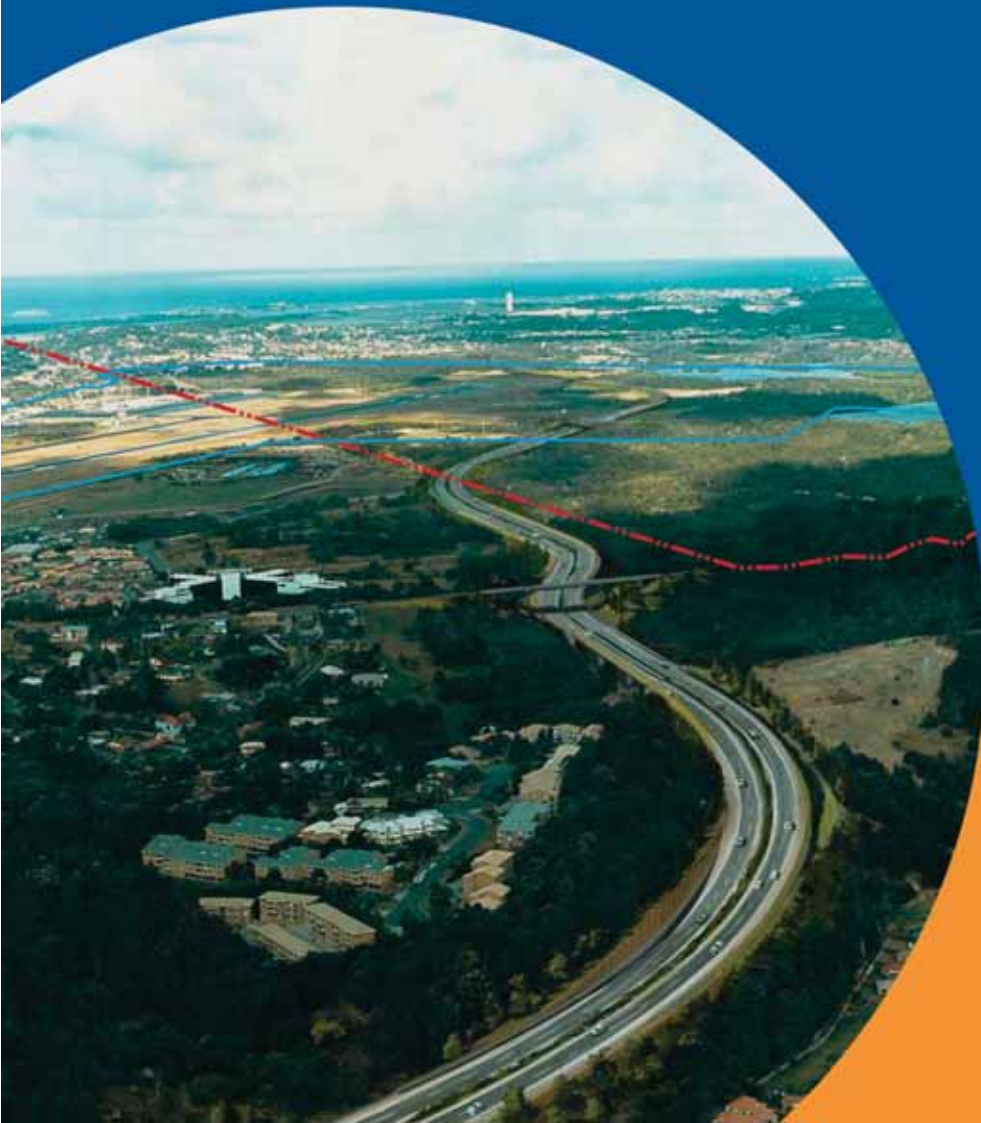


TUGUIN

B Y P A S S

stewart road to kennedy drive



Technical Papers

December 2004

Tugun Bypass Environmental Impact Statement

Technical Paper Number 1 Community Consultation



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1. Introduction

1.1 Background

An alternative transport corridor between Currumbin and Tweed Heads has been the subject of community discussion and planning for more than 30 years. The identification of alternatives to the Gold Coast Highway at Tugun has a history extending back to the closure of the original Gold Coast rail line in 1961.

The NSW and Queensland governments identified a possible bypass route west of Gold Coast Airport in 1982. Subsequently, the Queensland Department of Main Roads (Main Roads) acquired selected parcels of land in Queensland for road purposes. In 1987, the *Tweed Local Environmental Plan* (Tweed Shire Council 1987) identified a reserve to be used for a road to bypass Tugun. The former *Albert Shire Planning Scheme* (Albert Shire Council 1995) identified both a road bypass corridor and an extension of the new Gold Coast rail line from Robina to Gold Coast Airport.

Various planning studies for a rail corridor to the NSW border were undertaken during the 1990s. Queensland Transport undertook the *Southern Gold Coast-Tweed Corridor Study* in 1997-98. This investigated the proposed rail extension and long-term planning requirements for the Pacific Highway, in particular the need for the Tugun Bypass.

Main Roads commissioned a route selection study in 1998 to investigate all previous options for a transport corridor in the Tugun area. The resulting preferred alignment for the proposed transport corridor (designated C4) extended from Stewart Road, Currumbin to Kennedy Drive, Tweed Heads, passing west of the Gold Coast Airport. In March 2000, an agreement was reached between the Queensland and NSW State Governments and Gold Coast Airport Limited to progress the design and environmental assessment of the preferred transport corridor. This assessment was to be undertaken via a joint process to satisfy the requirements of the Queensland, NSW and Commonwealth jurisdictions.

In August 2002, Main Roads and Parsons Brinckerhoff (PB) (formerly PPK Environment & Infrastructure) formed the Tugun Bypass Alliance to manage a staged planning approvals process for the Tugun Bypass.

1.2 Scope of Consultation

Consultation with the community and other stakeholders has been an important part of the environmental impact assessment process. A program of public information, consultation and participation was incorporated into the route selection phase. This process ensured that the concerns of local residents, businesses, road users and other interest groups were taken into account during the assessment.

The following activities formed the basis of the consultation program:

- public notices and media releases;
- community involvement in the route selection process;

- formation of a Community Focus Group;
- provision of a community telephone hotline for direct inquiries;
- provision of a website for project information sheets;
- compilation of a mailing list and receipt of written submissions throughout the study;
- public displays attended by the study team; and
- meetings and presentations with authorities and interest groups.

Issues raised by the community were taken into consideration at key stages in the study including the setting of the project objectives, the route selection process and the assessment of impacts. Community concerns were also considered during the refining of the engineering concept. Public exhibition of the Stage 1 Environmental Impact Assessment provided a further opportunity for formal community input to the assessment of the proposal.

This technical paper documents the outcomes from previous consultation activities (previous consultation had been for the full Tugun Bypass), in addition to the relevant issues raised during the Stage 1 Environmental Impact Assessment process.

1.3 Reporting of Study Findings in the EIS

The studies for the Tugun Bypass environmental impact assessment commenced in 2000. In the subsequent four years the results of the various studies have been used to refine the concept design of the proposal. Further studies were also commissioned to ensure that all aspects of the various environmental issues were fully understood.

The long time period of the assessment has meant that the content of some of the earlier reports has been superseded by newer work. Changes to the design of the bypass have also been introduced to take account of these studies.

In the event that there is a contradiction between the technical papers and the text of the EIS, the EIS takes precedence as it reports the current understanding of issues, impacts and the concept design.

2. Public Consultation and Community Involvement Plan

2.1 Overview

In April 2000, when Main Roads engaged PB to prepare an environmental impact assessment for the proposed Tugun Bypass, a Public Consultation and Community Involvement Plan was prepared for the project. This plan articulated the consultation methodology and objectives, which are outlined in this section of the technical paper. Consultation activities and issues raised up until March 2003 are outlined in this report.

Given that the Tugun Bypass environmental impact assessment also outlines the requirement for preserving a rail corridor for future development of the Queensland Transport's Robina to Tugun Rail project, an important consultation challenge for the project was to ensure that the community appreciated the two components of the project.

2.2 Previous Consultation

2.2.1 Introduction

During the development of the Public Consultation and Community Involvement Plan, the outcomes of previous consultation processes for transport plans in the southern Gold Coast region were reviewed. This section summarises the outcomes from previous consultation and key issues and concerns raised by the community during previous studies.

2.2.2 Southern Gold Coast – Tweed Corridor Study

Community consultation for the *Southern Gold Coast - Tweed Corridor Study* (Queensland Transport 1998) commenced in June 1997 with the final report completed in June 1998. The community involvement process consisted of three phases as outlined below:

- Phase One – designed to identify issues that guide and determine regional transport and land use needs;
- Phase Two – designed to assist in evaluating the possible corridor options; and
- Phase Three – focused on explaining the options and evaluation methodology and discussing the outcomes of the evaluation process.

The key issues raised and outcomes of this study were:

- The community expressed a high level of frustration over perceived inaction and failure to take responsibility for solving transport and land use problems in the Tugun area. This was believed to be caused by conflicting interests, particularly in

relation to cross-border issues. There were calls for greater cooperation or federal intervention to resolve some of the conflicts.

- The community expressed frustration that the Tugun Bypass issue was yet another study, when the need for the bypass was identified a number of years ago but no action taken. There was a perception that the NSW government gave this issue a low priority.
- The community expressed a demand for and a willingness to use public transport. A desire for more connections between different public transport systems, more efficient services and direct routes, and community education to encourage greater use of public transport was also expressed.
- The community expressed the need for a rail line, particularly a heavy rail line.
- Issues were raised in relation to land use patterns in the corridor, the limit to development, and the need to protect rural areas/open spaces and areas with high environmental significance. The concept of transit oriented development received support.
- Long-term use of Gold Coast Airport and traffic, land use and environmental (noise, air pollution) factors were raised.
- There was support for long-term planning approaches, but concern that cross-border issues and political events prevent funding and stall solutions being implemented.
- Impact of transport infrastructure on residents in the area was raised, such as noise, property acquisitions, air quality and the environment.
- There was a significant increase in the interest level generated for the project between the first and third phases. The Palm Beach/Elanora area generated the highest level of interest.

2.2.3 Pacific Highway at Tugun – Route Selection Report

Subsequent to the report for the Southern Gold Coast - Tweed Corridor Study, the fourth and final consultation phase was undertaken and entered in the *Pacific Highway at Tugun - Route Selection Report* (Main Roads 1999a). This fourth phase involved informing the community of the decision of the Queensland Government on the outcomes of the *Southern Gold Coast – Tweed Corridor Study*. Queensland Transport undertook these final consultation steps which centred on informing the community on the governments preferred options and the next expected stages of the study.

Value Management Workshop

Prior to the consultation undertaken, a two-day value management workshop was held to address route selection for Pacific Highway options at Tugun. Representatives from local, State and Commonwealth government departments and Gold Coast Airport Limited were present. Representatives from local government included the Gold Coast City Council Deputy Mayor (who opened the workshop) and two councillors from Tweed Shire. The main finding of the workshop was to arrive at a ranking of the options in terms of preference for a preferred route. The C4 option was confirmed as the preferred route.

2.2.4 Gold Coast Airport Master Plan (and Environment Strategy)

The Final Master Plan (and Environment Strategy) for Gold Coast Airport was prepared by Gold Coast Airport Limited and approved by the Minister for Transport and Regional Services on 14 August 2001 (Gold Coast Airport Limited 1999, 2001). Community consultation for the Master Plan was undertaken in accordance with the *Airports Act 1996*.

2.3 Consultation Objectives

The Public Consultation and Community Involvement Plan addresses the requirements of the *Public Consultation Policy, Standards and Guidelines* (Main Roads 1999b). It is also consistent with *Community Involvement Practice Notes and Resource Manual* (NSW Roads and Traffic Authority 1998).

The broad objectives of the public consultation and community involvement process were to:

- conduct an open and transparent public consultation and community involvement process;
- facilitate a consultation process which balanced the community's need for information with opportunities to provide input into the decision-making process;
- ensure that community feedback is included in the decision-making process during the course of the study;
- ensure that opportunities for community input are maximised; and
- ensure that the public consultation and community involvement process supported the study objectives and the decision-making process.

2.4 Consultation Approach

The public consultation and community involvement process began in May 2000 with the completion of the Public Consultation and Community Involvement Plan. This plan was designed to ensure that the project incorporated the views of the following groups:

- advisory bodies;
- local, state and federal elected representatives;
- special interest groups;
- local community groups;
- residents and businesses located within, and adjacent to, the study corridor; and
- the broader community.

The tools used during the consultation process are discussed in detail in Chapter 3.

3. Scope of the Consultation

3.1 Introduction

The public consultation and community involvement process was designed to obtain input from the local and broader community about the proposed Tugun Bypass. This section outlines the key activities that occurred during the public consultation and community involvement process since May 2000.

Throughout the environmental impact assessment process, the project team met with key stakeholders including elected representatives, local councils, government agencies, property owners, special interest groups and the general community to discuss project progress and issues and concerns relating to the proposal.

3.2 Elected Representatives

Study team representatives met with federal, state and local government elected representatives to discuss the proposed Tugun Bypass. These briefings provided an opportunity for elected representatives to provide input on behalf of their constituents, and to obtain information to provide to their constituents as necessary. Study team representatives met the following elected representatives more than once:

- Margaret May MP, Federal Member for McPherson;
- Neville Newell MP, NSW Member for Tweed;
- Hon Merri Rose MP, Queensland Tourism Minister and Member for Currumbin;
- Gold Coast City Councillors;
- Tweed Shire Councillors; and
- Hon Larry Anthony, Federal Member for Richmond.

3.3 Meetings with Local Councils

3.3.1 Tweed Shire Council Meeting

The purpose of the meetings with elected representatives from Tweed Shire Council was to discuss design requirements, issues of concern and provide ongoing briefings on the progress of the project.

Meetings have also occurred with technical staff from Tweed Shire Council, and will be ongoing throughout the duration of the study.

3.3.2 Gold Coast City Council Meeting

The purpose of the meetings with elected representatives from Gold Coast City Council was to discuss design requirements, issues of concern and provide ongoing briefings on the progress of the project.

Meetings have also occurred with technical staff from Gold Coast City Council and will be ongoing throughout the duration of the study.

Issues raised at these meetings are included in Chapter 4.

3.4 Government Agencies

3.4.1 Planning Focus Meeting

Queensland, NSW and Commonwealth government agencies have been involved in the consultation process since the start of the project. A Tugun Bypass Planning Focus Meeting was held on Monday 19 June 2000. The meeting was designed to provide an opportunity to introduce Commonwealth, Queensland and NSW government agencies to the project and to provide an opportunity for them to raise any issues or concerns. The meeting was attended by representatives from:

- Queensland Department of Main Roads;
- Queensland Transport;
- NSW Roads and Traffic Authority;
- Gold Coast City Council;
- Tweed Shire Council;
- Queensland Environmental Protection Agency;
- Queensland Department of Natural Resources;
- NSW Department of Infrastructure, Planning and Natural Resources (formerly NSW Department of Land and Water Conservation);
- NSW Environment Protection Authority;
- NSW National Parks and Wildlife Service;
- Environment Australia;
- NSW Department of Infrastructure, Planning and Natural Resources (formerly PlanningNSW); and
- Commonwealth Department of Transport and Regional Services.

Representatives from Gold Coast Airport Limited and Queensland Rail also attended the meeting.

Agencies invited but unable to attend included:

- Department of Agriculture and Fisheries (formerly NSW Fisheries); and
- NSW Department of Transport.

Issues raised at this meeting are reported on in Chapter 4 of this technical paper.

3.4.2 Agency Meetings

Subsequent meetings have been held with government agencies to provide project information and updates, discuss agency requirements and to give them the

opportunity to raise any relevant issues pertaining to the study. Issues raised at these meetings are reported on in Chapter 4.

