



Queensland Government Gazette

EXTRAORDINARY

PUBLISHED BY AUTHORITY

ISSN 0155-9370

Vol. 388]

FRIDAY 10 DECEMBER 2021

[No. 82

Transport Infrastructure Act 1994

NOTIFICATION OF DECLARATION OF A STATE-CONTROLLED ROAD AS A LIMITED ACCESS ROAD

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

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

THE SCHEDULE

On and from 10 December 2021, the 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 LINK ROAD (219) GOLD COAST CITY COUNCIL

Commencing from its intersection with the Pacific Highway and the intersections of Whitewater Way and Old Pacific Highway in Coomera, to its junction with Shipper Drive and the intersection of Waterway Drive in Coomera.

Length: 3.58 kilometres (approximately)

The parts of the road to which access is to be limited are shown on plans LA12288 and LA12289. Copies of LA plans are held in the South Coast office of the Department of Transport and Main Roads, located at 36-38 Cotton Street, Nerang 4211.

The reason for the declaration is to achieve a high level of access management to:

- (1) maintain the efficiency and the travel time of the road so that it provides an attractive connection to the Coomera Connector Motorway;
- (2) provide a safe road environment for pedestrians, cyclists and high volumes of through, ingressing and egressing traffic; and
- (3) cater for growth and changing land use.

Any person whose interests are affected by the declaration may:

- (1) under section 485 of the *Transport Infrastructure Act 1994* – ask for the decision to make the declaration to be reviewed by the Chief Executive;
- (2) under the *Transport Planning and Coordination Act 1994*, part 5, division 2 – apply for the original decision to be stayed; and
- (3) 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 Link Road (219) and adjacent land. The policy is set out below.

POLICY FOR COOMERA LINK ROAD (219)

1 PURPOSE

The purpose of this policy is to protect the function, safety and efficiency of the Coomera Link Road (219) (the “**Road**”) by setting out the principles that will be applied when making decisions under section 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:

- (1) minimising conflict between direct access onto the Coomera Link Road and through traffic.
- (2) requiring the consolidation and/or rationalisation of accesses onto Coomera Link Road.
- (3) ensuring that new or changed accesses onto the Coomera Link Road are in accordance with Schedule 1 of this policy.

2 HEAD OF POWER

This policy has been made pursuant to section 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 Link Road (219) provides a critical arterial connection between the Pacific Motorway (12A) to the west and the Coomera Connector Motorway (113) to the east. The road services the Coomera Town Centre, Railway Station, TAFE and Gold Coast Marine Precinct. The Road performs an important public and active transport function by accommodating bus routes, future bus stops, and being identified as a future principal cycle route.

The Road is a key link between two motorways and the primary multi-modal access to significant existing and future commercial and residential developments. Strategic management of access to the Coomera Link Road is required to:

- (1) allow the Coomera Link Road to operate efficiently and with low travel times so to provide an attractive connection to the Coomera Connector Motorway
- (2) provide a safe road environment for pedestrians, cyclists and high volumes of through, ingressing and egressing traffic
- (3) accommodate future upgrades to the road

4 APPLICATION

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

This policy will also be applied in:

- (1) the preparation, amendment or review of local, state and federal government planning schemes and other planning instruments to ensure that:
 - (a) land uses reflect the Policy Principles and Policy Strategies and preserve the function of the Road;
 - (b) the local road network is developed to provide access to land where access from the Road is not supported;
 - (c) the vision for the Road identified in section 3 is accommodated; and
- (2) general transport planning relevant to managing access to limited access roads; and
- (3) when assessing development applications made pursuant to the planning act for impacts on the Road.

5 POLICY PRINCIPLES

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

- (1) vehicular access must not compromise safety of the users of the Road or any other transport infrastructure;
- (2) vehicular access must be consistent with the functional requirements of the Road;
- (3) 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:

- (1) the strategies applying to vehicular access to State-controlled roads set out in the *Vehicular access to state-controlled roads policy*; and
- (2) 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 Coomera Link Road is to provide an efficient and safe arterial connection between the Pacific Motorway to the west and the Coomera Connector Motorway to the east, with minimal conflict from accesses and intersections.

Strategy 1

For properties with frontage to the Foxwell Road section of Coomera Link Road, access is only permitted to Foxwell Road in accordance with Schedule 1.

Schedule 1 sets out the permitted access arrangements for each property fronting the Foxwell Road section of Coomera Link Road and has been developed with the intention of reducing the number of accesses to the Road and prohibiting access to the Road where suitable alternative access locations exist.

