

Caloundra Transport Corridor Upgrade Project

Public Comment Response Report (EPBC 2024/09956)

Sunshine Coast Council

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1 Introduction

1.1 Proposed action background

The Sunshine Coast Council (SCC), in partnership with the Queensland State Government (represented by the Department of Transport and Main Roads (TMR)), will deliver a new 1.6 kilometre road and active transport link between Omrah Avenue and Nicklin Way, with connection through to Industrial Avenue referred to as the Caloundra Transport Corridor Upgrade (CTCU) Project (the 'Project' or proposed action) (refer Figure 1.1). The new transport corridor will provide a critical, strategic connection between the Caloundra central business, tourism and development district, and major road and public transport infrastructure, both existing and planned.



Figure 1.1 Caloundra Transport Corridor Upgrade Project location within the wider region

Source: [Caloundra transport corridor upgrade project \(sunshinecoast.qld.gov.au\)](https://sunshinecoast.qld.gov.au/caloundra-transport-corridor-upgrade-project)

On 30 October 2024, a delegate for the Commonwealth Minister for the Environment and Water determined the Project to be a 'controlled action' (EPBC 2024/09956), requiring assessment and approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) due to the potential for significant impacts on Ramsar wetlands (Sections 16 and 17B of the EPBC Act) and listed threatened species and communities (Sections 18 and 18A of the EPBC Act). The referral decision directed the Project to be assessed by Preliminary Documentation (PD) and the Department of Climate Change, Energy, the Environment and Water (DCCEEW) issued the request for additional information required for assessment by PD (DCCEEW RFI).

1.2 Public comment period

On 3 March 2026, a delegate to the Minister for the Environment and Water issued a direction to publish the PD for a minimum of 10 business days pursuant Section 95A(3) of the EPBC Act. The PD was subsequently exhibited in April 2026 together with an invitation for interested persons and organisations to provide the Proponent with written comment on the PD. The period within which comments could be made on the PD was between Thursday 26 March 2026 and Friday 10 April 2026 (a total of 10 business days).

Details about the public display of the PD are provided in Table 1.1. Appendix A and Appendix B provide copies of the public display advertising.

Table 1.1 Public display details

Type of advertising	Details
Statutory advertising as required under Section 95A(3) of the EPBC Act and approved by the DCCEEW	State newspaper The Courier Mail – Thursday 26 March 2026
Caloundra Transport Corridor Upgrade Project webpage	https://www.sunshinecoast.qld.gov.au/council/planning-and-projects/infrastructure-projects/caloundra-transport-corridor-upgrade-project/about-the-ctcu

The Proponent invited the public to make written comments on the PD via:

- Email comments to ctcu@sunshinecoast.qld.gov.au
- Post comments to CTCU c/- Sunshine Coast Council, Locked Bag 72, Sunshine Coast Mail Centre Qld 4560.

The PD and 14 appendices were made available free online at:

<https://www.sunshinecoast.qld.gov.au/council/planning-and-projects/infrastructure-projects/caloundra-transport-corridor-upgrade-project> and hard copies were available at the following locations:

- Sunshine Coast Council's Maroochydore Customer Contact Counter, 54 First Avenue, Maroochydore
- Sunshine Coast Council's Caloundra Customer Contact Counter, 1 Omrah Avenue, Caloundra
- State Library of Queensland. Stanley Place, South Brisbane
- Department of Climate Change, Energy, the Environment and Water, John Gorton Building, King Edward Terrace, Parkes, Australian Capital Territory (ACT).

All comments received during the public comment period were reviewed and are considered in this report. This report provides a summary of all public comments received (which are summarised in table format), noting key issues and themes. The report outlines the Proponent's response to all comments and where changes were made in the PD as part of the EPBC Act approval. The public comments have been submitted to DCCEEW as part of the assessment requirements.

The Proponent collected personal information for the purpose of contacting the public about their submission where necessary. Personal information provided was managed in accordance with the *Information Privacy Act 2009* (Queensland (Qld)) and was not disclosed to anyone without the commentor's consent, unless as required and/or authorised by law.

2 Public comment methodology

2.1 Comment review process

A standardised approach was used where each comment was collected, registered, stored and reviewed consistently. The process of reviewing comments on the PD was as follows:

- Comments were assigned into predetermined categories and themes. The PD comment categories and themes are presented in Section 3.1
- A summary was generated for each individual comment, to assist in identifying relevant categories and themes for each comment
- The issues were then reviewed to determine if they required any changes to the PD or required further investigation or research to be undertaken.

Following analysis and consideration of all comments, amendments were made to the PD as required.