Agencies that the study team has met with are listed below:

- Queensland Transport (ongoing meetings and briefings);
- Queensland Rail (ongoing meetings and briefings);
- NSW Roads and Traffic Authority (ongoing meetings and briefings);
- NSW National Parks and Wildlife Service;
- Environment Australia;
- NSW Department of Infrastructure, Planning and Natural Resources;
- Commonwealth Department of Transport and Regional Services;
- NSW Environment Protection Authority;
- NSW Department of Agriculture and Fisheries;
- Rail Access Corporation (NSW);
- Air Services Australia; and
- Emergency Services.

3.4.3 Individual Agency Consultation

In addition to ongoing or regular meetings, the following agencies were provided with regular information about the project throughout the life of the study.

NSW Roads and Traffic Authority

- perusal of the final draft of information sheets;
- regular information sheets; and
- updates on the community focus meetings.

Queensland Transport

- perusal of the final draft of information sheets;
- regular information sheets;
- updates on the community focus meetings;
- monthly reports; and
- integration meeting.

NSW Department of Infrastructure, Planning and Natural Resources

- regular information sheets;
- updates on the community focus meetings; and
- monthly reports.

NSW National Parks and Wildlife Service

- regular information sheets; and

- monthly reports.

Queensland Rail

- regular information sheets; and
- monthly reports.

3.5 Meeting with Directly Affected Property Owners

Meetings have been held with directly affected property owners to advise them of the impacts on their property and to discuss and address their issues and possible property acquisition. Further consultation with affected property owners near the proposed Stewart Road interchange were undertaken during August 2002 as part of the Stage 1 Environmental Impact Assessment process. These confidential meetings will be ongoing throughout the study.

Ongoing meetings and briefings have also been held with Gold Coast Airport Limited as leasee of Gold Coast Airport. Information provided to Gold Coast Airport Limited throughout the project has included:

- perusal of the final draft of information sheets;
- regular information sheets;
- updates on the community focus meetings; and
- monthly reports.

3.6 Community and Special Interest Groups

3.6.1 Community Focus Group

A number of community and special interest groups have been involved in the consultation process. In particular, the community focus group has been formed to represent the wider community. The group includes representatives from key community and special interest groups within the Tugun region. These groups were identified and approached because of the input they could provide to the proposed Tugun Bypass, and their knowledge of local economic, social, cultural and environmental issues. Copies of the minutes for each meeting can be found in Appendix A.

The community focus group met six times in the period up until March 2003. This group includes representatives from the following groups:

- Tweed Heads Pony and Hack Club;
- Tugun Progress Association;
- Friends of Currumbin;
- Gold Coast and Hinterland Environment Council (GECKO);
- Caldera Environment Centre;
- Descendants of Traditional Owners;

- Bilambil Heights Progress Association;
- Queensland Chamber of Commerce;
- Tweed Heads Chamber of Commerce and Industry;
- Tweed Heads Residents and Ratepayers Association;
- Bicycle Gold Coast;
- Southern Gold Coast Chamber of Commerce;
- Tweed Byron Local Aboriginal Land Council;
- Tweed District Enterprise Centre; and
- Koombermerri Aboriginal Corporation for Culture.

Issues raised at these meetings have been included in Chapter 4.

3.6.2 Tugun Bypass Site Tour

As a result of discussions at the third community focus group meeting, a bus tour of the proposed bypass site was organised, with details finalised at the fourth community focus group meeting. The bus tour incorporated the following areas:

- Tugun Heights (near Stewart Road);
- Hidden Valley;
- Tugun Landfill;
- Gold Coast Airport; and
- Kennedy Drive.

3.6.3 Specific Meetings

In addition to the community focus group meetings, invitations were made to all group representatives for individual briefings by the study team. The following groups were briefed individually:

- Gold Coast and Hinterland Environment Council (GECKO);
- Tweed Heads Pony and Hack Club;
- Caldera Environment Centre (one meeting);
- Tugun Progress Association;
- Gold Coast Cycleway User Group; and
- Lakeside Action Group.

Issues raised at these meetings have been included in Chapter 4.

Meetings have been held with contractors and consultants to discuss the progress of the project and Main Roads requirements for design and construction of the bypass.

Main Roads presented the results of their geotechnical investigations on the land currently used by the Tweed Heads Pony and Hack Club to relevant stakeholders. The geotechnical findings were discussed with the NSW Department of Land and Water Conservation, the Tweed Heads Pony and Hack Club and the Tweed Shire Council.

3.6.4 Public Meeting Tugun

The Tugun Progress Association hosted a meeting on 1 June 2002 to present the community's views on the Tugun Bypass project.

Federal and state members from both sides of the border, including Gold Coast Mayor Gary Baidon; Tweed Shire Council Mayor Warren Polglase; and Queensland Transport Minister Steve Bredhauer and representatives from Main Roads were in attendance.

3.7 Community Attitude Surveys

A community attitude survey for the Tugun Bypass environmental impact assessment was conducted in January 2001 with 300 residents in the study area. This five minute survey was designed to determine community awareness of the proposal, and the attitudes towards it. The survey was targeted at 250 permanent residents, aged 18 and older, and 50 local businesses. 145 survey participants requested that their contact details be placed on the project mailing list.

A report detailing the survey finding is attached as Appendix B.

Community attitude and awareness surveys were also undertaken for the Robina to Tugun Rail and Road IAS. An initial survey was conducted in July 2000 with 300 residents in the southern Gold Coast area. A second survey was conducted in May 2001. These five minute surveys were aimed at determining the awareness of the proposed Tugun Bypass and the Robina to Tugun Rail and Road IAS. The surveys targeted 300 permanent residents, aged 18 and older. Results from these surveys are provided in Section 4.6.1 of this technical paper.

3.8 Business Perceptions Survey

A business perceptions survey was conducted in February 2001 with 28 businesses in the study area. The survey was designed to obtain the views of local Tugun business owners/operators located in the vicinity of the proposed bypass with regard to potential impacts on business as a result of the proposed development. A summary of the results can be found in Section 4.4 of this technical paper.

Fifteen businesses requested their contact details be placed on the project mailing list.

3.9 Static Displays

3.9.1 Tugun Bypass Environmental Impact Assessment

Maps of the refined route for the proposed Tugun Bypass have previously been on static display at the following locations:

- Queensland Department of Main Roads Nerang District Office, Nerang;
- Coolangatta Library, Coolangatta;

- Beached Realty, Coolangatta; and
- Andrew Reynolds Real Estate office in Tugun.

Information about the static displays was provided through a media release. The community was invited to attend the displays so they could see a detailed map of the proposed Tugun Bypass.

3.9.2 Gold Coast Show

A poster outlining the status of the Tugun Bypass project was displayed at the Main Roads stand at the Gold Coast Show on 2, 30 and 31 August 2002. The most frequently asked question at the stand was 'When is the Tugun Bypass going to be built?'.

3.10 Community Information Tools

3.10.1 Introduction

The following tools were used to raise awareness about the proposed Tugun Bypass, and to encourage the community to contact the study team to discuss their issues and concerns. This section includes consultation outcomes from the Stage 1 Environmental Impact Assessment consultation process, completed in December 2002.

All issues raised through these community information tools are reported in Section 4.5 of this technical paper.

3.10.2 Public Information Meeting

A public information meeting was facilitated with the broader community on Thursday 31 August 2000. Representatives of the study team attended this meeting. The meeting was advertised in the *Gold Coast Bulletin* and the *Tweed Daily* on Thursday 24 August 2000. Interested people were asked to contact the study team to receive meeting details. Two public information meetings were originally planned, however, due to the level of interest only one meeting was necessary. A copy of this advertisement is attached as Appendix C.

The public information meeting was held at the Tugun Progress Hall. Although 36 affirmative responses to the invitation were received, only 13 people attended.

3.10.3 Community Cabinet Meeting

Displays were prepared and staffed by representatives from the Tugun Bypass and the Robina to Tugun Rail and Road IAS study teams at the Queensland government's Community Cabinet Meeting at Tugun on Sunday 22 October 2000. This meeting served as an opportunity to increase awareness of the proposed transport corridor.

A request was made for the government to consider a variation of the B route for the Tugun Bypass at the Community Cabinet Meeting held on Sunday 25 August 2002.

Main Roads prepared a response outlining the factors that were taken into consideration when determining the B route option.

3.10.4 Community Information Line and Issues Register

A 1800 freecall telephone information hotline was established to provide the community with an opportunity to discuss the proposal with the study team. One hundred and seventy seven (177) phone calls were received on this hotline.

During the display of the Stage 1 Environmental Impact Assessment an additional 56 hotline calls were received about general issues relating to the project and the display and submission process.

A database was also established to record community concerns and monitor emergent issues. Issues raised by the community were recorded as the study progressed. The database also maintained a mailing list so that the study team could keep respondents informed of the study's progress.

3.10.5 Stage 1 Environmental Impact Assessment –Advertisements

Advertisements promoting the public display period for the Stage 1 Environmental Impact Assessment were placed in the following newspapers:

- Saturday 16 November 2002
 - ▶ *Courier Mail*;
 - ▶ *Gold Coast Bulletin*; and
 - ▶ *Tweed Daily News*.
- Wednesday 20 November 2002
 - ▶ *Gold Coast Bulletin*;
 - ▶ *Gold Coast Sun*; and
 - ▶ *Tweed Daily News*.

The advertisement promoted the display locations (static and staffed), including locations and display timing and provided the project team's contact details for further information. A copy of the advertisement can be found in Appendix C of this technical paper.

Media Release

A media release detailing the Stage 1 consultation process was prepared for Main Roads. This release was revised by the Ministerial office and distributed on Tuesday 12 November 2002 at the media briefing by Minister for Transport, Steve Bredhauer at Atkin Park, Tugun. A copy of the media release can be found in Appendix C of this technical paper.

Staffed and Static Displays

Staffed and static displays were arranged for the Stage 1 Environmental Impact Assessment consultation period.

The static display locations were featured at:

- Main Roads, Nerang;
- Elanora, Palm Beach and Coolangatta Libraries; and
- Tweed Shire Council's Foyer, Brett Street, Tweed Heads.

The displays featured four posters:

- staged route;
- Stage 1 section drawings;
- bypass views – aerial photo of Stage 1 route and Stewart Road interchange; and
- bypass illustrations – Stewart Road interchange and Hidden Valley Bridge.

Stage 1 Environmental Impact Assessment documents were available for viewing by the public at these display locations.

Main Roads established an information shelter at Rotary Park, Coolangatta Road, Tugun to exhibit the Tugun Bypass planning project. This display featured:

- the display posters; and
- Boyd Street concept plan.

Staffed displays were held at the:

- Civic Centre Meeting Room, Tweed Shire Council (Saturday 23 and Monday 25 November 2002);
- Tugun Village Community Centre (Wednesday 27 and Saturday 30 November 2002); and
- Elanora High School Hall (Sunday 8 December 2002).

The Stage 1 Environmental Impact Assessment summary document, newsletter and noise and flora/fauna fact sheets were distributed to interested members of the public at the staffed displays.

3.10.6 Information Sheets

To date five information sheets discussing the proposed Tugun Bypass have been distributed to stakeholders and the local community. Copies of these information sheets are provided in Appendix D.

Information Sheet 1

In August 2000 a double-sided A3-sized information sheet was prepared and distributed to 5,550 residents and businesses in Queensland and 2,000 residents and businesses in NSW. A map of the distribution area is shown in Figure 3.1.

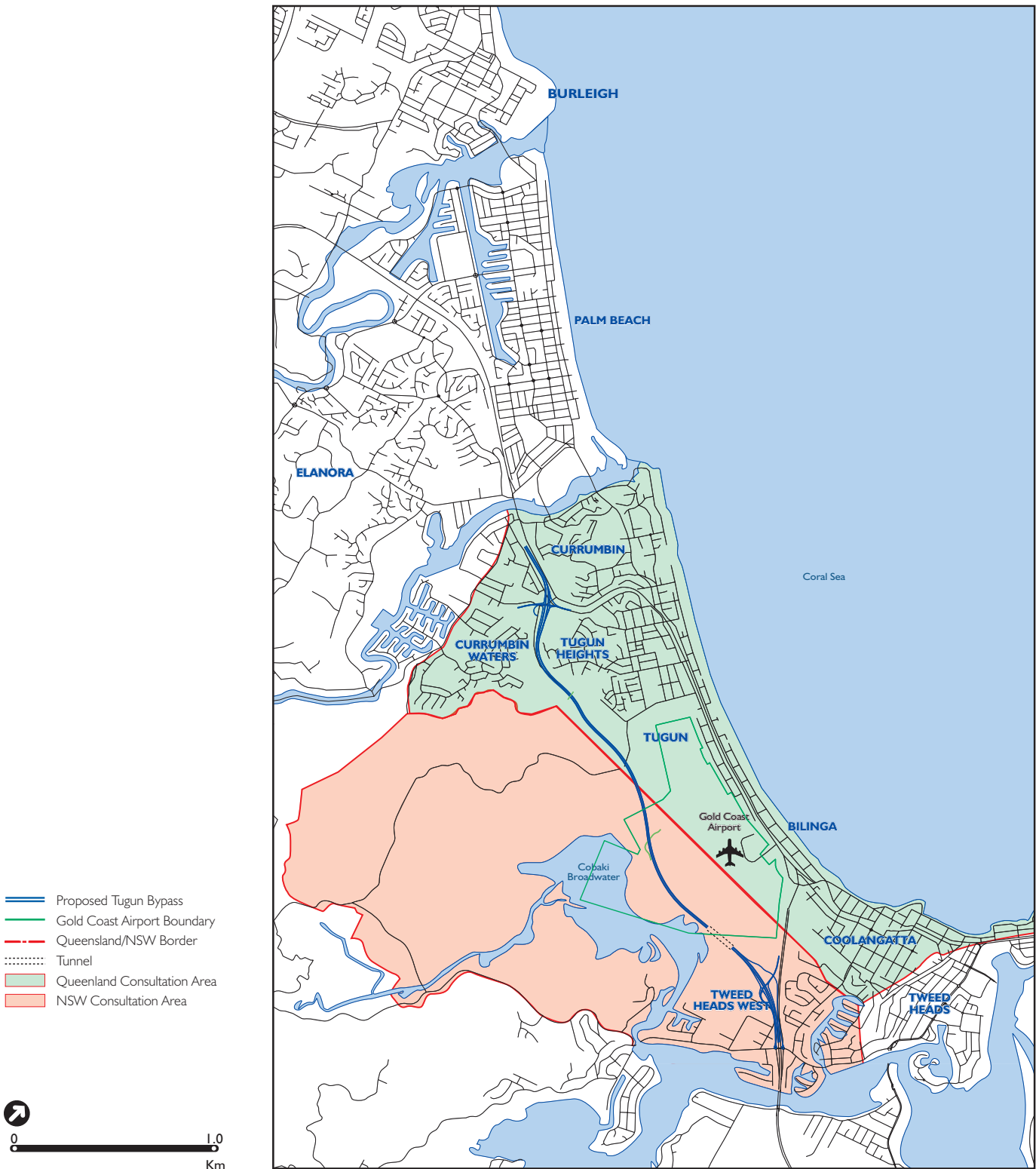


Figure 3.1 Map of the Distribution Area

This information sheet provided:

- general information about the bypass (including an outline of the background and project need);
- information about the role of PB;
- links to the Robina to Tugun Rail and Road IAS;
- the study process and timeframe;
- an opportunity for participants to join the mailing list by completing a reply paid coupon;
- a map showing the area under investigation; and
- contact details to encourage community input on the project.

A total of 295 reply-paid coupons were received following distribution of this information sheet.