Strategy 2

For properties with frontage to the Shipper Drive section of Coomera Link Road, vehicular access to the Road will not be permitted except in locations identified in the planning for the upgrades to Coomera Link Road.

The upgrades to Coomera Link Road will seek to improve the safety and efficiency of the road and to consolidate and/or rationalise access to the road. As such, no vehicular access is permitted to the road except as shown in the planning for the upgrades to Coomera Link Road.

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

Coomera Link Road will require upgrades to accommodate the additional traffic that will be generated by the interchange with the Coomera Connector and the planned commercial and residential development near the road. The planned upgrades will seek to increase the capacity of the road and consolidate and/or rationalise accesses onto Coomera Link Road, thereby increasing the safety and efficiency of this road and its ability to function as a key link between two motorways.

Strategy 1

For properties with frontage to the Foxwell Road section of Coomera Link Road, access is only permitted to Foxwell Road in accordance with Schedule 1.

Schedule 1 sets out the permitted access arrangements for each property fronting the Foxwell Road section of Coomera Link Road and has been developed with the intention of reducing the number of accesses to the Road and prohibiting access to the Road where suitable alternative access locations exist.

Strategy 2

For properties with frontage to the Shipper Drive section of Coomera Link Road, vehicular access to the Road will not be permitted except in locations identified in the planning for the upgrades to Coomera Link Road.

The upgrades to Coomera Link Road will seek to improve the safety and efficiency of the road and to consolidate and/or rationalise access to the road. As such, no vehicular access is permitted to the road except as shown in the planning for the upgrades to Coomera Link Road.

7 SCHEDULE 1

Lot & Plan	Permitted Access Arrangement
4SP279505	Access not permitted to Foxwell Road
42SP207812	Access not permitted to Foxwell Road, except via Creek Road
1SP204788	Access not permitted to Foxwell Road, except via Creek Road
2SP204788	Access not permitted to Foxwell Road, except via Creek Road
33SP207813	Access not permitted to Foxwell Road, except via Main Street
23SP207813	If the use of the property changes and/or the property is redeveloped, access is not permitted to Foxwell Road, except via Main Street

21SP207812	Access not permitted to Foxwell Road, except via Main Street or Railway Road
2SP298368	Access not permitted to Foxwell Road
62SP298578	Access not permitted to Foxwell Road
16SP191953	Single left-in/left-out/right-in access permitted to Foxwell Road
28SP194227	Single left-in/left-out access permitted to Foxwell Road
1SP194228	Access not permitted to Foxwell Road
2SP296074	Access not permitted to Foxwell Road
25SP194232	Access not permitted to Foxwell Road
24SP194261	Access not permitted to Foxwell Road
901SP269933	Access not permitted to Foxwell Road
6SP269933	Access not permitted to Foxwell Road
4SP269933	Single left-in/left-out access permitted to Foxwell Road at the location of the existing access
5SP269933	Access not permitted to Foxwell Road
201SP290113	Access not permitted to Foxwell Road
103SP279506	Access not permitted to Foxwell Road
102SP298369	Three accesses permitted to Foxwell Road in the locations of the existing road stubs
63SP109418	Two left-in/left-out accesses permitted to Foxwell Road at the location of the existing accesses, one to the west and one to the east of the rail line
14SP191952	Single left-in/left-out access permitted to Foxwell Road. If the property is developed in accordance with approved development application number MCU201701176, then two left-in/left-out accesses are permitted to Foxwell Road.
2SP236127	Access not permitted to Foxwell Road, except via the existing access through 1SP236127
1SP236127	Single access permitted to Foxwell Road at the location of the existing access which forms the fourth leg of the George Alexander Way/Foxwell Road signalised intersection
8SP150732	Access not permitted to Foxwell Road
4RP166182	Single left-in/left-out access permitted to Foxwell Road
5SP161802	If the use of the property changes and/or the property is redeveloped, access is not permitted to Foxwell Road

8 APPROVAL

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

Dated: 09 December 2021

Signed: Paul Noonan

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

9 ADDITIONAL INFORMATION

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

- (1) the amendment merely changes or repeals a specific provision for 1 or more particular properties; and
- (2) 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:

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

Under section 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 section 62(1) that authorises the construction or change. Maximum penalty – 200 penalty units.

ENDNOTES

- 1 Published in the Gazette on 10 December 2021.
- 2 Not required to be laid before the Legislative Assembly.
- 3 The administering agency is the Department of Transport and Main Roads.