2.2 Criteria for Preliminary Documentation amendment

Amendments to the PD were considered where a comment:

- Provided additional information that corrected inaccuracies or clarified unclear information in the PD
- Proposed strategies that are feasible, within the scope of the proposed action to implement, and improve environmental outcomes
- Identified further information and/or research required to adequately determine the impacts of the proposed action.

Amendments to the PD were not made where a comment:

- Offered a neutral statement or no change was sought
- Addressed issues beyond the scope of the PD as required under the DCCEE RFI
- Included statements that were considered factually incorrect
- Raised issues or made comments on information that had already been considered and addressed in the PD
- Suggested Project alternatives beyond the scope of the PD.

3 Summary of public comments

3.1 Submitters

The proposed action received five distinct public comment submissions. Submitters comprised of individuals and community/environmental groups. Table 3.1 lists the number of comments from each submitter type.

Table 3.1 Submitter summary

Submitter type	Number of unique submitters
Community/environmental group	1
Individual	4

3.2 Comment categories

Key issues and comments from the public comment submissions were assigned categories for consideration. The number of comments or concerns by category are listed in Table 3.2.

Table 3.2 Comment summary

Comment category	Number of times raised
Project alternatives	2
Flora and fauna impacts	4
Offsets	4
Mitigation measures	1
General comments	3
Community consultation and concerns	5
Out of scope	6

4 Response to Preliminary Documentation comments

Responses to comments and issues raised are set out in Table 4.1. Where an issue raised by a comment is addressed in the PD, a cross-reference to the relevant section is provided. In some examples, a summary response is provided.

Table 4.1 Response to Preliminary Documentation comments

Submission category	Stakeholder	Submitter description of issue/recommendations	Proponent response to submission /edit to PD Report
Project alternatives	Private resident	Submitter queried whether alternative alignments or design solutions could reduce or avoid impacts on Ben Bennett Bushland Park.	During the concept design phase, the Project developed and evaluated four alternative options to minimise impacts associated with the section of the Project corridor through Ben Bennett Bushland Park. A summary of the Project design and alternatives is provided in Section 2.5 of the PD report. No further updates have been provided within the PD report.
Project alternatives	Private resident	Submitter recommended a two-lane design option and queried why evidence that a lower-impact option would not be sufficient, has not been presented.	The ultimate four-lane cross-section was selected following a multi-criteria analysis process that examined alternative design options. Four lanes were selected over two lanes for multiple reasons (refer Section 2.5.3 of the PD report for the justification).
Flora and fauna impacts	Private resident	Submitter raised concern over permanent ecological degradation and significant residual impacts to Coastal Swamp Sclerophyll Forest, Koala habitat and Grey-headed flying-fox habitat. They expressed that the impacts would occur within a highly sensitive ecological context, including: ■ Connected remnant habitats ■ Proximity to the Moreton Bay Ramsar wetland ■ Established biodiversity values within Ben Bennett Bushland Park.	Section 6.5 of the PD report, specifically Table 6.1 provide detail comprehensive mitigation measures that the Project is implementing at each Project stage (design/pre-construction, construction and operation) to minimise impact to matters of national environmental significance (MNES) values and wider environmental values. Biodiversity offsets are provided in accordance with the <i>EPBC Act Environmental Offsets Policy</i> (Department of Sustainability, Environment, Water, Population and Communities, 2012) for significant residual impacts to Coastal Swamp Sclerophyll Forest threatened ecological community (TEC), and Koala habitat. To address the proposed action offset requirements, and in response to the DCCEE RFI, an Offset Proposal and Offset Management Plan (OMP) have been developed (refer Appendix I and Appendix J of the PD report). The Project is not located within the Moreton Bay Ramsar Wetland and will therefore not result in direct potential impacts to the Ramsar wetland values. Mitigation measures (refer Section 6.5 of the PD report) have been implemented as part of the Project detailed design, with additional mitigation measures to implemented during the construction and operational phases to minimise potential indirect impacts associated with Moreton Bay Ramsar Wetland.
Flora and fauna impacts	Private resident	Submitters raised concerns regarding the environmental impacts of the Project on Ben Bennett Bushland Park, noting	Section 6.5 of the PD report, specifically Table 6.1 provide detail comprehensive mitigation measures that the Project is implementing at each Project stage

