Pacific Motorway for local and intra-regional trips.

**Strategy 1****Vehicular access to the Road will not be permitted except as provided as part of construction of the Road.**

The Road is currently a future State-controlled road. As such, there are no existing direct access between the Road and adjoining properties. Direct access from adjoining properties to the Road will only be permitted where the direct access is provided as part of the construction of the Road.

## 7 APPROVAL

This policy applies to the Road and will be applied when making decisions under s 62 of the *Transport Infrastructure Act 1994*.

Dated: 14 October 2021

Signed: Paul Noonan

Regional Director (South Coast Region)  
Delegate of the Director-General, Department of Transport and Main Roads

## 8 ADDITIONAL INFORMATION

This policy may be amended at any time without a gazette notice if:

- the amendment merely changes or repeals a specific provision for 1 or more particular properties; and
- the owner or occupier of each property has been given written notice of the amendment.

Any person whose interests are affected by this policy may:

- under s 485 of the *Transport Infrastructure Act 1994* – ask for the decision about the policy to be applied to be reviewed;
- under Part 5, Division 2 of the *Transport Planning and Coordination Act 1994* – apply for the original decision to be stayed;
- under Part 5, Division 3 of the *Transport Planning and Coordination Act 1994*:
  - appeal against a decision on a review;
  - apply for the reviewed decision to be stayed.

Under s 61 of the *Transport Infrastructure Act 1994*, a person must not construct or change a physical means of entry or exit for traffic between land and a limited access road without first obtaining a decision under s 62(1) that authorises the construction or change. Maximum penalty – 200 penalty units.

## ENDNOTES

- 1 Published in the Gazette on 22 October 2021.
- 2 Not required to be laid before the Legislative Assembly.
- 3 The administering agency is the Department of Transport and Main Roads.

