



## Minister for Transport and Main Roads

Our ref: PET38089

Your ref: A589431

9 September 2020

Mr Neil Laurie  
The Clerk of the Parliament  
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Dear Mr Laurie

I refer to petition 3312-20 lodged with the Legislative Assembly on 11 August 2020 about the removal of the gazetted northern section of the proposed Coomera Connector.

On 26 August 2020, I was pleased to visit Eagleby to hear directly from residents and representatives of the Eagleby Community and Wetlands Group about their concerns regarding the northern section of the proposed Coomera Connector.

The Queensland Government has prioritised Stage 1 of the Coomera Connector between Coomera and Nerang and, following representations from the Member for Macalister on behalf of the Eagleby community, I directed the Department of Transport and Main Roads (TMR) to consider six alternative alignments for the corridor around Eagleby, including the current gazetted alignment, and to appoint an independent environmental consultant to report on the environmental issues in the area.

Planning for the long-term needs of the State is a fundamental role of government. TMR is responsible for planning and delivering a safe, efficient and integrated transport system that will support the State into the future. TMR's *Approved Planning Policy* aims to ensure decision-making that affects the community is consistently transparent. The policy allows the State to assess development proposals impacting on its future transport planning, and for it to apply conditions that are relevant and reasonable in seeking to protect and accommodate its future planning.

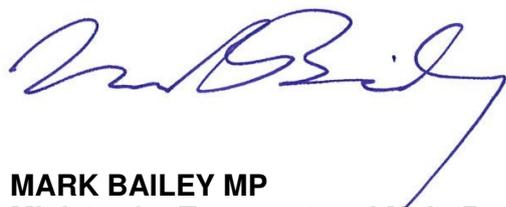
In accordance with the *Approved Planning Policy* and the *Transport Infrastructure Act 1994* (the Act), the northern section of the Coomera Connector corridor between Loganholme and Stapylton was declared a future State-controlled road, confirmed in the *Queensland Government Gazette* on 15 March 2019.

The Act specifies that before making a declaration for a future State-controlled road, consultation must occur with 'each local government that would, in the Minister's opinion, be affected by the proposed declaration'. While not legislatively required to do so, before making a declaration under the Act, TMR also notifies property owners who will be directly impacted by the declaration, in addition to notifying local governments.

When the review of the alternative route options is completed, TMR will be directed by me to consult with the community on the outcomes of the assessment in a transparent manner to ensure the best outcome is achieved. Following consultation on the outcomes of the assessment, consideration will then be given to amending the declaration of the northern section of the Coomera Connector road under the Act.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Bailey', with a long, sweeping underline that extends to the right and then curves downwards.

**MARK BAILEY MP**  
**Minister for Transport and Main Roads**