Submission category	Stakeholder	Submitter description of issue/recommendations	Proponent response to submission /edit to PD Report
	Community group	that the area functions as an important ecological system supporting significant biodiversity values. Concerns were raised regarding the loss and fragmentation of habitat, long-term ecological consequences, species displacement, and the cumulative reduction of urban biodiversity within the region. Submissions identified that the bushland contains Endangered and Of Concern Regional Ecosystems, including Coastal Swamp Sclerophyll Forest and wallum heath, and provides habitat for a range of fauna species, including over 100 bird species, frogs, reptiles, mammals and insects, as well as vulnerable species such as the Glossy black-cockatoo, Grey-headed flying-fox and wallum-associated frogs.	(design/pre-construction, construction and operation) to minimise impact to MNES values and wider environmental values. Biodiversity offsets are provided in accordance with the <i>EPBC Act Environmental Offsets Policy</i> (Department of Sustainability, Environment, Water, Population and Communities, 2012) for significant residual impacts to Coastal Swamp Sclerophyll Forest TEC, and Koala habitat. To address the proposed action offset requirements, and in response to the DCCEE RFI, an Offset Proposal and OMP have been developed (refer Appendix I and Appendix J of the PD report). Prior to construction activities commencing, the Proponent's delivery partners are responsible for identifying and obtaining relevant approvals and permits for fauna protected under State legislation.
Offsets	Private resident	Multiple submitters raised concerns about the adequacy of offsets in offsetting habitat loss. Concerns were around the fact mature ecosystems cannot be easily or quickly replaced and that offsets rely on uncertain ecological outcomes. They suggested that alternatives that avoid or minimise impacts should be seriously considered.	Whilst the Project has sought to avoid and minimise impacts to biodiversity values to the greatest extent practical, impacts to biodiversity values are unavoidable. To counterbalance the significant residual impacts of the Project, biodiversity offsets are provided in accordance with the <i>EPBC Act Environmental Offsets Policy</i> (Department of Sustainability, Environment, Water, Population and Communities, 2012) for significant residual impacts to Coastal Swamp Sclerophyll Forest TEC, and Koala habitat. To address the proposed action offset requirements, and in response to the DCCEE RFI, an Offset Proposal and OMP have been developed (refer Appendix I and Appendix J of the PD report).
Offsets	Community group	Submitter noted that it was pleasing to see that offsets are located within the Caloundra region to support local ecological resilience and target the same ecosystem types being impacted.	It should be noted that the updated proposed offset site is located within Meridian Plans which is still within the Sunshine Coast local government area (refer Appendix I and Appendix J of the PD report).
Offsets	Private resident	The submitter raised concerns that the Offset Proposal and OMP are not suitable for approval in its current form. They argue proposed offsets are not suitable for the Koala or adequate for the TEC based on the following points and the requirements of the EPBC Act Environmental Offsets Policy 2012 Principles 1, 4, 6, 7, 8 and 9 (the Policy) and the How to use the Offset Assessment Guide (the Guide): ■ Lack of justification of the core indicator weightings used to score habitat quality – Lack of ecological basis for weighting site condition, context and stocking rate	The Proponent has reviewed the Offset Proposal and OMP with regard to the comments received and considers the Offset Proposal and OMP are consistent with the requirements of the <i>EPBC Act Environmental Offsets Policy</i> (Department of Sustainability, Environment, Water, Population and Communities, 2012). The Proponent has re-assessed the offset site and a new offset site has now been implemented which is located within Meridian Plans (refer Appendix I and Appendix J of the PD report). Summary of changes have been provided in Section 5 of this report. Updates to the Grey-headed flying-fox significant impact assessment have occurred which now identifies no significant impact for the species (refer Section 8 of the PD report).

Submission category	Stakeholder	Submitter description of issue/recommendations	Proponent response to submission /edit to PD Report
		and parameters that comprise those indicators ■ Lack of justification of the factors and weightings used to score core indicators – Concerns over whether the Koala habitat and TEC quality assessments of the impact and offset site comply with the Guide and the policy ■ No demonstration that Koala are likely to use the proposed offset site, impacting offset suitability – Movement barriers not considered ■ No provision of evidence supporting claimed ecological benefit – Future quality decline without offset, as well as quality improvement with offset, are exaggerated and not backed by evidence, meaning that the offset area may not be proportionate to the residual impacts on the protected matters – Speculative modelling of habitat outcomes – Offset benefits exaggerated ■ Additionality not properly accounted for – Two of the four management strategies, <i>Weed control and management</i> and <i>Pest animal control</i>, should not be considered additional to current actions and obligations as Council should already implement these controls – Concerns that fuel hazard management are inappropriate for the TEC – Natural regeneration not accounted for ■ No explanation of how offset outcomes will be secured for the full duration of the impact ■ Scientific uncertainty is not adequately addressed – Does not consider the proposal or OMP to be scientifically robust, or able to enable a decision that complies with Policy Principle 9. – Proposed ecological benefit is based on	