Information Sheet 2

In November 2000 a second information sheet, double-sided A4-sized, was prepared and distributed to the same area as Information Sheet 1. The information sheet was also sent to the participants on the project's mailing list. This information sheet provided:

- a project update including a summary of study results;
- issues which had been raised by the community during consultation;
- the study process and timeframe; and
- contact details to encourage community input on the project.

Information Sheet 3

In February 2001 a double-sided A3-sized information sheet was prepared and distributed to the same area as the first two information sheets plus participants on the project's mailing list. In addition, information sheets were sent to those participants in the Robina to Tugun Rail and Road IAS consultation process that expressed interest in, or concern about, the Tugun Bypass proposal. This information sheet provided:

- a project update;
- an environmental update including a commitment to protecting areas of environmental significance;
- an alignment update on refinements to the C4 route;
- details of the environmental impact assessment and species impact statement (SIS) process;
- commonly asked questions;
- the study process and timeframe; and
- contact details to encourage community input on the project.

Information Sheet 4

In September 2001 a double-sided A3-sized information sheet was prepared and distributed to the same area and participants as outlined for Information Sheet 3. This information sheet provided:

- the project background;
- environmental impact assessment display details (including an indicative timing of early 2002);
- the environmental impact assessment process and explanatory diagram;
- community focus group outcomes and representative groups consulted;
- the study process and timeframe; and
- contact details to encourage community input on the project.

Information Sheet 5

In November 2002, a double sided A3-sized information sheet was distributed to the same area as the first four information sheets and the project's mailing list. This information was the first official communication distributed to the community for over a year. The new staged approach was introduced and details of the proposed Boyd Street interim connection were also outlined via an insert. The information sheet provided:

- the project background;
- details on the environmental impact assessment staged approvals process;
- Stage 1 Environmental Impact Assessment display dates and locations;
- Queensland's commitment to the project;
- the purpose of the working party;
- details of the preferred C4 route;
- traffic growth information;
- Boyd Street interim connection insert;
- plans of the preferred C4 alignment;
- project team contact details; and
- information on how to make a submission.

3.10.7 Website

For the Stage 1 Environmental Impact Assessment, the Main Roads website was promoted on the display posters, newsletter, summary document and advertisements to encourage members of the public to access the information electronically.

3.10.8 Community Submissions

E-mail Facility

An e-mail address was created for the project. The project team acknowledged all e-mail received with a written response. A total of thirty eight (38) e-mails have been received during the course of the project.

During the display of the Stage 1 Environmental Impact Assessment documentation an additional thirteen (13) e-mails were received.

Faxes

A total of seven faxes have been received by the project team throughout the course of the project. No additional faxes were received during the Stage 1 Environmental Impact Assessment display.

Each fax contained a request to be placed on the mailing list. These faxes were acknowledged with a return phone call or by sending newsletters to the respondent.

Written Submissions

Ten written submissions have been received about the project. Two of these submissions contained requests for information sheets. The third letter was requesting answers to specific questions relating to property. The fourth letter had questions in relation to the Tweed Heads Pony and Hack Club. The fifth and sixth letters related to the approvals process and construction timing. The remaining submissions related to the planning process in NSW and the consultation program.

At the various public displays held during the Stage 1 Environmental Impact Assessment public display period a total of three responses were completed by the participants. A total of 15 submissions were received at the display of the Stage 1 Environmental Impact Assessment. A further four letters were forwarded to the project team.

3.10.9 Media Monitoring

Monitoring of local and Brisbane media has occurred during the consultation process to ensure study team awareness of emerging issues within the media. Letters to the editor, general articles about the Gold Coast Airport, and articles about the proposed Tugun Bypass project were published in the following newspapers:

- The Gold Coast Bulletin;
- The Gold Coast Mail;
- The Tweed Daily News; and
- The Courier Mail.

Newspaper articles have tended to focus on funding and planning complexities between the NSW, Queensland and federal governments.

Media monitoring continued during the display of the Stage 1 Environmental Impact Assessment. These articles focused on the display of the document, issues relating to the Boyd Street interim connection and congestion experienced on the existing Gold Coast Highway.

Details of newspaper articles relating to the Tugun Bypass project up to March 2003 are attached as Appendix E.

3.11 Parallel Consultation with Robina to Tugun Rail and Road Impact Assessment Study

3.11.1 Introduction

The Robina to Tugun Rail and Road IAS consultation process provided a number of opportunities for the community to become involved in, and obtain information about, both projects. Three newsletters were distributed to the community, however only the second and third newsletters in October 2000 and March 2002 were distributed to residents on the Tugun Bypass mailing list. A Tugun Bypass mailing list had not been created when the first Robina to Tugun Rail and Road IAS newsletter was produced and distributed in April 2000.

The second Robina to Tugun Rail and Road IAS newsletter was sent to residents and businesses on the Tugun Bypass project mailing list, in addition to the residents and businesses in the IAS distribution area. Distributing this newsletter to the Tugun Bypass mailing list was undertaken to promote the awareness of both studies.

Public display for the Draft Robina to Tugun Rail IAS (Part A) commenced on the 17 March 2003. The closing date for submissions was 17 April 2003. During the consultation period the following activities were undertaken to inform the community of progress on the project. These included:

- static displays;
- staffed displays;
- distribution of newsletter number 3;
- telephone hotline; and
- website, e-mail and fax facility.

The Draft Robina to Tugun Rail IAS (Part B) from Stewart Road to Boyd Street will be placed on public display following completion of the Tugun Bypass Environment Impact Statement public consultation period.

Copies of all three newsletters are attached as Appendix F.

3.11.2 Public Displays

Public Display One

Public displays were held for the Robina to Tugun Rail and Road IAS at three locations to provide the community with opportunities to discuss their issues of concern for both studies with the study team and to launch the study. These displays were held on:

- Thursday 6 April 2000 at The Pines Shopping Centre, Elanora;
- Friday 7 April 2000 at Tugun Village Community Centre; and
- Saturday 8 April 2000 at Robina Town Centre.

Static displays were held at the same time in the following locations:

- Queensland Transport Customer Service at Bundall, The Pines and West Burleigh Shopping Centres;
- Queensland Department of Main Roads – Nerang District Office;
- Gold Coast City Council – Bundall and Nerang Administration Centres; and
- Gold Coast City Council Libraries – Robina, Mudgeeraba, Burleigh Waters, Palm Beach, Elanora and Coolangatta.

Public Display Two

Public displays were held for the Robina to Tugun Rail and Road IAS at three locations. Maps of the proposed Tugun Bypass were displayed and study team members were available to answer community questions. The displays were held to provide the community with information on planning options for the rail extension (including alignment, station locations, and station layouts) and options for the Tugun Bypass. Tugun Bypass information sheets were also available at the displays. Public displays for this study were held on:

- Thursday 12 October 2000 at Tugun Village Community Centre;
- Saturday 14 October 2000 at Elanora State Primary School; and
- Thursday 19 October 2000 at Robina Library Thursday.
- Static displays were held at the same locations as for public display one.

Representatives from the study team also attended Elanora State School on 12 and 19 October 2000 (between 3:00 and 4:00 pm) to meet parents and teachers. Issues raised at this display are reported in Section 4.6.3 of this technical paper.

3.11.3 Consultation Activities Prior to and Following the Announcement of the Preferred C4 Route Option

Consultation with the community and authorities has continued in the lead up to, and following, the announcement of the C4 route option on 24 May 2004.

From November 2003, prior to the announcement of the preferred C4 route announcement, face-to-face meetings were held with internal and external stakeholders including local government officers, related professional associations, elected representatives, local businesses, residents, community groups and land owners. These

meetings included discussion on either the B4 or C4 options. Stakeholder consultation activities were predominantly face-to-face meetings, but also included a workshop and presentations.

Following the announcement of the preferred C4 route option on 24 May 2004, discussions with external and internal stakeholders have included negotiations on acquisition of land, as well as further discussions and correspondence with local residents and community groups on the C4 route option.

A static display on the Stewart Road interchange was also held. The Tugun Bypass webpage on Main Roads website was updated, and the team has continued to respond to incoming emails and calls to the hotline.

A Tugun Bypass contact card was developed to assist Main Roads with any enquiries at the 2004 RNA Exhibition and Gold Coast Show.

4. Consultation Findings

4.1 Community and Stakeholder Meetings

As outlined previously, meetings have been held with elected representatives, local councils, Commonwealth and State authorities, individual property owners, community and special interest groups. The purpose of the meetings was to provide information about the project and the opportunity to bring issues to the attention of the study team. Meetings have been held on an ongoing basis, and will continue throughout the environmental impact assessment process. Appendix A contains minutes from the Community Focus Group Meetings.

During consultation for the Stage 1 Environmental Impact Assessment, a number of project wide issues were raised at meetings with stakeholders and through discussion with general community using the various community information tools. These issues are also detailed in this section.

A number of the issues raised during this process were raised by more than one group or individual. To avoid duplication, the issues have been divided into the broad areas of inquiry, with detail regarding the issue content listed beneath. The issues are summarised below.

Legislation

- differences between Queensland, NSW and Commonwealth legislation;
- development approval process, scope and timing;
- application of State and Commonwealth legislation;
- requirements for species impact statement (SIS) issues;
- authority of Main Roads to build in NSW;
- Heads of Agreement between relevant governments;
- funding source;
- procedures involving approval and display of documents;
- environmental implications of splitting the study;
- impact of the *Environment Protection and Biodiversity Conservation Act 1999* on the proposal; and
- integration of the environmental impact assessment and Robina to Tugun Rail and Road IAS.

Environment

- flora and fauna;
- water, including stormwater quality, wetlands (Cobaki Broadwater) and salinity;
- management strategy for the total environment;
- Tugun Landfill;
- air quality;
- impacts of tunnelling;
- State Environmental Planning Policy Number 14 wetlands (Cobaki Broadwater);
- confidentiality requirements;
- compensatory habitat;
- preservation and retention of Commonwealth land;
- ecological constraints;
- acid sulphate soils;
- endangered species;
- greenhouse gas emissions; and
- hydrological and landscaping impacts.

Alignment/Route

- rail station locations;
- original route selection justification;
- changes to route and alignment (why C4 was chosen over other routes);
- maximisation of connectivity;
- impacts on property, including access and acquisition;
- Coolangatta intersection;
- responsibility for upgrading Boyd Street (Cobaki Lakes development); and
- funding issues for the proposal (for example, the possibility of a toll).

Amenity

- noise and vibration during construction and operation;
- visual impacts;
- disturbance of vegetation;
- mitigation strategies;
- fencing around the rail line; and

- lighting of the bypass.

Timing

- construction of road and rail;
- draft environmental impact assessment display time period; and
- approvals process.

Design

- location, design and capacity of interchanges and ramps;
- additional lanes;
- traffic flow;
- property access;
- historical estate;
- pedestrian and cyclist access;
- tunnel ventilation, drainage, extension and impacts on property; and
- service road linkages.

Gold Coast Airport

- runway extension;
- emergency and public access;
- implications of alignment and tunnelling adjacent to the airport;
- compatibility of the proposed bypass to airport legislation and master planning;
- development of airport land needing to be approved by Commonwealth departments;
- location of rail station;
- mitigation measures for impacts of bypass, including tunnelling;
- operational problems;
- loss of airport land;
- VHF Omni Range (VOR) relocation; and
- use of excavated material for airport purposes.

Rail

- possibility and likelihood of rail extension;
- speed limits;
- impacts of Queensland rail gauge and dual gauge tracks;
- intercity connections; and

- connection with airport transport interchange/alignment.

Property Issues

- Aboriginal land claims on Crown land;
- constraints to route in terms of cultural heritage;
- tenure of road corridor;
- property acquisition;
- reduced grazing areas for horses (Tweed Heads Pony and Hack Club);
- access across proposed tunnel;
- access to public land and compensation provision; and
- property values.

4.2 Key Issues from the Stage 1 Environmental Impact Assessment Submissions

4.2.1 General Issues

Submissions forwarded to the project team during the Stage 1 Environmental Impact Assessment display period covered a number of issues. The major issues presented in submissions include the following:

- abandon construction of Stage 1 until all governments support one proposed route;
- re-visit discarded routes – A and B;
- Stage 1 assessment is not viable without assessment of Stage 2;
- flora and fauna concerns particularly in regard to connectivity through Hidden Valley;
- flora and fauna concerns with Stage 2;
- impacts on Gordon Merchant's property;
- increase the number of noise mitigation measures around Currumbin Waters;
- select the construction area to minimise impacts on residents of Currumbin Waters;
- money from building road should be directed to job creation scheme for public transport scheme; and
- public and ambulance access and staff access on foot and by bicycle to the John Flynn Hospital and Medical Centre.

4.2.2 Meeting with the Community Focus Group

Throughout the meeting, the Community Focus Group members were encouraged to ask questions of the project team representatives. The following issues were raised in relation to the staged approach to the environmental impact assessment:

- impacts on planning for the proposed rail corridor if the staged approach is used;
- the number of lanes that will be included in the design of the bypass and allowance for the rail corridor;
- the final cost estimate for the C4 option;
- scope variations in the C4 option;
- NSW and Federal government and Gold Coast Airport's position on the C4 route;
- display timing for the EIS;
- the course of action if the C4 route is rejected; and
- timing for submissions on the environmental impact assessment.

As a result of the Community Focus Group, a special meeting was held with Gold Coast Hinterland Environment Council (GECKO) on Friday 13 December 2002 to discuss the Stage 1 Environmental Impact Assessment. The issues raised at this meeting were covered in more detail, as well as the flora/fauna and noise mitigation measures for the Stage 1 section of the proposed bypass.

4.2.3 General Community Issues Raised

During the consultation period the community registered their concerns through the freecall 1800 number, e-mail, post, facsimile and at public displays. Table 4.1 provides a summary of the general issues and concerns raised by the community during the Stage 1 public display period. Participants in some cases raised more than one issue.

Table 4.1: General Community Issues – Stage 1 Environmental Impact Assessment

Issue	No. of times issue was raised
Request for general information on the project e.g. newsletter	26
The timing of project construction	8
Inquiries about contractor and employment opportunities	8
Impacts on local flora and fauna	6
Timing of Stage 2 approvals and construction	4
Impact of noise and vibration	4
Question relating to the Stage 1 EIA submission process	4
Property devaluation	3
Supports the Tugun Bypass (stated)	3
Initiatives should be used to improve the Gold Coast Highway and not construct a bypass	3
Impact of the staged approach on planning for the Robina to Tugun rail line	3
Location of the bypass near residential areas	3
Impact of the approvals process on construction timing	3
Improved travel times if the bypass was constructed	2
Need for a tunnel through Hidden Valley	2
Funding for the bypass	2
Concerns about existing traffic congestion in the area	2

Other issues that were raised once by community members included:

- impact of existing vehicle emissions;
- planning for the Stewart Road interchange;
- use of sound barriers near Blamey Drive;
- recent changes in the amount of traffic on the Gold Coast Highway; and
- property acquisition processes.

4.2.4 Media Coverage

Media coverage on the project reflected the community's desire for a bypass but not 'a halfway highway'. The idea of Stage 1 linked to the Gold Coast Highway via Boyd Street prompted headings such as 'Our Road to Ridicule', 'Halfway Highway' and 'Nightmare on Boyd Street'. Media coverage throughout the consultation period was very controversial, particularly on the Boyd Street interim connection and the cost of the access road to Gordon Merchant's property. Despite the controversy around Boyd Street, the

editorial consistently stated that the only impediment to the construction of the full bypass was funding from the Commonwealth and NSW State governments and that the lack of funding would be an ‘election issue’. The Queensland government was acknowledged as advancing the project to the best of its ability without support from the Commonwealth and NSW governments.

4.2.5 Summary of Feedback by Form of Contact

During the consultation process, feedback received from the community via information tools and submissions was entered into the database established for the project. The feedback by contact method is summarised in Table 4.2.