Submission category	Stakeholder	Submitter description of issue/recommendations	Proponent response to submission /edit to PD Report
		speculated change, circumstances and consequences – Council should, amongst other matters, publish and make available for expert review empirical evidence of condition decline without offset, and condition improvement, at similar sites ■ Lack of confidence in results – the Proposal fails to adopt any industry standard, regulator approved, or authoritative framework to evaluate the evidence and knowledge it uses to support claimed offset outcomes – the Proposal fails to select a precautionary confidence in result. – Lack of independent evidence – Recommends that the confidence in result be from applying the Intergovernmental Panel on Climate Change's (IPCC) July 2010 Guidance Note on Consistent Treatment of Uncertainties.	
Mitigation measures	Community group	The submitter recommended the following measures to reduce impact: ■ All clearing within or adjacent to Endangered and Of Concern Regional Ecosystems be minimised to the greatest extent possible. ■ Construction footprints be strictly minimised, with clear justification required for any disturbance beyond the absolute minimum necessary for safe construction. ■ There are no work site offices or stockpiles located in Endangered or Of Concern regional ecosystems. ■ Mature native trees, especially food trees for Koalas and Glossy black-cockatoos, be retained wherever feasible. ■ Strict controls are in place on sediment, nutrient and alkaline runoff from construction and new hardstand surfaces. ■ There is a defined commitment to long-term monitoring of wildlife movement and road-strike data, with adaptive management if issues arise.	Section 6.5 of the PD report, specifically Table 6.1 provide detail comprehensive mitigation measures that the Project is implemented at each Project stage (design/pre-construction, construction and operation) to minimise impact to MNES and wider environmental values. Specific measures relevant to the submitters concerns include: ■ The limit of clearing (limit of work line) will be defined in Annexure MRTS04.1 General Earthworks and shown on the design drawings (refer Appendix B of the PD report). The Contractor will be required to clearly delineate the limit of clearing in accordance with Annexure MRTS04.1 General Earthworks and design drawings and flag important features. Physical demarcation of disturbance footprint, to be completed by a qualified surveyor, with further verification/sign-off from SCC. ■ All temporary disturbances such as siting of laydown areas, site offices and access tracks are prohibited from within the Coastal Swamp Sclerophyll TEC area ■ No clearing is to occur within the mapped Lowland Rainforest of Subtropical Australia TEC. ■ Contractor to develop, implement and audit an erosion and sediment control plan (ESCP) (based on the concept ESCP) in accordance with the Best

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		There is ongoing monitoring of wallum froglet and wallum rocket frog habitat conditions.	Practice Erosion and Sediment Control Document (ICEA 2008) and MRTS 52 Erosion and Sediment Control and outline measures for the prevention of erosion and sedimentation during construction. - Monitor and manage pest and weeds within the corridor, in coordination with SCC's existing Regeneration Works Plan for the Ben Bennett Bushland Park - Inspect fauna furniture at least annually targeting fauna underpass structures prior to start of Koala breeding season (July). Prior to construction activities commencing, the Proponent's delivery partners are responsible for identifying and obtaining relevant approvals and permits for fauna protected under State and/or local legislation. The potential for fauna interactions with traffic during the operational phase is expected to be low due to the installation of exclusion fencing, which has been incorporated into the Project design to minimise fauna access to the road corridor (refer Figure 6.2 of the PD report). Council completes ongoing monitoring of fauna within their reserves through its Fauna Records Information Database which is publicly available at: https://data.sunshinecoast.qld.gov.au/apps/sccpublic::frida-data-dashboard-and-explorer/explore. It is not proposed, to undertake targeted fauna monitoring, including monitoring of the Wallum froglet during the operational phase. However, Council/TMR will continue to undertake routine asset inspections and collect road-strike data as part of standard operational activities. No further updates have been provided within the PD report.
General comments	Private resident	Submitter recommended the Project be redesigned to minimise impact on MNES, preserve ecological connectivity and better align with community and sustainability objectives.	A summary of the Project design and alternatives is provided in Section 2.5 of the PD report. No further updates have been provided within the PD report.
Community consultation and concerns	Private resident	Multiple submitters raised concerns regarding the adequacy and transparency of community consultation, including: - Limited consultation opportunities that occurred too late in the design process - Lack of public meetings and interactive engagement - Unrepresentative consultation - Insufficient communication regarding Project development and design decisions	The Proponent has reviewed the community consultation undertaken for the Project and considers that the community consultation undertaken was consistent with Council/TMR projects and expectations. The Proponent has undertaken consultation with the public and key stakeholders in relation to the proposed action ensuring stakeholders are informed and able to provide feedback on the planning and design for the Project, the impacts and benefits associated with the Project, and proposed timelines and progress of the Project. Section 9.2 of the PD report provides a summary of the community consultation that has occurred for the Project. Since mid-2021, SCC has maintained a Project website

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		■ Consultation occurring during holiday periods with limited advertisement. ■ Consultation not being responsive to community concerns and not adequately considering community values.	and issued regular updates and notifications, throughout the planning, development and early works phases, to the local community and other interested and registered stakeholders. No further updates have been provided within the PD report.
Community consultation and concerns	Community Group	Submitter requests the following measures are employed to maintain transparency: ■ Clear communication about construction, staging, and environmental safeguards ■ Ongoing access to monitoring results (fauna, hydrology, weeds) ■ Opportunities to participate in habitat restoration and stewardship programs.	The Proponent has undertaken significant consultation with the public in relation to the proposed action ensuring key stakeholders are informed of key dates and progress. Section 9.2 of the PD report provides a summary of the community consultation that has occurred for the Project. Since mid-2021, SCC has maintained a Project website and issued regular updates and construction notifications, throughout the planning, development and early works phases, to the local community and other interested and registered stakeholders. Council is committed to maintaining this approach to keeping stakeholders and the community informed about the progress, planned construction activities and any community program opportunities throughout the delivery of the Project. Council completes ongoing monitoring of fauna within their reserves through its Fauna Records Information Database which is publicly available at: https://data.sunshinecoast.qld.gov.au/apps/sccpublic::frida-data-dashboard-and-explorer/explore. There is limited scope to provide opportunity for community involvement in restoration activities and stewardship associated with the Project. All rehabilitation/revegetation works are going to be undertaken by contractors and in accordance with Project specific requirements.
Community consultation and concerns	Private Resident	Submitter raised concerns over the lack of consideration of the loss of quality of life for many Caloundra residents including, children, young people, the aged, the disabled, families, and those unable to afford to own and run a car. They were concerned that Project design has prioritised motor vehicle traffic needs, without consideration of the social context and needs of other users, creating an unsafe outcome for vulnerable groups.	The Project has been endorsed and designed as part of a solution to address existing transport issues, future travel demands, sustainable growth and development, and the communities' vision to get more people out of private motor vehicles and onto active and public transport. The Project is consistent with the objectives and proposals set out within multiple regional and local transport and planning strategies, including those detailed in Sections 9.2.1, 10.2 and 10.3 of the PD report and on Council's Project web page. No further updates have been made within the PD report.
Out of scope	Private resident	Multiple submitters raised concerns over the long-term environmental cost relative to the projected transport benefits of the Project.	A summary of the economics and the Project's business case is provided within Section 9.1 of the PD report. The cost of the environmental offsets were included within the business case (refer Section 9.1 of the PD report). The Offset Proposal further details the future offset costs for all management measures over the 20 years (refer Appendix I of the PD report).

Submission category	Stakeholder	Submitter description of issue/recommendations	Proponent response to submission /edit to PD Report
			No further updates have been provided within the PD report.
Out of scope	Private resident	Multiple submitters raised concerns on the absence of transparent, publicly available engineering evidence demonstrating congestion reduction and represent the least environmentally damaging feasible option. Submitters suggested that a publicly available, detailed engineering and traffic modelling report be provided. Concerns were also raised over outdated traffic modelling with the latest traffic modelling by PSA Consulting in 2022 not accounting for traffic through the Caloundra Road Kawana Way Link roundabout or construction of the planned Caloundra rail station.	The Project has been endorsed and designed as part of a solution to address existing transport issues, future travel demands, and sustainable growth and development within Caloundra. The Project is consistent with the community's vision to get people out of cars and adopting more sustainable modes of transport, including walking, cycling and public transport, and includes consideration of planned future land use and public transport infrastructure. The Project is consistent with the objectives and proposals set out within multiple regional and local transport and planning strategies, including those detailed in Sections 9.2.1 and 10.3.1 of the PD report and on Council's Project web page. The Project is part of a long-term plan to provide better access to and from Caloundra for public transport users, cyclists, pedestrians, and motorists. Without this upgrade, travel time, traffic congestion and access for active and public transport in Caloundra will continue to worsen as the local community grows, causing detrimental impacts to residents, businesses, visitors, and the environment. In December 2013, Council and the State Government finalised the Caloundra Area Transport Study. This study analysed numerous general traffic routes from Nicklin Way and Caloundra Road to the Caloundra Central Business District. The study identified the need for a new connection between Nicklin Way and Third Avenue / Arthur Street. A total of eight alignments connecting Nicklin Way with the Central Business District were analysed as part of this study. Following the strategic review of transport modelling, land use and transport planning, current transport projects, environmental and cultural heritage within the study area, three options were shortlisted for detailed assessment before the current route was determined. Since 2018, following the detailed options assessment for the selection of the preferred corridor alignment, Council has undertaken significant investment into optimising the corridor layout and reducing impacts to the community and environment. Sections 2.1, 2.5, 9 and 10 of the PD report, as well information available on Council's Project webpage (https://www.sunshinecoast.qld.gov.au/council/planning-and-projects/infrastructure-projects/caloundra-transport-corridor-upgrade-project/about-the-ctcu) provides a summary of the planning, feasibility and engineering engagement, studies, reports and justification used to inform all aspects of the Project, including the selection of the