Table 4.2: Summary of Feedback by Contact Method – Stage 1 Environmental Impact Assessment

Contact Method	Number of Submissions Received
Reply paid coupons	0
Free call information hotline	56
E-mail	13
Facsimile	0
Written submission	4

4.3 Community Attitude Survey

4.3.1 Tugun Bypass Environmental Impact Assessment Community Attitude Survey

The community attitude survey, conducted in January 2001, indicated that 87 percent of local residents and 72 percent of local businesses surveyed supported the Tugun Bypass. One fifth of businesses participating in the survey had ‘no opinion’ and 4 percent did not support the bypass. Only 3.2 percent of local residents surveyed did not support the bypass.

Of the 87 percent of local resident participants that supported the Tugun Bypass, the main reasons cited were:

- reduced traffic congestion (88 percent);
- faster travel times (48 percent); and
- improved public transport (26 percent).

Of the 72 percent of local business participants who supported the Tugun Bypass, the main reasons cited were:

- reduced traffic congestion (86 percent);
- improved public transport (22 percent); and

- faster travel times (19 percent).

Of the 3.2 percent of local residents who did not support the proposed Tugun Bypass their main reasons were:

- noise impacts (75 percent);
- vibration (12.5 percent);
- property acquisition (12.5 percent);
- construction impacts (12.5 percent); and
- waste of government funds (12.5 percent).

The only reason cited by local businesses for not supporting the Tugun Bypass was concern about negative economic impacts on their business.

Half of the businesses (50 percent), and 36 percent of the local residents indicated that the Tugun Bypass would have no impact on the Tugun area. Only 22 percent of local residents and 24 percent of local businesses surveyed indicated that the Tugun Bypass would have a social impact.

4.4 Business Perceptions Survey

The business perceptions survey, conducted in February 2001, indicated that the majority of local businesses were not concerned about the bypass. Most businesses indicated that the bypass would either have no effect or would be good for business due to less congestion and noise, better access for residents and customers, and the likely development of a village-like atmosphere in Tugun.

4.5 Community Information Tools

4.5.1 Public Information Meeting

Key community issues raised at the public information meeting (31 August 2000) related to:

- traffic volumes;
- community welfare;
- construction and timing;
- access to rail;
- access to Gold Coast Airport; and
- affect on the environment.

Overall the attendees at the public information meeting indicated their support of the Tugun Bypass project and their impatience for it to proceed.

4.5.2 Summary of Feedback by Form of Contact

During the consultation process, feedback received from the community via information tools and submissions was entered into the database established for the project. This feedback included comments recorded during the telephone interviews, information request calls, feedback forms, written submissions, e-mails, and faxes. These are summarised in Table 4.3.

Table 4.3: Summary of Feedback by Contact Method

Contact Method	Number of Submissions Received
Reply paid coupons	294
Free call information hotline	177
E-mail	38
Facsimile	7
Written submission	10

4.5.3 Issues of Major Concern

Most contact from community members consisted of:

- requests for information sheets;
- providing contact details so that individuals could be included on the mailing list for the study; and
- questions on the location of the route in relation to property.

A number of community members did raise a range of issues or concerns with very few participants expressing concern about the same issue. These issues are summarised in Table 4.4.

The major issues of concern raised by community members were timing of construction followed by construction impacts and impacts on property values. Thirty-nine participants who contacted the study team indicated that they were concerned about the timing of construction. This broader community concern was reinforced by participants at the public information and community focus meetings who consistently noted this issue was a concern. Main Roads has also consistently received calls about the timing of construction.

Table 4.4: Issues Raised by the Community

Issue	Number of Times Issue Was Raised
Request for general information e.g. newsletters and maps	84
Timing of construction	39
Construction impacts	19
Impact on local property values	19
Traffic congestion	14
Noise impacts	12
Tunnel construction	10
Fauna impacts	10
Connection of the bypass to local roads	9
Flora impacts	9
Acquisition requirements	7
Funding for the bypass	7
Impacts on Gold Coast Airport	7
Location of the alignment	7
Loss of land use	6
Safety	5
Public transport	5
Heavy vehicle access	4
Boyd Street planning and operation	4
Visual impacts	2
Listed species impacts	2
Approval coordination between NSW and Queensland	1
Business opportunities	1
Total	283

Participants were also generally concerned about:

- whether the bypass would proceed;
- the factors involved in determining the start of construction (including the approvals process and it's impact on the timing of construction);
- noise impacts;
- traffic congestion; and
- construction of the tunnel.

Other issues raised by the community that have not been included in the table are:

- accidents/major spills;

- tunnel operation/flooding; and
- the original route selection process.

4.6 Parallel Consultation with the Robina to Tugun Rail and Road IAS

4.6.1 Robina to Tugun Rail and Road Impact Assessment Study Community Attitude and Awareness Surveys

The community attitude and awareness survey conducted in July 2000 for the Robina to Tugun Rail and Road IAS showed that nearly 90 percent of respondents agreed that passenger rail is the best transport link from Robina to Coolangatta. Respondents from the following suburbs indicated that it would be 'quite likely' or 'very likely' for them to use the rail extension:

- Tugun;
- Greenmount;
- Kirra;
- Bilinga; and
- Coolangatta.

Nearly all of the respondents (97 percent) agreed that it was important to plan for future public transport needs now. A high proportion of respondents also stated that improved links between Robina to Coolangatta (89 percent) and improved links to Brisbane (90 percent) were needed.

This survey also highlighted that a significant proportion of respondents from Tugun, Bilinga, Coolangatta, Greenmount, Kirra and Rainbow Bay indicated that they would like to be kept informed about the Robina to Tugun Rail and Road IAS.

The second awareness survey conducted showed that 68 percent of respondents had heard of the Robina to Tugun Rail and Road IAS, while 67 percent of respondents indicated that they had heard of the Tugun Bypass environmental impact assessment. About half of the respondents (49 percent) did not know which government body was responsible for the Robina to Tugun Rail and Road IAS.

4.6.2 Public Display One

Approximately 500 to 600 people visited the first public displays (6-8 April 2000). Participants at the displays indicated that they had a high awareness of the rail extension to Coolangatta and the proposed Tugun Bypass. Participants at the public display in Tugun had been involved in previous studies on the

proposed Tugun Bypass and many people attended this display to confirm that the C4 alignment had not changed. Very few participants opposed either of the proposals.

The main issues raised by visitors included:

- support for both proposals with the Tugun Bypass seen as the priority;
- requests to extend the rail into NSW;
- suitable station locations for the rail extension;
- safety, traffic and noise impacts for residents around the Elanora Station option and at the ridge behind the John Flynn Hospital and Medical Centre; and
- the relocation of Elanora State School for the rail extension.

4.6.3 Public Display Two

Approximately 250 people visited the three public displays (12-19 October 2000). Overall, participants at the displays indicated that there was a high community awareness of both studies and support for the Tugun Bypass and the rail extension to Coolangatta. Major issues raised at the public displays included:

- general location of the rail extension and station locations;
- construction timing;
- likelihood of extending the railway line into NSW;
- the proximity of stations to surrounding amenities, for example, John Flynn Hospital and Medical Centre;
- impacts during construction, particularly tunnel construction vibration and subsidence;
- the need for integrated transport services;
- operation of the rail extension;
- the height of the rail line;
- safety and security;
- noise, air quality and health impacts on Elanora State School;
- coordination with the Tugun Bypass environmental impact assessment; and
- noise and vibration issues.

Generally, participants at the Tugun Village Community Centre public display expressed support for the Tugun Bypass. Participants were willing to discuss their issues and were mostly concerned with the timing of the bypass construction and implications of previous planning studies.

As a result of public displays and newsletters for the Robina to Tugun Rail and Road IAS the community was provided with the opportunity to express their issues about the Tugun Bypass and rail extension.

4.6.4 Community Information Tools

Residents from the Tugun area provided 6 percent of the total submissions for the study. Most of the feedback for the study was received through reply-paid questionnaires from the October 2000 newsletter. Areas involved in this study between Stewart Road and the Tweed Heads Bypass included:

- Tugun;
- Bilambil Heights;
- Bilinga;
- Coolangatta;
- Coolangatta Waters;
- Tweed Heads; and
- Tweed Heads West.

The first question on the coupon explored community perception of the project's impacts on quality of life. The majority of participants (210) stated that the rail extension would improve their lives. Three participants indicated that it would have no effect and two indicated it would reduce their quality of life.

The second question examined how the community would access the nearest train station. The majority of participants stated they would travel by car (210) while other participants indicated the bus (66) and then walking (64) as their preferred option for accessing the train stations. Catching taxis and riding bikes to the stations was also seen as a viable way to reach the stations.

The third question on the coupon related to the facilities that would be accessed by participants. Often participants nominated more than one facility that they would like to access. The most popular facility to be accessed by residents in the Tugun area included:

- shops (134);
- Brisbane including entertainment and sporting events held there (75);
- airport (53);
- hospital (39);
- parks and recreation facilities (36);
- work (30);
- school (14);

- church (7); and
- university (6).

Finally the fourth question on the coupon asked the community to express whether they thought the rail extension would be a positive or negative factor on how they access facilities. The majority of participants (113) felt that the rail extension would change their access, with 102 participants stating their situation would improve. One participant stated that it would reduce their access. Access was not an issue for 54 participants.

Through the e-mail and fax facility, hotline number and reply paid postage the following issues were recorded as a concern for the community in the Tugun area:

- route location (five responses);
- station location (four responses);
- noise and vibration (three responses);
- property values (one response);
- lack of coordination (one response);
- alternate transport initiatives (one response); and
- erosion (one response).

5. Conclusions

5.1 Overview of Issues Raised During Community and Stakeholder Consultation

5.1.1 Key Community Issues

This section outlines the findings of the community and stakeholder consultation process up until March 2003. These findings were drawn from the comments received from the range of consultation and communication tools used throughout the process, as outlined in Chapter 3.

A diverse range of environmental concerns were raised by individuals and community groups. These included endangered species along the route, air and water quality, impacts on flora and fauna, compensatory habitat, acid sulphate soils and disturbance to the Tugun Landfill.

Route alignment and development in the Cobaki Broadwater area raised both environmental and cultural heritage concerns among a number of community members. The Tugun Landfill was an associated issue, as there were concerns that leachate could affect the wetland area.

The community focus group raised issues regarding the impacts of tunnelling along the proposed route. Concerns were also voiced about the construction and operation of the tunnel and bypass, safety, vegetation loss, impacts on ground and surface water, and impacts on rare and threatened species. Issues relating to accidents, major spills, tunnel operation, flooding and salinity have also been raised. Once the need for a species impact statement was recognised, members of the group raised questions about why it was needed and what it involved.

Noise was raised as an issue of general concern by the community focus group and the broader community. A number of references were made to increased noise levels along the Gold Coast Highway resulting from heavy vehicles using the Chinderah to Yelgun Bypass. There was a desire for the bypass to be constructed to alleviate these impacts. Effects on resident amenity, such as visual impacts and the provision of facilities for cyclists, were also raised by the community focus group.

The timing of construction was a broader community issue, reinforced by participants at the public information and community focus group meetings, who consistently raised delay in commencing construction as a concern. This issue was reinforced by the general community during the Stage 1 Environmental Impact Assessment consultation phase.

A large proportion of community participants were concerned with the approval process, whether the bypass would proceed, and impacts on the timing of construction. These community members indicated that they would like to see the proposed Tugun Bypass as a priority for construction. Funding was also raised as a concern, due to the impacts it may have on timing and the approval processes. This

was a paramount concern for community members during the Stage 1 Environmental Impact Assessment consultation phase.

Some members of the community were concerned about coordination with the Robina to Tugun IAS. The public displays held as part of the IAS allowed Tugun residents to highlight their issues of concern. These were primarily related to the approval process for both studies and the impact this could have on timing.

Issues relating to the design of the bypass were also raised, particularly regarding the design of the route around the Tugun Landfill, the location of interchanges along the alignment, and the connection of interchanges to local roads.

Property acquisition was an issue raised by those who would be directly affected by the proposal.

Most contact from members of the wider community consisted of requests for information sheets and for the provision of contact details to be included on the mailing list for the study. Community members who contacted the study team were keen to be kept informed of study progress. Enquiries have also been received from developers and contractors and community members considering the purchase of property in the area.

5.1.2 Key Authority Issues

Comments received from key government agencies and regulators indicated support for the proposed Tugun Bypass and agencies were open to cooperating with other Commonwealth, Queensland and NSW government agencies.

A concern raised by key government agencies was the decision to split the project and apply for separate approvals for Stage 1 and Stage 2. The issue related to staging the bypass, which may result in disjointed assessment of potential environmental impacts.

Differences between NSW, Queensland and Commonwealth legislation and standards were raised as an issue by some agencies, predominantly due to concern about the development approval processes and requirements.

A number of agencies raised issues about the environmental implications of the bypass design on the Tugun Landfill. Issues pertaining to water quality in NSW as a result of leachate were of particular concern.

Stakeholder and agency groups raised concerns about the environment, including air quality, requirements for compensatory habitat, endangered species conservation, management of acid sulphate soils, noise attenuation, impacts on flora and fauna, provision for fauna movement, and protection of significant environmental areas.

Design and construction was a key issue among various agencies, especially the timing of construction, design and construction methods for the tunnel, potential effects on groundwater flows, use of excavated material, design and capacity of the interchanges and extractive industry requirements.

The integration of the bypass proposal with the airport master plan, and the implications of this integration for the development of the bypass, was of concern for some agencies.

Issues regarding the acquisition of properties were raised, particularly in relation to social impacts on residents.

5.1.3 Overview

Overall, the majority of comments received during consultation indicated that most of the community supported the proposed Tugun Bypass and were concerned about perceived delays, the timing of construction, and the approvals process. The location of the alignment in relation to property for sale was another query raised by community members. Respondents within the community tended to express more concern about being kept informed of progress, rather than expressing any concerns, opinions or suggestions about details of the proposal. However, of the respondents who did express specific concerns, many were related to environmental impacts.

Comments received from key government agencies and regulators indicated concerns about the design requirements for the alignment, and about impacts on the environment.

Many participants involved in the consultation process raised additional issues relating to noise impacts, tunnelling, property acquisition, interchange design, the effects of encroaching on the Tugun Landfill, and general amenity of the bypass.

The differences between community, stakeholder and authority concerns related to the orientation of the participant to the study, and not necessarily to the issue raised. While similar issues were raised, technical, industry and government requirements were of key concern to authorities. In particular, they were concerned with the proposal design, and method and timing of construction. Issues raised by the community, however, were primarily concerned with the effects of the bypass on lifestyle, amenity and the environment. Mitigation and compensation were also important issues for the community.

The findings of the Stage 1 consultation reiterated a strong community desire for the government to make a commitment to building the whole bypass. Environmental and technical issues raised during the consultation process were used in the refinement of the alignment and the identification of mitigation strategies.

5.1.4 Planned Ongoing Consultation Activities

A number of consultation activities are proposed for the remainder of the study in the lead up to public display of the Environmental Impact Statement. These activities are designed to consolidate comments from the community and key stakeholders on identified issues, the alignment and the environmental impact assessment. These activities include:

- further update briefings to identified key stakeholders;

- preparing and distributing Information Sheet Number 6 (discussing the C4 route, and providing information about the Species Impact Statement and the Environmental Impact Statement);
- preparing media releases and placing advertisements to announce the display of the Environmental Impact Statement;
- holding a community focus group meeting;
- holding community displays of the environmental impact assessment;
- reviewing submissions on the Environmental Impact Statement; and
- maintaining community information to the project via the freecall, website and email facility.

References

Albert Shire Council 1995, *Albert Shire Planning Scheme*.

Gold Coast Airport Limited 2001, *Coolangatta Airport Final Master Plan*.