Submission category	Stakeholder	Submitter description of issue/recommendations	Proponent response to submission /edit to PD Report
			adopted alignment and the scale of the proposed corridor. No further updates have been made within the PD report.
Out of scope	Private resident	Submitter raised concerns about dramatic cost increases associated with the Project. The submission highlighted that a cost-benefit analysis of the Project was requested but that no response has been provided. They recommended that an independent review of the Project be conducted.	Section 9.1 of the PD report provide detail summary of the economic evaluations, comprising a cost estimate and cost benefit analysis that was completed by TMR and SCC for the Project. No further updates have been provided within the PD report.
Out of scope	Private resident	Submitter suggested that the proposal was inconsistent with key elements of the Caloundra Centre Master Plan, including: ■ Minimising impacts to vegetation and Pumicestone Creek ■ Maintaining ecological connectivity ■ Supporting walkable, integrated urban environments.	The new connection and upgrades to existing infrastructure to be delivered under the Project will provide for development and growth within Caloundra as identified in the Sunshine Coast Planning Scheme. The Project has been endorsed by all three levels of Government in consideration of the Project's strategic alignment with the Caloundra Centre Master Plan, Integrated Transport Strategy and Local Government Priority Infrastructure Plan, amongst others. Council's Project webpage (https://www.sunshinecoast.qld.gov.au/council/planning-and-projects/infrastructure-projects/caloundra-transport-corridor-upgrade-project/about-the-ctcu) provides significant contextual information on the Project's alignment with multiple regional and local transport planning strategies including those detailed in Sections 9.2.1 and 10.3.1 of the PD report. No further updates have been made within the PD report.

5 Changes to the Preliminary Documentation Report

This section summarises the key changes made to the Project PD, Offset Proposal and OMP in response to the public submissions and DCCEEW adequacy comments.

The PD was updated following a review of the significant impact assessment for the Grey-headed flying-fox. Based on the revised assessment, the impact conclusion was amended from "significant impact likely" to "no significant impact likely" (refer Section 7.5.4 of the PD report). Subsequently, offsets are no longer required for this species, providing greater certainty regarding the final offset calculations.

The most significant change was the replacement of the 2025 Racecourse Road offset site (Lot 900 on SP209288, Corbould Park) with the 2026 Rainforest Drive offset site (Lot 10 on P231637, Meridian Plains) (refer Appendix I OP and Appendix J OMP of the PD report). This change was driven by the spatial limitations of the Racecourse Road offset site, which prevented the Project from fully acquitting the offset requirements identified by DCCEEW. The larger 29.35 hectare (ha) Rainforest Drive offset site provides sufficient area to satisfy the required offset obligations for both the Coastal Swamp Sclerophyll Forest TEC and Koala habitat.

The Rainforest Drive offset site also provides a greater opportunity to achieve measurable ecological uplift. Large areas of the property comprise cleared former pasture dominated by invasive grasses, allowing for extensive habitat restoration and assisted regeneration. The revised OMP includes targeted planting of Locally Important Koala Tree (LIKT) species, including *Eucalyptus robusta* and *Eucalyptus tereticornis*, to improve habitat quality and enhance long-term foraging opportunities for Koalas (refer Section 5.1 of Appendix J OMP of the PD report).

To improve transparency and address comments regarding habitat quality scoring methodology, a new Methodological Justification Appendix has been incorporated into the OMP (refer Appendix B of Appendix J OMP of the PD report). This appendix documents the rationale for the habitat quality assessment methodology, including the numerical weightings applied to improve transparency and repeatability of scoring.

Although recent Koala records within the immediate vicinity of the Rainforest Drive offset site are limited, the offset site occupies a strategically important location within the Meridian Plains biodiversity corridor, linking Lower Mooloolah River National Park with the Mooloolah River National Park (Jowarra section). Restoration activities have therefore been designed to improve landscape connectivity and support long-term fauna movement. The focus of the OMP is on increasing the availability and quality of Habitat Critical to the Survival of the Species (HCSS), rather than relying solely on existing Koala occupancy (refer Appendix J OMP of the PD report).

Baseline ecological assessments indicate that Koala density and activity levels at the offset site are comparable to those recorded within the impact area. Importantly, the Project triggered a significant impact under the EPBC Act due to impacts on HCSS rather than the direct loss of individual Koalas. The revised offset strategy therefore focuses on protecting, restoring and expanding HCSS at the Rainforest Drive offset site, providing a like-for-like offset consistent with EPBC Act offset requirements.

The revised documentation also responds to comments regarding future habitat quality scores. Previous assumptions that habitat quality would decline by one unit over the 20-year offset period in the absence of management have been removed. Instead, the baseline condition of the offset site is assumed to remain stable throughout the offset period. Environmental gains are now demonstrated through measurable habitat restoration, assisted regeneration and expansion of restoration areas, rather than through avoided future degradation.

The concern regarding additionality have been addressed through the adoption of the Rainforest Drive offset site. Unlike the previously proposed site, Rainforest Drive was acquired for purposes unrelated to environmental offsets and has no existing ecological management framework. All restoration activities proposed under the OMP, including assisted regeneration, targeted TEC rehabilitation, planting of LIKT species, weed management and pest animal control represent new commitments established specifically for

this Project. These actions extend beyond routine land management and local government biosecurity obligations and therefore satisfy the EPBC Act additionality requirements.

6 References

Department of Sustainability, Environment, Water, Population and Communities, 2012, *Environment Protection and Biodiversity Conservation Act 1999 Environmental Offsets Policy*,
https://www.dcceew.gov.au/sites/default/files/documents/offsets-policy_2.pdf

International Erosion Control Association 2008 'Best Practice Erosion and Sediment Control Book 1, 2 and 3'. <https://www.austieca.com.au/publications/best-practice-erosion-and-sediment-control-bpesc-document>

Sunshine Coast Council 2025 'CTCU project updates',
<https://www.sunshinecoast.qld.gov.au/council/planning-and-projects/infrastructure-projects/caloundra-transport-corridor-upgrade-project/project-news-and-updates>

Tear sheet from the Courier Mail

Project number 522936 **File** Caloundra Transport Corridor Upgrade EPBC 2024-09956 - Public comment response report.docx
2026-07-29 Revision 2

Appendix B

Website

Content item name

About the CTCU

Add content

Add related content

Content overrides

Page tabs

Guideline links

Mgt group

▼ Guidelines

Title

Maximum 8 words. Provide a heading using action-based language. Use sentence case (capitalise the first word of a sentence and proper nouns) when crafting your title

About the CTCU

Summary

Maximum 50 words. Provide a summary of your page content to assist SEO, federated search and menus.

The upgrade is a high priority project for improving access into the Caloundra CBD and surrounding destinations.

Add Image/s

Select/upload the featured image for the page



Image 11.jpg

134.06 kB · Feb 16, 2023

∅ Not in collection

Image Credits

List image credits if required

Artists impression

(optional) Image Caption

You can add additional information about the image if required. This information is displayed on the screen alongside the image when displayed on the detail pages.

There is no content here.

Add Content

Add Content, images and linked items in this field

Call to Action

Button text

Subscribe for project updates

^ Guidelines

Add either an external url or link to an internal item. The internal link will be preferenced over the external link if you provide both

Add linked item

There are no linked items selected.

Or add external URL

<https://our.sunshinecoast.qld.gov.au/LP=179>

Add custom icon (optional)

Visit <https://fontawesome.com/icons/> to choose a custom icon

There is no content here.

The new connection into the Caloundra CBD will reduce traffic congestion at the Caloundra Road/Nicklin Way/Pelican Waters Boulevard roundabout and have flow-on benefits for local roads in Currimundi, Dicky Beach and Moffat Beach.

This project is also consistent with the community's vision to get people out of cars and into more sustainable modes of transport, including walking and cycling by providing a new separated two-way cycle track and pedestrian pathways.

The new intersection and road corridor is designed to meet forecast traffic demand at opening and over the next 10 years, with infrastructure benefits to cater for our growing population, business and tourism.



25_0023A CTCU Project Layout A3 FOR...