Gold Coast Airport Limited 1999, *Coolangatta Airport Environmental Strategy*.

NSW Roads and Traffic Authority 1998, *Community Involvement Practice Notes and Resource Manual*.

Queensland Department of Main Roads 1999a, *Pacific Highway at Tugun – Route Selection Report*, prepared by Connell Wagner, Brisbane.

Queensland Department of Main Roads 1999b, *Public Consultation Policy, Standards and Guidelines*.

Queensland Transport 1998, *Southern Gold Coast-Tweed Corridor Study, Final Report*, prepared by Connell Wagner.

Tweed Shire Council 1987, *Local Environmental Plan*.

Legislation

Commonwealth

Airports Act 1996.

Environment Protection and Biodiversity Conservation Act 1999.



Appendix A

Minutes of Community Focus Group Meetings

Tugun Bypass Project

Community Focus Group Meeting Issues Raised 6 September 2000

Tugun Village Community Centre

Attendance:	Col Stephenson	(CS)	Tugun Progress Association
	Linda Carmody	(LC)	Bicycle Gold Coast
	Gregg Taylor	(GT)	Southern Gold Coast Chamber of Commerce
	Brenda Blunden	(BB)	Caldera Environment Centre
	Aubrey Cora	(AC)	Tweed/Byron Local Aboriginal Land Council
	Jackie McDonald	(JM)	Descendent of Traditional Owners
	Dorothy Christie	(DC)	Resident, The Grove
	Barbara Allison	(BA)	Friends of Currumbin
	Wilf Ardill	(WA)	Friends of Currumbin
	Tom Atkin	(TA)	Tugun Bypass Association
	Harry Christopher	(HC)	Bilambil Heights Progress Association
	Malcolm Walker	(MW)	Gold Coast and Hinterland Environment Council
	Steve Bilic	(SB)	Gold Coast and Hinterland Environment Council
	Lindy Smith	(LS)	Tweed Heads Pony and Hack Club
	Ronni Hoskisson	(RH)	Tweed Heads Residents and Ratepayers Association
	Paul Hopkins	(PH)	Caldera Environment Centre
	Hugh Donaldson	(HD)	PPK
	Leisa Prowse	(LMP)	PPK
	Alan Stone	(AS)	Main Roads
	Neil Wright	(NW)	Main Roads

Distribution: All Attendees
File

Please note the attached information reflects the major issues discussed at the September Community Focus Group Meeting.

Item	Description
1.	<p>Welcome</p> <p>Leisa Prowse welcomed Community Focus Group members, introduced project team members and outlined evening's purpose.</p>
2.	<p>Introduction</p> <p>Alan Stone introduced EIS process, funding issues and approval process.</p> <p>Questions that were addressed by Alan Stone:</p> <ul style="list-style-type: none"> ▪ timing if Commonwealth Government involved; ▪ what status does Main Roads have under NSW legislation; ▪ DA process under DUAP; ▪ will draft EIS be on display in NSW;

Item	Description
3.	<p>▪ will there be yet another study after this one.</p> <p>In response to questions Alan Stone explained approvals process flow chart.</p> <p>Each Community Focus Group member introduced themselves and the group they represent.</p> <p>3. Information Session Hugh Donaldson presented information about the study.</p> <p>Questions that were addressed by Hugh Donaldson:</p> <p>LC: What is the speed limit for rail?</p> <p>PH: Risks of tunnel flooding.</p> <p>HC Raising airport runway, who owns airport land (crown land)?</p> <p>TA: Planning ahead is important.</p> <p>LC: Cycling along motorways isn't allowed. Can cycle along Pacific Highway now between Nerang and Coolangatta. Studies show that safest place for cyclists is on shoulders of highways. Required to provide equal facilities for cyclists under NSW legislation.</p> <p>JM: Cultural heritage issues, who will be on-site during construction for identifying archaeological sites?</p> <p>PH: What is footprint?</p> <p>LS: Watertable testing.</p> <p>4. Small Group Work Issues raised by Group 1. (CS, LC, GT, LS, RH):</p> <ul style="list-style-type: none"> ▪ Rare plants and animals (need a working group just on this issue). ▪ GCAL's influence on project. ▪ Final positions of on-off ramps (Kennedy Drive). ▪ Transplant fauna/flora – is this possible. ▪ Will there be a program to move these plants. ▪ Management plan for natural area. <p>Issues raised by Group 2 (TA, HC, WM, SB):</p> <ul style="list-style-type: none"> ▪ Cycling access – cycleway or access to shoulder. Note: special treatment for on-off ramps. ▪ Lot 319 is unusable land: <ul style="list-style-type: none"> < loss of public recreation; < effect on watertable; < swamp mahogany forest; < broadwater; < salinity; and < acid sulphate soils. <p>If land clearing is minimised etc, sufficient land should remain to continue present activities.</p>

Item	Description
	<ul style="list-style-type: none"> ▪ Prefer maximum use of pre-sandmined areas rather than natural areas. ▪ Doubt GCAL report findings. ▪ Shift Tweed Heads Bypass Interchange north to preserve human environment. ▪ Fuel tanker access to airport (not from residential areas). ▪ Concerns about GCAL's draft master plan. <p>Issues raised by Group 3 (BB, AC, JM, DC, PH):</p> <ul style="list-style-type: none"> ▪ Aboriginal heritage: <ul style="list-style-type: none"> < Tweed Byron Local Aboriginal Land Council; < traditional owners and descendants; and < land tenure issues, land claims. ▪ Access on-off ramps, more detail needed (Kennedy Drive, Southern Gold Coast Highway). ▪ Acid sulphate soils foundation material. ▪ Road run-off pollution – Broadwater. ▪ Footprint of road/width of verges likely to disturb native vegetation. ▪ Buffers. ▪ Sound attenuation. ▪ Benefits for people of Tugun (Queensland) and costs to NSW native vegetation and fauna. ▪ Where is NSW Government. ▪ Mismatch of political (social) reality and ecological damage. <p>Edward River – migratory waders (contact through Lindy).</p> <p>5. Discussion:</p> <ul style="list-style-type: none"> ▪ Suggested that community input into flora and fauna studies would be good. (Northern Rivers Water Management Committee). <p>6. Actions:</p> <ul style="list-style-type: none"> ▪ Start meetings at 6 pm Queensland time to reflect NSW daylight saving time. ▪ Involve GECKO (Steve Bilic) in flora and fauna studies.

Tugun Bypass Project

Community Focus Group Meeting Issues Raised 23 October 2000

Tugun Progress Hall Golden Four Drive, Tugun

Attendance:

Col Stephenson	(CS)	Tugun Progress Association
Jackie McDonald	(JM)	Descendent of Traditional Owners
Dorothy Christie	(DC)	Resident, The Grove
Barbara Allison	(BA)	Friends of Currumbin
Wilf Ardill	(WA)	Friends of Currumbin
Jan Stuckey	(JS)	Tugun Progress Association
Harry Christopher	(HC)	Bilambil Heights Progress Association
Henry James	(HJ)	Caldera Environment Centre
Steve Bilic	(SB)	Gold Coast and Hinterland Environment Council
Lindy Smith	(LS)	Tweed Heads Pony and Hack Club
John Palmer	(JP)	Gold Coast and Hinterland Environment Council
Tom Hayes	(TH)	Local Tweed River Historical Society
Trevor Coombs	(TC)	Queensland Chamber of Commerce
David Thompson	(DT)	Tweed Heads Chamber of Commerce & Industry
Anne Woodroffe	(AW)	Tweed Heads Chamber of Commerce & Industry
Hugh Donaldson	(HD)	PPK
Leisa Prowse	(LMP)	PPK
Naomi Cavanagh	(NC)	PPK
Steve Brooke	(SB)	Queensland Transport
Neil Wright	(NW)	Main Roads

Distribution: All Attendees
File

Please note the attached information reflects the major issues discussed at the October Community Focus Group Meeting. Issues requiring subsequent action have been addressed accordingly.

Item No.	Description	Action
1.	Welcome and introductions Leisa Prowse welcomed Community Focus Group members, introduced project team members and outlined meeting's purpose. Focus group members introduced themselves and their organisations.	

Item No.	Description	Action
2.	<p>Project Update</p> <p>Hugh Donaldson presented background information about the C4 route selection prior to this study, commencement of this EIS and major constraints in terms of engineering and environment.</p> <p>Neil Wright presented findings from flora and fauna studies to date.</p> <p>Neil Wright and Hugh Donaldson explained that the preferred route had been selected and environmental studies would be carried out for this route.</p> <p>Questions addressed by Hugh Donaldson:</p> <ul style="list-style-type: none"> ▪ Transport Minister’s statement about the feasibility of the preferred route. ▪ Processes involved in selecting the preferred route. ▪ Participants involved in the decision on the route for the railway. ▪ Previous statements by PPK concerning gauge of rail lines and the possibility of the rail line being extended to NSW. ▪ Traditional owners involved in the process. ▪ Water quality studies. ▪ Width of corridor. <p>Neil Wright explained the process for selecting the C4 route.</p> <p>Questions addressed by Neil Wright:</p> <ul style="list-style-type: none"> ▪ Participants involved in the previous studies to select the preferred route. ▪ Basis for choosing the preferred route. ▪ Scope of investigation for the C4 option. ▪ Participants involved in the selection process for the refinement of the route. <p>Questions addressed by Steve Brooke:</p> <ul style="list-style-type: none"> ▪ Selection of rail route as part of the Southern Gold Coast Tweed Corridor Study. ▪ The allowance for standard gauge to be used should it extend to NSW. 	
3.	<p>Hugh Donaldson explained how the route has been refined.</p> <p>Issues addressed by Hugh Donaldson:</p> <ul style="list-style-type: none"> ▪ Minor refinements to C4 alignment proposed to minimise environmental impacts in eastern areas. ▪ Discussion with GCAL. ▪ Land requirements for construction. ▪ Extent of sand mining in the area. ▪ Access after alignment changes. <p>Issues addressed by Neil Wright:</p> <ul style="list-style-type: none"> ▪ Biological diversity in the area. ▪ Mitigation of environmental impacts. ▪ Rights of GCAL in the process. 	

Item No.	Description	Action
4.	<p>Small Group discussion about refined C4 alignment</p> <p>Issues raised by Group 1. (JM, DC, TH, LS)</p> <ul style="list-style-type: none"> ▪ Honey trees that are of cultural significance. ▪ Airport precinct has greater cultural significance (suggestion that this can be authenticated). ▪ Area around Boyd Street should be investigated carefully. ▪ Significant bird species present on Pony Club land. ▪ Access to remainder of public land. ▪ Intrusion of project on Pony Club land. <p>Issues raised by Group 2. (HJ, SB, BA,WA, JS)</p> <ul style="list-style-type: none"> ▪ Suggested that areas can be established as environmental parks on the western side of the Tugun Bypass, the Western side of the Tweed Bypass and Coolangatta Creek. ▪ Types of barriers that can be used to protect areas. ▪ Areas surrounding the road should be stopped from becoming development 'hotspots'. ▪ Eastern side is already under great risk so the damage has already been done. ▪ Western side should be protected. ▪ Pieces of land can be protected no matter how small they are. ▪ Access for bushwalking and cycling should be maintained. <p>Issues raised by Group 3. (CS, JS, HC)</p> <ul style="list-style-type: none"> ▪ Impacts on Currumbin Waters residents particularly: <ul style="list-style-type: none"> < Construction noise. < Operation noise. < Property values. 	
5.	<p>Close</p>	
6.	<p>Actions</p> <ul style="list-style-type: none"> ▪ Jackie McDonald details given to Bonhomme and Craib for further communication. ▪ Lindy Smith's information about significant bird species on Pony Club land forwarded to environmental officers. ▪ Next meeting to be arranged for possibly the last Monday in November 	<p>PPK</p> <p>PPK</p> <p>PPK</p>

Tugun Bypass Project

**Community Focus Group Meeting
Thursday, 8 February 2001**

**Tugun Progress Hall
Golden Four Drive, Tugun**

Attendance:

Steve Bilic	(SB)	Gold Coast and Hinterland Environment Council
Col Stephenson	(CS)	Tugun Progress Association
Harry Christopher	(HC)	Bilambil Heights Progress Association
Maria Gabowski	(MG)	Southern Gold Coast Chamber of Commerce
Tom Atkin	(TA)	Tugun Progress Association
Henry James	(HJ)	Caldera Environment Centre
Lindy Smith	(LS)	Tweed Heads Pony and Hack Club
Barbara Allison	(BA)	Friends of Currumbin
Dorothy Christie	(DC)	Resident, The Grove
Wilf Ardill	(WA)	Friends of Currumbin
Sally Ladgrove	(SL)	Resident, Bilinga
Steve Brooke	(SB)	Queensland Transport
Neil Wright	(NW)	Main Roads
Hugh Donaldson	(HD)	PPK
Robert Scott	(RS)	PPK
Leisa Prowse	(LP)	PPK
Naomi Cavanagh	(NC)	PPK

Item No.	Description	Action
1.	Welcome and introductions Leisa Prowse welcomed Community Focus Group Meeting members. The agenda for the meeting was also presented.	
2.	Groundwater Issues Robert Scott presented findings on groundwater investigations. Findings presented by Robert Scott included: <ul style="list-style-type: none"> ▪ groundwater flow volumes around the proposed tunnel; ▪ design of the tunnel with groundwater drainage through the tunnel system to maintain flow; ▪ the groundwater is generally fresh in the area investigated; ▪ the groundwater flow direction from the Coolangatta Airport to Cobaki Broadwater; ▪ shallow groundwater and the potential for water ponding due to the flat surface; and ▪ the tidal influence on groundwater is so slight that it will not affect groundwater flow directions. 	