774.88 kB · May 27, 2025

Corporate

The project footprint includes:

- a new intersection with Nicklin Way by extending Third Avenue
- active transport underpass for more convenient pedestrian and cyclist movements
- improved safety and accessibility for pedestrian with:
 - new signalised crossings
 - new pedestrian pathways
 - new dedicated two-way cycle track alongside a low-speed traffic environment
- new street lighting and landscaping
- an alternative entry into the Caloundra CBD and reducing congestion at the Caloundra Road/Nicklin Way roundabout.

Project sections

The new transport upgrade is made up of two sections - [Section 1 and Section 2](#).

Section 1 (Omrah Avenue to Arthur Street) will be delivered and funded by Council to meet local growth and community needs.

Section 2 between Arthur Street and Nicklin Way (referred to as the Nicklin Way, Third Avenue extension) will be delivered and funded by the Department of Transport and Main Roads in partnership with Council.

Submissions now open

Sunshine Coast Council is inviting community feedback on the Preliminary Documentation for the project —assessed as a *controlled action* under the **EPBC Act**.

Caloundra Transport Corridor Upgrade's potential for significant impacts on MNES is subject to public feedback from Thursday 26 March to Friday 10 April 2026 (inclusive).

You can download the documents or view them in person at Council's Maroochydore and Caloundra Customer Contact Counters, and the State Library of Queensland.

- [00_CTCU Preliminary Documentation EPBC 2024-09956.pdf](#)
- [Appendix A - DCCEEW RFI cross table.pdf](#)
- [Appendix B Design drawings.pdf](#)
- [Appendix D Protected matters search tool.pdf](#)
- [Appendix E Likelihood of occurrence.pdf](#)
- [Appendix F Water quality modelling results and risk assessment.pdf](#)
- [Appendix G Afflux mapping.pdf](#)
- [Appendix H Species occurrence records.pdf](#)
- [Appendix I Offset Proposal.pdf](#)
- [Appendix J Offset Management Plan.pdf](#)
- [Appendix K Koala occupancy report.pdf](#)
- [Appendix L Ben Bennett Bushland Park Regeneration Works Plan.pdf](#)
- [Appendix M Sunshine Coast Council drone survey report.pdf](#)

- [Appendix N - Environmental management plan \(outline\).pdf](#)
- [02_CTCU Referral EPBC2024-09956.pdf](#)

Submit your feedback online, email ctcu@sunshinecoast.qld.gov.au, or post your written submission to:

*CTCU
c/- Sunshine Coast Council
Locked Bag 72
Sunshine Coast Mail Centre Qld 4560*

For help accessing the information, contact Council's Customer Service team on **(07) 5475 8989** or customer.service@sunshinecoast.qld.gov.au.

Where to from here

Section 1 early works, including the demolition of properties has been completed.

TMR and Sunshine Coast Council finalised design for the CTCU in May 2025 with a call for construction tenders released March 2026.

Following the appointment of a construction contractor, a more detailed time frame will be shared with our community. Construction is anticipated to begin mid-2026.

The CTCU is a multi-staged project to be delivered over a number of years.

Council will continue to keep our community informed about the project via regular updates.

Contact the project team

Keep up to date on the project as it progresses by [subscribing](#) for construction notifications and project updates.

To contact the CTCU project team, please email CTCU@sunshinecoast.qld.gov.au.

^ Guidelines

Adding subpages on a standard page will be displayed in a list format. If you require subpages in a grid format you should use a Menu Page. Contact your site administrator for more information.

^ Guidelines

Last few points to consider

- Ensure all relevant fields under Content settings are completed e.g. author etc.
- Check all relevant fields are ticked or filled in under Page Settings – e.g. category
- Check the live page and the relevant parent or menu page

- Check the short description for the page
- Check dates and time format
- Check the formatting of bullet points
- Check image sizes and resolutions are correct
- Check for correct usage of URLs – link text, not full URL
- Check hyperlinks have context – ie. avoid using sentences like "click here"
- Check no personal staff names or personal email addresses are used on the page
- Check graphics meet guidelines
- Check for page meets plain English readability
- Check capitalisation e.g. upper case C for generic 'Council'
- Check grammar – apostrophes, collective nouns, contractions, dashes, hyphens, lists

About the CTCU

The upgrade is a high priority project for improving access into the Caloundra CBD and surrounding destinations.

Share 

Subscribe for project updates

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July rates notice



Rates notices have been issued and are due for payment by 21 August. Learn more about where your rates go

[Read more](#)

Caloundra Transport Corridor Upgrade

May 2025



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