Item No.	Description	Action
3.	<p>Issues addressed by Robert Scott included:</p> <ul style="list-style-type: none"> ▪ Salinity (LS). Response: The area around the Tweed Heads Pony and Hack Club is not a typical area of risk from salinity issues such as those caused by the clearing. Saline scales could be due to evaporation of estuary water in saturated areas. (RS) ▪ In coastal environments acid sulphate soils are an issue. (SB) Response: Acid sulphate soil is an issue and a priority for the project. (RS) ▪ Is there potential acid sulphate soils present? (HJ) Response: Acid sulphate soils occur in this area. During tunnel construction it can be an issue due to dewatering but not in clearing. (RS) Detailed testing has to be carried out, if it is an issue during construction then treatment and containment have been allowed for. The quantities can be significant but design ideas are being developed. (HD) ▪ What is the draw-down effect during construction? (HJ) Response: If normal ways of construction were used the draw-downs could be enormous. The construction approach for this project will be liming and the draw-down of groundwater by working on 2 m sections at a time. (RS) ▪ Has this treatment been carried out previously and what are some examples? (BA) Response: This is a common technique up and down the east coast. At the next Community Focus Group Meeting construction techniques can be discussed with diagrams. (HD) The Chindera Bypass is an example of this technique but the proposed Tugun Bypass will be greater in volume. (NW) ▪ Excavated ground holding areas (SB) Response: Acid sulphate soil treatment involves rapid treatment, isolation and replacement as permanent fill. (NW) <p>Land Claim Status Issues</p> <ul style="list-style-type: none"> ▪ The Crown Land north of the Airport Boundary is subject to Land Claim 3093. (HD) ▪ Under NSW legislation this is not a claim (HJ). ▪ Away from the C4 route there is freehold land that is under the control of the Tweed Byron Local Aboriginal Land Council. (HD) ▪ The withdrawal of a land claim is under consideration and pending. (NW) ▪ The current land claim excludes the previous exclusion on Boyd Street. (NW) 	PPK
4.	<p style="text-align: center;">Rare and Threatened Species</p> <ul style="list-style-type: none"> ▪ There are three jurisdictions for rare and threatened species and there is some duplication. (HD) ▪ In NSW there are 7 significant species that could be impacted, 1 	

Item No.	Description	Action
5.	<p>flora and 6 vertebrate fauna.</p> <ul style="list-style-type: none"> ▪ On Commonwealth land the proposal may impact on 1 flora and 5 vertebrate fauna species. ▪ In Queensland the proposal may impact on 4 flora and 1 vertebrate fauna species. (NW) ▪ Does NSW legislation apply on Commonwealth land?(HJ) Response: There is a slightly different process. If there is the same species on both areas then this has to be assessed. Throughout the process we have consulted with Environment Australia, Environmental Protection Agencies both in NSW and Queensland and National Parks and Wildlife Service and they all discuss these issues at the same time. (NW) ▪ If there are any of these species on the Airport's land then their EIS and designs will be changed (SB). Response: They would know about the species that are on the Airport Land. (NW) ▪ What version of Commonwealth legislation will be used? (HJ) Response: Additional issues have to be addressed such as the Airports Act and biodiversity within a two year completion date under the old act. The development application on the Airport land will trigger the new Environment Protection and Biodiversity Conservation Act. The preliminary processes are under Commonwealth legislation and the Department of Transport and Regional Services are involved in the consent process. It is a joint process. ▪ Is this the same as what you see in NSW? (HJ) Response: A development application needs to be submitted as we are not a government body in NSW. (NW) <p>A flow chart which outlines the approvals process can be provided before the next meeting (LP).</p> <p>Compensatory Habitat Neil Wright presented issues in relation to compensatory habitat which included:</p> <ul style="list-style-type: none"> ▪ one to one compensatory habitat; ▪ significant species; ▪ habitat types and their influence on the amount of compensatory habitat needed; ▪ NSW policy on compensatory habitat; ▪ Crown land; ▪ available land within the area that can be used for compensatory habitat; ▪ areas near the Coolangatta Airport have already been secured for compensatory habitat; and ▪ privately owned sections of land which must be secured for compensatory habitat. <p>Issues raised by Community Focus Group Meeting members included</p>	PPK

Item No.	Description	Action
6.	<p>the following.</p> <ul style="list-style-type: none"> ▪ Can Aboriginal Land Council land be secured? (HJ) Response: This land cannot be offered as it is not in our control. (NW) ▪ Areas at the end of the Coolangatta Airport cannot be offered as they are already fragmented and impacted. This area should be added to the land that needs to be compensated for. Will there be flora and fauna links in this area? (HJ) Response: The tunnel construction will be cut and cover. Investigations and detailed assessment still have to be completed. (HD) Drainage paths, flooding areas and creeks will be maintained. Compensation will be for the current project only. Main Roads cannot be held responsible for the past, nor the future. (NW) ▪ Indirectly affected areas also need to be assessed. The total impact has not been shown (HJ). Is the proposed alignment still touching the wetland? (LS) <p><i>At this point of the meeting it was decided that a separate meeting could be held with groups interested in discussing the environmental impacts of the proposed Tugun Bypass.</i></p> <p>The Alignment Hugh Donaldson presented the map of the fixed alignment and discussed the areas that had been changed. The alignment has been refined and the impacts near the airport have been avoided. Around Boyd Street the impact has been minimised and the ramps will be separated by walls.</p> <p>Neil Wright explained concept designs as opposed to detailed design. The details of the EIS cannot be determined until the alignment is fixed. The EIS will identify impacts. Resumption requirements also have to be assessed.</p> <p>Issues raised by the Community Focus Group Meeting members included the following.</p> <ul style="list-style-type: none"> ▪ Do you have to be aware of what is already there? (SB) Response: The alignment has been designed according to the eight part test. The process is to do the eight part test, move the alignment and then do the eight part test again and the SIS. Agencies determine what has to be done. (NW) ▪ What will be the impact of the underpasses at Boyd Street? (CS) Response: The underpass is not near Cobaki Broadwater so there will be no impact. (NW) ▪ Where does the Cobaki Lakes development water and sewerage infrastructure come from? (CS) Response: The infrastructure will come from Gold Coast City Council. (HD) 	

Item No.	Description	Action
	<ul style="list-style-type: none"> <li data-bbox="347 317 1198 474"> <p>▪ Will this have an impact on construction? (TA) Response: Construction of the interchange can begin at any time. The road leading to the interchange must be upgraded to a four lane road and the development of Cobaki Lakes cannot go ahead until this is complete.</p> <li data-bbox="347 506 1203 726"> <p>▪ Will flora and fauna fencing be used the entire length of the proposed Tugun Bypass? (HJ) Response: Fencing for flora and fauna will keep out pests. Additional fencing may have to be provided as a mitigation measure. The National Parks and Wildlife Service determine the amount of fencing that is required. Fencing will not be a cost concern for the project. (NW)</p> <li data-bbox="347 758 1203 1020"> <p>▪ Will fencing be provided around the Tweed Heads Pony and Hack Club? (LS) Response: This is envisaged and several different types of fencing can be used. The height of the fencing may also need to go to 2 m. Main Roads is required to fence the project, additional requirements for fencing will be negotiated between the Tweed Heads Pony and Hack Club, Department of Land and Water Conservation and National Parks and Wildlife Service. (NW)</p> <li data-bbox="347 1052 1192 1241"> <p>▪ How extensive will cuttings be? (TA) Response: There are cuttings near the quarry, this will not disturb Hidden Valley. The bridge construction will minimise impacts. The bridge will be launched over the top and will be 17 m high to minimise the impacts. The major cutting will be deep but this has been reduced from the original plans. (HD)</p> <li data-bbox="347 1272 1149 1398"> <p>▪ How many pylons will there be? (BA) Response: There will be about three spans, approximately 35 m long each, hence two end abutments and two intermediate piers/pylons.</p> <li data-bbox="347 1430 889 1493"> <p>▪ Are the stations for the rail line fixed? (BA) Response: The stations are fixed. (SBr)</p> <li data-bbox="347 1524 1195 1587"> <p>▪ Will there be accesses for businesses along the proposed route? (TA) Response: Access will be provided at Boyd Street only. (NW)</p> <li data-bbox="347 1619 1175 1755"> <p>▪ How will construction be contracted out? (TA) Response: The break up of funding over the construction time has not been decided. The funding is generally held back until it is decided how the money will be divided up. (NW)</p> <p data-bbox="347 1787 1166 1818">Neil Wright addressed issues about the approvals process including:</p> <ul style="list-style-type: none"> <li data-bbox="347 1818 1182 1850">▪ the NSW, Queensland and Commonwealth government approvals; <li data-bbox="347 1850 602 1881">▪ construction start; <li data-bbox="347 1881 1170 1913">▪ government agency involvement in the completion of the EIS; and <li data-bbox="347 1913 748 1944">▪ the timing of decision making. 	

Item No.	Description	Action
7.	<p>Individual Concerns Community focus group members were then asked to discuss their individual concerns about the proposed Tugun Bypass.</p> <p>The Grove (Dorothy Christie)</p> <ul style="list-style-type: none"> ▪ Sound barriers Response: Modelling is being carried out along the South East side above Kennedy Drive. It must be taken into account that the proposed Tugun Bypass will not make the existing noise worse along existing roads. The new ramp in the area may have sound walls. The north end near houses will have noise attenuation. It should be noted that a new road would receive noise attenuation. If noise increases on an existing road then noise attenuation will occur on a priority basis. <p>Bilambil Progress Association (Harry Christopher)</p> <ul style="list-style-type: none"> ▪ Concerned about the lack of involvement by the NSW and Commonwealth Government. The NSW government could have assisted in getting the bypass to also serve the Tweed area. Response: Access to the Tweed area is between the NSW Government and the Tweed Shire. The NSW Government is assisting physically, although not financially. (NW) <p>Southern Gold Coast Chamber of Commerce (Maria Grabowski)</p> <ul style="list-style-type: none"> ▪ Will there be resumptions at Stewart Road? Response: Houses will not be affected for the road project (SBr). <p>Caldera, GECKO and the Tweed Heads Pony and Hack Club</p> <ul style="list-style-type: none"> ▪ In reference to the plans half of the area that the alignment goes over appears to be on land that is of potential significance.(SB) Response: Impacts on other areas of the alignment are not considered as significant. Actions that are required under legislation are being done. (NW) ▪ As the Tweed Heads Pony and Hack Club have been custodians of their property for 26 years they are concerned about environmental issues. There is acceptance that the pony club will work with the project for better outcomes. (LS) 	
8.	<p>Bus Tour A bus tour of the proposed site was discussed as an option for the community focus meeting members. Members at the meeting were happy to participate in the bus tour, which will proceed before the next community focus group meeting.</p>	
9.	<p>Project Update</p> <ul style="list-style-type: none"> ▪ The election will not impact the progress of the project or the bus tour. (NW) ▪ The community focus meeting members were briefed on the progress of the study and the process of writing and reviewing technical papers. (LP) ▪ Members of the community focus meeting were also asked to offer 	

Item No.	Description	Action
10.	<p>suggestions for where the display of plans for the proposed bypass can be placed. It was suggested that the plans should be displayed at Andy Reynolds Realty, Coolangatta Chamber of Commerce and local libraries.</p>	
11.	<p>Close</p> <p>Discussion with GECKO, Caldera and the Tweed Heads Pony and Hack Club after the meeting. The following issues were addressed by Neil Wright.</p> <ul style="list-style-type: none"> ▪ Fauna passes under the bypass. ▪ In the SIS fauna movements have to be taken into account. ▪ Compensatory habitat. ▪ The use of culverts for flora and fauna to pass through. ▪ Impacts on wetlands. <p>The discussion was concluded by the groups involved agreeing to meet at a later date to discuss issues with specialist members of PPK's study team. This meeting was scheduled for Monday 19 February 2000.</p>	

Tugun Bypass Project

**Community Focus Group Meeting
Monday 20 April 2001**

**Tugun Progress Hall
Golden Four Drive, Tugun**

Attendance:

Steve Bilic	(SB)	Gold Coast and Hinterland Environment Council
John Palmer	(JP)	Gold Coast and Hinterland Environment Council
Anthony Fearon	(AF)	Gold Coast and Hinterland Environment Council
Jann Stuckey	(JS)	Tugun Progress Association
Col Stephenson	(CS)	Tugun Progress Association
Harry Christopher	(HC)	Bilambil Heights Progress Association
Maria Gabowski	(MG)	Southern Gold Coast Chamber of Commerce
Gregg Taylor	(GT)	Southern Gold Coast Chamber of Commerce
Henry James	(HJ)	Caldera Environment Centre
Lindy Smith	(LS)	Tweed Heads Pony and Hack Club
Wilf Ardill	(WA)	Friends of Currumbin
Barbara Allison	(BA)	Friends of Currumbin
Dorothy Christie	(DC)	Resident, The Grove
Sally Ladgrove (SL)		Resident, Bilinga
Neil Wright	(NW)	Main Roads
Gerard Ryan	(GR)	PPK
Hugh Donaldson	(HD)	PPK
Leisa Prowse	(LP)	PPK
Melissa Salisbury	(MS)	PPK

Item No.	Description	Action
12.	Welcome and introductions Leisa Prowse welcomed Focus Group Meeting members. The agenda for the meeting was also presented.	
13.	Delay in Display of EIS Neil Wright explained reasons for delay in display of EIS. The reasons given by Neil Wright included: <ul style="list-style-type: none"> ▪ additional engineering and environmental studies; ▪ further refinement of alignment by 20 m to address certain species and wetlands; ▪ due to the different Queensland, NSW and Commonwealth legislation, further detailed studies were necessary; ▪ meetings with RTA and DUAP are currently taking place; ▪ reports written on the studies need to be reviewed by Neil Wright, then given to stakeholders, reviewed again, then given to external stakeholders, revised and given back to Neil; ▪ if not done correctly, the project won't be approved, therefore it is better to put more time into it now; 	

Item No.	Description	Action
	<ul style="list-style-type: none"> ▪ currently renegotiating process so that project may still meet 2002 approval timeframe despite delay; ▪ some areas of the bypass can start ahead of schedule, for example contracts going out once received approvals; and ▪ although change in display dates, confident construction could start in 2002. <p>Introduction of Gerard Ryan as Project Manager (HD) Hugh Donaldson introduced Gerard Ryan (GR) as Project Manager and explained that while Gerard now manages the project, Hugh will focus on the engineering aspects.</p> <p>Approvals Process and Delay: Gerard Ryan explained approvals process and reasons for delaying the display. The explanation included:</p> <ul style="list-style-type: none"> ▪ the EIS needs to be seen by many agencies who have the right to review it before it is put on display; ▪ the public will also have the chance, as well as the NSW and Commonwealth Advisory Bodies, to review the EIS; ▪ the project is complex and the report is also very complex requiring 16 technical papers to be written. ▪ the Queensland environmental requirements are not as in depth as NSW and Commonwealth requirements but the EIS has to meet the same standard of investigation for each agency (NW); ▪ Main Roads is supplementing rail investigations for the Robina-Tugun IAS to ensure consistency between both projects (NW); ▪ it has been necessary to fix the alignment before undertaking EIS (NW); ▪ greater detailed studies are being undertaken now, which is a proactive response and should save time in the long run as all agency requirements will be addressed, overall process will be streamlined to save time later (GR) <p>▪ Is the display shown twice, that is, the draft and final display? Why is it called a draft?(HJ) Response: The 'draft' that is put on display is a matter of terminology. The Commonwealth and Queensland agencies refer to the first display as the 'draft', and the amended 'formal' version as the EIS. In NSW, the display document is referred to as the EIS, and the amended version is referred to as a supplementary document. The draft/EIS is displayed once (GR/NW).</p> <ul style="list-style-type: none"> ▪ If the bypass is subject to funding, what happens if the NSW government falls over and can't pay for the project in two years time? (CS) Response: NSW have nothing to do with the funding, and the Queensland government has already allocated \$55 million for the first year of design and construction. (NW) ▪ What if something happens in the next election, and the government no longer has, or is willing to spend, the money for the project? (CS) Response: The \$55 million is being used for the implementation of the project, if it is not approved, then \$55 million will be gone. (NW) 	PPK
14.	Construction Techniques – Groundwater	

Item No.	Description	Action
	<p>Hugh Donaldson explains the construction techniques to manage groundwater during and after construction. Topics included:</p> <ul style="list-style-type: none"> ▪ where tunnel and ramps are situated; ▪ how groundwater is managed during construction; and ▪ concreting, seepage, emergency procedures eg. fire, drainage and pumping. <ul style="list-style-type: none"> ▪ Are there any restrictions on tankers? (HC) Response: A risk assessment is being undertaken regarding hazardous goods, including looking at the risks of certain events and their consequences. We are looking into banning some vehicles and not others. In NSW, hazardous goods vehicles are banned and provided with alternate routes. In Queensland, the preference is to manage rather than ban. We believe the risk is low as the safety procedures are effective. However a decision has not yet been made as RTA and NSW agencies have final say. (HD) <ul style="list-style-type: none"> ▪ Some core drilling has occurred – what is the profile of the rock that has been drilled? (SB) Response: We have mostly found silty sand, and bits and pieces of coffee rock. Once the project has been approved, more extensive geotechnical testing will occur. (HD) <ul style="list-style-type: none"> ▪ If ruptured, would this drainage point have a huge impact on groundwater? (SB) Response: There is not enough rock to be effected, the groundwater is continuous and not pressurised. (HD) <ul style="list-style-type: none"> ▪ It's not perched? (SB) Response: Only in very small amounts. The only reason it is perched is that it was pumped out underneath the water table. <ul style="list-style-type: none"> ▪ How far down will pylons go and will it upset the bedrock? (SB) Response: The pylons will go down about 20m. (NW) The pylons will not be found in any bedrock and won't be pressuring anymore than others. (HD) <ul style="list-style-type: none"> ▪ Cobaki Lakes has hit the lens – why? (SB) Response: May have been disturbed through activities such as concreting during construction. (HD) <ul style="list-style-type: none"> ▪ There may be coffee rock at 2 m below in the sand? Is it likely to have been extensively mined? (SB) Response: Eleven holes were made, some at 2 m, some at 20 m. Varied lenses were found, there were no distinct layers. The area may have been mined to a degree. (NW) <ul style="list-style-type: none"> ▪ Where does the wastewater go once it has been pumped? (AF) Response:The site has to be set up using a skin of gravel which will give access along a track on each side. Bores will be placed outside which will be used during construction. At the end of the job the bores can be connected as transfer wells which will redistribute to 	

Item No.	Description	Action
	<p>groundwater on the other side. (HD)</p> <ul style="list-style-type: none"> <li data-bbox="347 348 1205 569"> <p>▪ What happens with wastewater inside the tunnel? (AF) Response: Any water that comes out during excavation will come out with materials. Basins for freewater will be provided. Dewatering will have to occur below due to the density of the sands. Water is to be reinjected at the side of tunnels, more down stream than upstream. Acid sulphate should not be a problem if water is taken out and put back in. (HD)</p> <li data-bbox="347 604 1195 699"> <p>▪ Once completed, where will run-off go? (AF) Response: Pollutants and the like will be collected and pumped into basins and silt traps. (HD)</p> <li data-bbox="347 735 1149 856"> <p>▪ What about oil spills? (AF) Response: Estimates have allowed for 40 m³ or 1.5 tanks. The drainage system will allow for it to be collected and taken away. (HD)</p> <li data-bbox="347 892 1154 987"> <p>▪ Is this only in dry weather? (AF) Response: Oil is hard to collect in wet weather, this is why water quality basins have been suggested.</p> <li data-bbox="347 1022 1175 1182"> <p>▪ If underground pumps take the rainwater away, how is this powered? (CS) Response: There will be two sources, battery and generator, which will be automatic and will supply power individually. This will be more important for ventilation than lighting. (HD)</p> <li data-bbox="347 1218 1187 1312"> <p>▪ The Gold Coast is notorious for blackouts. (CS) One blackout occurred in Coolangatta which lasted 20 minutes. (GT) Response: <i>The power system used will have back-up systems. (NW)</i></p> <li data-bbox="347 1348 1203 1507"> <p>▪ Why is the tunnel not situated further up? Response: The allocated space has clear ground, discussions with GCAL have included concessions to take off further north and would therefore mean shortening runway, which would close it to 80 percent of the jets using Gold Coast Airport.</p> <li data-bbox="347 1543 1170 1635"> <p>▪ How far is the tunnel from being built? Response: Eighteen months without extra time to move runway as well. (HD)</p> <li data-bbox="347 1671 1146 1724"> <p>▪ I would like to see the detail of the coffee rock. (SB) Response: The information will be available in the reports. (HD)</p> <li data-bbox="347 1759 1138 1812"> <p>▪ Did you find any humic clay? (LS) Response: No, only peat. All we've found is sand and silt. (HD)</p> <li data-bbox="347 1848 1198 1969"> <p>▪ I am concerned with a statement from the last meeting about salinity around the pony club. I have had an independent expert do some research, and he believes that the soil around the pony club is suffering from soil shrinkage. Originally it was thought to be the</p> 	

Item No.	Description	Action
15.	<p>aeration of the natural sulphate layer, but he now thinks its due to humic clay. With the changing water table, acid sulphate is being exposed and therefore affecting the vegetation. This is happening in some places way back from the estuary.</p> <p>Response: Agreement to talk about pony club issue separately after the meeting. (LMP)</p> <p>Alignment Changes Hugh Donaldson outlined the changes to the alignment:</p> <ul style="list-style-type: none"> ▪ The rail link into Gold Coast Airport – Queensland Rail and GCAL are negotiating changes to the rail line. ▪ The SIS found particular species where the alignment was originally placed, and after talking to various agencies, it was decided that changes needed to be made. The rest of the job is unchanged in terms of planning and alignment. ▪ The road has moved closer to the wetlands due to the risk of disturbing/affecting entire populations of species. Discussions with agencies (DUAP & NPWS) and own experts debated about whether to move closer to the wetlands or disturb the species. (NW) ▪ If, following on from the submissions after the display, the government is swayed to move the alignment back, is there any engineering reason not to do so? (HJ) Response: No (NW) ▪ We would like to see the plans of the alignment. (LS/HJ) Response: They have changed considerably since the last map drawn. (NW). We can bring a copy to the next meeting. ▪ Will the fencing affect the pony club? (LS) Response: Fencing will be placed on top of the walls, therefore change won't affect pony club. (NW) Fencing may occur outside to keep within the project, however it will not encroach on private property (HD). ▪ Some people are concerned about walls on a road due to noise and feelings of confinement. (BA) Response: The majority of the walls will be along the northern end. They will be selectively sited including their height and length. There will also be some cutting and open vista to reduce feeling of confinement. (HD) We are looking into clear perspex to allow beach views (NW) 	PPK

Item No.	Description	Action
16.	<p>General Discussion</p> <p>Leisa Prowse covered issues raised at last meeting, and then asked for any specific or new issues. These included:</p> <ul style="list-style-type: none"> ▪ GECKO expressed its disappointment regarding the alignment and belief that it would be better to go over the Tugun Landfill rather than bushland (SB). Requested that the alignment move closer to the airport or be on the other side of the airport (AF). (explained it was a decision between releasing leachates if traversing the tip and risking the wetlands or removing some bushland. When choice was given to NSW agencies, they indicated that leachate was worse.) ▪ A suggestion was made to provide compensation by providing landscaping around the tip and recreate corridors for bushwalking' turn the area into a park and refill fragmented areas (JP). ▪ Caldera expressed its disappointment with alignment, and doesn't believe that explanations for changes are correct. They request a better idea about mitigation strategies. ▪ (Neil Wright explained that more land is being purchased as key habitat, and that they will purchase what is available for sale.) ▪ A suggestion was made to use the same techniques as those used at Olympic site, which was very contaminated (DC). ▪ Appreciation that positive statements have also been made about the of bypass was expressed (SL); ▪ Friends of Currumbin expressed their support for the location of the bypass, and that the real argument is about compensation and relocation of vegetation. ▪ Tugun Progress Association expressed belief that bypass could be built cheaper and be more environmentally friendly. 	
6.	<p>Close</p>	
7.	<p>Hugh Donaldson and Gerard Ryan talked to Lindy Smith about issues pertaining to the Pony Club.</p>	

Tugun Bypass Project

Minutes of Community Focus Group Meeting Thursday, 28 November 2002

Tugun Progress Hall Golden Four Drive, Tugun

Attendance:	Jann Stuckey (JS)	Tugun Progress Association
	Col Stephenson (CS)	Tugun Progress Association
	Tom Atkin (TA)	Tugun Progress Association
	Barbara Allison (BA)	Friends of Currumbin
	Wilf Ardill (WA)	Friends of Currumbin
	Sally Ladgrove (SL)	Bilinga Residents Group
	Rose Adams (RA)	GECKO
	Frank Gardiner (FG)	Bilambil Heights Progress Association
	Harry Chrisopher (HC)	Bilambil Heights Progress Association
	Henry James (HJ)	Caldera
	Lindy Smith (LS)	Tweed Heads Pony Club
	Maria Grabowski (MG)	Southern Gold Coast Chamber of Commerce
	Veronica Hoskisson (VH)	Tweed Residents and Rate Payers Association

Item No.	Description	Action
1	<p>Introduction</p> <p>Penny Townley welcomed members of the focus group to the meeting and introduced the study team and outlined the agenda for the meeting. The participation and responsibility expectations were also outlined.</p>	
2	<p>Project Update</p> <p>Neil Wright provided the following information to the meeting:</p> <ul style="list-style-type: none"> ▪ progress of the project before the staged approach was adopted; ▪ discussions with the NSW and Federal governments; ▪ funding implications with the construction of the entire C4 alignment; ▪ the reasons for why the staged approach is being used; ▪ the impact of the EPBC Act on the project; ▪ environmental studies that have been completed for the project; ▪ the role of the working party in the project; ▪ the varies options that have been looked at during previous studies (A and B options); ▪ the lifespan and cost of the preferred C4 option compared to other options; 	

Item No.	Description	Action
	<ul style="list-style-type: none"> ▪ the initiatives that have been looked at to reduce the cost of the C4 option; ▪ the need to design and construct a full stage1, which includes Boyd Street, for approval purposes; and ▪ plans for Boyd Street when it reverts back to a normal road. <p>Members of the Community Focus Group raised the following issues in relation to the project update:</p> <ul style="list-style-type: none"> ▪ impacts on planning for the proposed rail corridor if the staged approach is used; ▪ the number of lanes that will be included in the design of the bypass and allowance for the rail corridor; ▪ the final cost estimate for the c4 option; ▪ scope variations in the C4 option; ▪ timing of construction, particularly Boyd Street; ▪ timing of Federal government funding; ▪ the course of action if the C4 route is rejected; ▪ justification for the Boyd Street option; ▪ the lack of consideration for Boyd Street residents and the Tugun community in general; ▪ the Boyd Street interim connection will create another “bottleneck”; ▪ timing for submissions on the EIA; ▪ compensation for residents impacted by the Boyd Street interim connection; ▪ the number of properties impacted by the Boyd Street Interim connection; ▪ the suitability of the planned roundabout on Boyd Street; ▪ possibility of making changes to Boyd Street planning; ▪ the possibility of connecting Boyd Street to an off-ramp of the bypass; ▪ the lack of funding commitment from the NSW government; ▪ properties between Boyd Street and Stewart Road will be advantaged if the Boyd Street interim connection is constructed; ▪ NSW and Federal government and Gold Coast Airports position on the C4 route; ▪ display timing for the EIS originally; ▪ the cost of loosing wetlands and other significant habitats in cost estimates; ▪ the possibility of the Boyd Street interim connection being made permanent; ▪ the need to make the Tugun Bypass go further inland; and ▪ load limiting on Boyd Street. 	

Item No.	Description	Action
3	<p>Overview of the EIA process</p> <p>Mark Kunzer presented information on the EIA process for Stage 1 of the Tugun Bypass. This included an update of the EIS process and studies that have been completed as part of planning for Stage 1. Members of the Community Focus Group raised the following issues in relation to the EIA process:</p> <ul style="list-style-type: none"> ▪ the analysis of economic impacts in the EIA documents; ▪ the need to compare the cost of the Tugun Bypass to Environmental impacts; ▪ compensatory habitat needed for stage 1 of the bypass; ▪ the procedure used to assess the cost of losing wetlands; ▪ environmental impacts at Hidden Valley; ▪ the difference in standards between an EIS completed in NSW and one completed in Queensland; ▪ the location and cost of the hidden Valley Bridge; ▪ the length of Gordon Merchant’s property access; ▪ the location of the rail line in relation to the bypass; ▪ timeframes for approving Stage 1; and ▪ timing of the review of environmental factors (REF) for Boyd Street. 	
4	<p>Boyd Street Interim Connection Review</p> <p>Kent Kieseker presented general information on concept plans for the Boyd Street Interim Connection. Information included access for local residents, intersection planning and the use of the roundabout at Inland Drive.</p> <p>Members of the Community Focus Group raised the following issues about the concept plans for the Boyd Street Interim Connection.</p> <ul style="list-style-type: none"> ▪ the land needed to upgrade the Boyd Street interim connection; ▪ changes in Surfside bus routes; ▪ access to the tip; ▪ safety concern for drivers using the roundabout; and ▪ reduced safety if a back-route development. 	

Tugun Bypass

**Community Focus Group Meeting
Thursday, 13 December 2002**

**Tugun Progress Hall
Golden Four Drive, Tugun**

Attendance:

Jann Stuckey	(JS)	Tugun Progress Association
Wilf Ardill	(WA)	Friends of Currumbin
Tom Aitken	(TA)	Tugun Progress Association
Lindy Smith	(LS)	Tweed Heads Pony and Hack Club
Sally Ladgrove (SL)		Resident, Bilinga
Col Stephenson	(CS)	Tugun Progress Association
Barbara Allison	(BA)	Friends of Currumbin
Harry Christopher	(HC)	Bilambil Progress Association
Henry James	(HJ)	Caldera Environment Centre
Lois Levy	(LL)	Gold Coast and Hinterland Environment Council
Ronni Hoskinson	(RH)	Tweed Heads Residents and Ratepayers Association
Rose Adams	(RA)	Gold Coast and Hinterland Environment Council
Dorothy Christie	(DC)	Resident, The Grove
Mark Stephenson	(MS)	Gold Coast and Hinterland Environment Council
Jim Wharton (JW)		Gold Coast and Hinterland Environment Council
John Palmer	(JP)	Gold Coast and Hinterland Environment Council
Neil Wright	(NW)	Main Roads
Hugh Donaldson	(HD)	PPK
Leis Prowse	(LMP)	PPK
Naomi Cavanagh	(NC)	PPK

Item No.	Description	Action
1.	Welcome and Introductions Leisa Prowse welcomed Community Focus Group meeting members.	
2.	Project Update Neil Wright explained how the EIS documents will be produced and when the public will be able to view them.	
3.	Issues raised about the display of the EIS and included: <ul style="list-style-type: none"> ▪ technical papers that deal with the health and safety of the local community; ▪ the location of the public displays; ▪ the influence of the public display on the approvals process; ▪ cost of EIS documents; ▪ maps and other information that can be given to the public during the display period; ▪ advertising requirements for the public display; ▪ timing and duration of the EIS public display; 	

Item No.	Description	Action
4.	<ul style="list-style-type: none"> ▪ scientific reporting used in technical papers; and ▪ the use of artists impressions in the display; <p>Issues raised about the approvals process included:</p> <ul style="list-style-type: none"> ▪ EPBC Act and its impact on the amount of work carried out on the EIS; ▪ the difference between the current Act and the Environment Protection and Biodiversity Conservation Act; ▪ the development application submission after the completion of the EIS; and ▪ government agency involvement in choosing compensatory habitat sites. 	
5.	<p>Issues raised about the funding for the bypass included:</p> <ul style="list-style-type: none"> ▪ NSW and Queensland responsibilities; ▪ cost estimates made in technical papers; ▪ increased cost of constructing the bypass; and ▪ cost/benefit ratios involved in developing the proposed route. 	
6.	<p>Issues raised about the proposed bypass route included:</p> <ul style="list-style-type: none"> ▪ cost of the C4 route compared to previously proposed routes; ▪ reasons why other possible routes were not being pursued; ▪ traffic reduction on the Pacific Highway at Tugun; ▪ coordination between strategic plans for the runway and the bypass; ▪ design of the tunnel at the southern end of the runway; ▪ obstacle limitations at the Gold Coast Airport; ▪ timing of tunnel construction; ▪ location of the tunnel in relation to the Airport; ▪ tunnelling options at Mt Woodgey; ▪ tunnel depth and size; and ▪ Boyd Street development obligations. 	
7.	<p>Issues raised about the environmental impact of the tunnel included:</p> <ul style="list-style-type: none"> ▪ impact of the bypass on Greenhouse Gas Emissions; ▪ flooding; ▪ compensatory habitat requirements; ▪ acid sulfate soils near the tunnel; ▪ edge effects included in compensatory habitat; ▪ culverts designed for the movement of native fauna; ▪ feral animals; ▪ mosquito control in sedimentation ponds; ▪ quality of land used for compensatory habitat; and ▪ contaminated land sites near the bypass. 	
8.	<p>Other issues raised included:</p> <ul style="list-style-type: none"> ▪ passenger rail; ▪ rail line protection and safety; ▪ the Gold Coast Airport Feasibility Study; ▪ Aboriginal representation at the Focus Meeting; ▪ land claims in the area; ▪ combined transport corridors; ▪ planning for the Robina to Tugun rail link; ▪ rail station locations; 	

Item No.	Description	Action
	<ul style="list-style-type: none">▪ bicycle and pedestrian access near the bypass;▪ newsletter delivery; and▪ aspects of the project specific to NSW participants should be presented more.	



Appendix B

Community Attitude Survey

Research Report
on a
Community Attitude Survey
of the
Proposed Tugun Bypass.

January 2001

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INTRODUCTION

Market Facts (Qld) Pty. Ltd. was commissioned to conduct a community attitude survey on the proposed 'C4' Tugun Bypass

Aims

The aims of the community attitude survey are twofold. First, to assess the local community's awareness and attitudes towards the proposed Tugun Bypass and secondly, compare the awareness and attitudes of local residents and local businesses

METHOD

A ten-item survey was administered over the telephone to local residents and local businesses of the Lower Gold Coast and Northern New South Wales. The survey asked questions regarding their awareness and attitudes towards the proposed Tugun Bypass. Demographic information was also collected. The duration of the survey was five minutes.

Only respondents who were 18 years of age or older and permanent local residents were asked to complete the survey.

Residents

A random sample of 250 local residents was obtained from the electronic white pages. The postcodes 2485, 2486, 4221, 4223, 4224 and 4225 were used as the defining parameters of the search.

Local resident surveying took place on 13th-14th January 2001.

Summary of Demographic Characteristics (see Tables 12 –16):

- The majority of respondents were over 35 years of age (82.0%). The largest age grouping was 65+ (33.2%).
- 53.6% of respondents were female and 46.4% were male.
- Most respondents lived in Currumbin or Tweed Heads area.
- Almost half (46.8%) of respondents have lived in the area for 10-29 years. A further 22.0% have lived in the area for 1-4 years.

Businesses

A random sample of 50 local businesses was obtained from the electronic yellow pages. The Gold Coast Highway, Coolangatta Road and Golden Four Drive were used as the defining parameters of the search.

Business surveying took place on 15th January 2001

Summary of Demographic Characteristics (see Tables 12 –16):

- The majority of respondents were over 35 years of age (76.0%). The largest age grouping was 50-64 (36.0%) closely followed by 35-49 (30.0%).
- 56.0% of respondents were female and 44.0% were male.
- Most respondents lived in either Tugun (43.9%) or Bilinga (36.6%).
- Most respondents had lived in the area for either 10-29 years (38.0%) or 1-4 years (30.0%).

REPORT FINDINGS

REPORT FINDINGS

Awareness of the Proposed Tugun Bypass (see Table 1)

- 92.0% of local residence were aware of the proposed Tugun Bypass.
- A similarly high percentage (88.0%) of local businesses were aware of the proposed Tugun Bypass.
- Just under half of respondents (44.4%) who had lived in the area for less than one year were aware of the proposed Tugun Bypass, compared with 87.1% - 96.5% for other 'lived in the area' groupings.

Awareness Raising Medium (see Tables 2 & 3)

Unprompted Recall

- The main awareness raising medium cited without prompting for both local residents and local businesses was the local newspaper (63.5% and 61.4 respectively).
- The next most frequently cited awareness raising medium by residents was neighbours and friends, followed by information sheets and television.
- For businesses the next most frequently cited awareness raising medium was information sheets, followed by and neighbours and friends.

Prompted Recall

- When prompted for other awareness-raising medium, 33.0% of local residents and 22.7% of local businesses indicated they had not been exposed to other awareness raising medium.
- 27.0% of local residents indicated they had received information through neighbours and friends, 19.6% through televisions, 17.8% through information sheets and 17.8% through local newspaper.
- Similarly for local businesses, a further 31.8% of local residents indicated receiving information through neighbours and friends, 29.5% though information sheets, and 18.2% through radio.

Attitude Towards the Proposed Tugun Bypass (see Table 4)

- 86.8% of local residents and 72.0% of local businesses gave 'high' to 'very high' support of the proposed Tugun Bypass.
- 20.0% of local businesses were neutral.
- A very small amount of local residents (3.2%) and local businesses (4.0%) gave 'low level support' or 'no support' to the proposed bypass

Why the Proposed Tugun Bypass is Supported (see Table 5)

- The main reason cited by local residents (88.0%) and local businesses (86.1%) for why they supported the proposed Tugun Bypass was because there would be less traffic congestion.
- Other reasons for why residents support the proposed bypass were quicker travelling times (47.9%) and improved public transport (rail) (25.8%).
- Other reasons for why businesses support the proposed bypass were improved public transport (rail) (22.2%), quicker travelling times (19.4%) and better access to streets (19.4%).

Why the Proposed Tugun Bypass is Not Supported (see Table 6)

- The number one reason for why local residents did not support the proposed Tugun Bypass is concern over noise impact (75.0%)
- The only reason cited by local businesses for why they did not support the proposed Tugun Bypass was concern over negative economic impact.

Preferred Commencement Dates (see Table 7)

- The majority of local residents (88.0%) and local businesses (80.0%) indicated that if the Tugun Bypass received approval and funding they would prefer to see construction commence immediately.

Economic Impacts on the Tugun Area (see Tables 8 & 9)

- 36.0% of local residents and 50.0% of local businesses felt the proposed Tugun Bypass would have an economic impact on the Tugun area.
- The main economic impact cited by residents was that there would be less passing trade because of the reduced traffic volume (64.4%). The next most frequently cited economic impact was that more tourism, local trade and business would occur (16.7%).
- The main economic impact cited by businesses was that there would be less passing trade because of the reduced traffic volume (40.0%). The next most frequently cited economic impact was that more tourism, local trade and business would occur (36.0%), followed by more development/ businesses would be attracted to the area (20.0%)

Social Impacts on the Tugun Area (see Tables 10 & 11)

- 21.6% of local residents and 24.0% of local businesses believed the proposed Tugun Bypass would have a social impact on the Tugun area.

- The main social impact cited by residents was there would be reduced access to local streets (29.6%), followed by more tourism/local trade and business (24.1%), reduced traffic local volumes (24.1%), and easier access to shops (18.5%).
- The main social impact cited by businesses was there would be reduced local traffic volumes (33.3%), followed by reduced access to local streets (25.0%) and property resumption (16.7%).

Interest in Future Information (see Table 16)

- 48.3% of local residents and 52.0% of local businesses wanted to receive some information in the future (either by being on a mailing list, send a newsletter or both) about the proposed Tugun bypass.

TABLES APPENDIX

TABLES APPENDIX

Table 1
Q.1. Where you aware of the proposed Tugun Bypass?

	Total	Resident	Business
Unweighted Base	300	250	50
	100.0	100.0	100.0
		83.3	16.7
Yes	91.3	92.0	88.0
No	8.3	7.6	12.0
Unsure	0.3	0.4	-

Table 1 shows that the majority of respondents were aware of the proposed Tugun Bypass, with 92.0% of local residents and 88.0% of local businesses indicating so.

Table 2:

Q.2. Unprompted: How did you become aware of the proposed Tugun Bypass?

	Total	Resident	Business
Unweighted Base	274	230	44
	100.0	100.0	100.0
		83.9	16.1
Local newspaper	63.1	63.5	61.4
Information sheets	21.5	19.6	31.8
Neighbours/friends	21.2	21.3	20.5
Television	17.5	19.1	9.1
Radio	7.7	8.7	2.3
Letter	5.8	4.8	11.4
Public Displays	4.7	4.8	4.5
Other	10.1	9.8	9.1
None / No Answer	3.3	3.5	2.3

Note: Does not total to 100% because same respondents gave multiple responses

Table 2 shows that the main awareness raising medium recalled without prompting, for both local residents and local businesses, was the local newspaper, with 63.5% of residents and 61.4% of businesses indicating so.

For residents, the second most frequently indicated awareness raising medium was neighbours and friends, followed by information sheets, television, radio, letter and public displays.

For businesses, the second most frequently indicated awareness raising medium was information sheets, followed by neighbours and friends, letter, television, public displays and radio.

The 'other' category is comprised of the following responses: word of mouth, community groups, road signage, direct council contact/rates notice, public information meeting, already on road maps, telephone call and protestors.

Table 3:

Q.3. Prompted. How did you become aware of the proposed Tugun Bypass?

	Total	Resident	Business
Unweighted Base	274	230	44
	100.0	100.0	100.0
		83.9	16.1
Neighbours/friends	27.7	27.0	31.8
Information sheets	19.7	17.8	29.5
Television	17.9	19.6	9.1
Local newspaper	16.8	17.8	11.4
Letter	10.9	11.3	9.1
Public Displays	10.6	10.0	13.6
Radio	9.5	7.8	18.2
Other	12.0	10.4	20.4
None/No Answer	31.4	33.0	22.7

Note: Does not total to 100% because same respondents gave multiple responses

Table 3 shows that the main awareness raising medium recalled with prompting, for both local residents and local businesses, was neighbours and friend, with 27.0% of residents and 31.8% of businesses indicating so.

The second most frequently cited, when prompted, awareness raising medium for residents was television, followed by information sheets, local newspaper, letter, public displays and radio.

The second most frequently cited, when prompted, awareness raising medium for businesses was information sheets, followed by radio, public displays, local newspaper, letter and television.

33.0% of residents and 22.7% of businesses could not think, when prompted, of other awareness raising medium.

The 'other' category is comprised of the following responses: public information meetings, community group, word of mouth, telephone call and direct council contact/rates notice.

Table 4

Q.4. What are your thoughts on the proposed Tugun Bypass?

	Total	Resident	Business
Unweighted Base	300	250	50
	100.0	100.0	100.0
		83.3	16.7
Very high level of support	60.0	62.4	48.0
High level of support	24.3	24.4	24.0
Low level of support	1.3	0.8	4.0
Neutral	10.0	8.0	20.0
Do not support	2.0	2.4	-
Do not know	2.3	2.0	4.0

Inspection of Table 4 shows the majority of local residents and local businesses were in favour of the proposed Tugun Bypass.

62.4% of residents indicated a 'very high level of support', while 24.4% indicated a 'high level of support'.

48.0% of businesses indicated a 'very high level of support', while 24.0% indicated a 'high level of support'.

20.0% of businesses and 8.0% of residents were neutral.

Table 5
Q.5. Why do you support the proposed Tugun Bypass?

	Total	Residential	Business
Unweighted Base	253	217	36
	100.0	100.0	100.0
		85.8	14.2
Less traffic congestion	87.7	88.0	86.1
Quicker travel times	43.9	47.9	19.4
Improved public transport (rail)	25.3	25.8	22.2
Better access to local streets	18.6	18.4	19.4
Improved safety	15.8	15.7	16.7
Better transport links	11.1	11.5	8.3
Improved noise level	9.9	11.1	2.8
Business opportunities	3.6	2.3	11.1
Other	2.4	2.3	2.8

Note: Does not total to 100% because same respondents gave multiple responses

The main reason for why respondents showed support for the proposed Tugun Bypass was that they believed it would reduced traffic congestion, with 88.0% of local residents and 86.1% of local businesses indicating so.

The second most frequent reason for supporting the proposed bypass, for residents, was quicker traveling times, followed by improved public transport (rail), better access to local streets, improved safety, better transport links, improved noise levels, and business opportunities.

The second most frequent reason for supporting the proposed bypass, for businesses, was improved public transport (rail), followed by quicker traveling times, better access to local streets, improved safety, business opportunities, better transport links, and improved noise levels.

The 'other' category is comprised of the following responses: improved air quality and improved property value.

Table 6

Q.6. Why don't you support the proposed Tugun Bypass?

	Total	Resident	Business
Unweighted Base	10	8	2
	100.0	100.0	100.0
		80.0	20.0
Noise impacts	60.0	75.0	-
Economic impacts (impacts on business)	20.0	-	100.0
Vibration impacts	10.0	12.5	-
Property resumption	10.0	12.5	-
Construction impacts	10.0	12.5	-
Waste of Money - area doesn't need	10.0	12.5	-

Note: Does not total to 100% because same respondents gave multiple responses

Inspection of Table 6 shows that among local residents the greatest reason for not supporting the proposed Tugun Bypass was noise impacts (75.0%). Other reasons for not supporting the proposed bypass were vibration impacts, property resumption, construction impacts and waste of money – area doesn't need it.

Among local business, the only reason given for not supporting the proposed bypass was that it would cause an economic impact upon business.

Table 7

Q.7. If the bypass is approved and funded, when would you prefer to see it built?

	Total	Resident	Business
Unweighted Base	300	250	50
	100.0	100.0	100.0
		83.3	16.7
Immediately	86.7	88.0	80.0
Within 5 - 10 years	6.7	6.8	6.0
More than 10 years	1.7	1.6	2.0
Don't know	5.0	3.6	12.0

Table 7 shows that if the proposed Tugun Bypass is approved and funded the majority of local residents (86.7%) and local businesses (88.0%) would prefer construction to commence immediately.

Table 8

Q.8. Do you think the proposed Tugun Bypass will have any economic impacts on the Tugun area?

	Total	Resident	Business
Unweighted Base	300	250	50
	100.0	100.0	100.0
		83.3	16.7
Yes	38.3	36.0	50.0
No	60.3	63.2	46.0
Don't know	1.3	.08	4.0

Inspection of Table 8 shows that 36.0% of local residents and 50.0% of local businesses believed the proposed Tugun Bypass will have economic impacts on the Tugun area.

Table 9
Q.8. (IF YES) What are they?

	Total	Resident	Business
Unweighted Base	115	90	25
	100.0	100.0	100.0
		78.3	21.7
Reduced traffic volume/ less passing trade	59.1	64.4	40.0
More Tourist/Local Trade & Business	20.9	16.7	28.0
Property values	9.6	8.9	12.0
Easier access to shops	8.7	8.9	8.0
Reduced traffic	8.7	10.0	4.0
Safer for local kids & family's Holiday Inn	3.5	3.3	4.0
Don't know	4.3	3.3	8.0
Other	15.7	12.2	28.0

Note: Does not total to 100% because same respondents gave multiple responses

Table 9 shows that, of those respondents who believed the proposed Tugun Bypass would have economic impacts on the Tugun area, the main impact cited would be reduced traffic volume and less passing trade, with 64.4% of local residents and 40.0% of local businesses indicating so.

The second most frequent economic impact indicated by residents was more tourists/local trade and business, followed by reduced traffic, property values, easier access to shops and safer for local kids and family's at Holiday Inn.

The second most frequent economic impact indicated by businesses was more tourists/local trade and business, followed by property values, easier access to shops, reduced traffic, and safer for local kids and family's at Holiday Inn.

The 'other' category is comprised of the following responses: property resumption, easier parking for locals/tourists, higher pollution, building on flood areas, attract more development/businesses and able to travel by train.

Table 10

Q.9. Do you think the proposed Tugun Bypass will have any social impacts on the Tugun area?

	Total	Resident	Business
Unweighted Base	300	250	50
	100.0	100.0	100.0
		83.3	16.7
Yes	22.0	21.6	24.0
No	75.0	76.8	66.0
Don't Know	3.0	1.6	10.0

Inspection of Table 10 shows that 21.6% of local residents and 24.0% of local businesses believed the proposed Tugun Bypass will have social impacts on the Tugun area.

Table 11
Q.9. (IF YES) What are they?

	Total	Resident	Business
Unweighted Base	66	54	12
	100.0	100.0	100.0
		81.8	18.2
Reduced access to local streets	28.8	29.6	25.0
Reduced traffic volumes (local only)	25.8	24.1	33.3
More tourist/local trade & business	21.2	24.1	8.3
Easier access to shops	15.2	18.5	-
Overall better for locals	13.6	14.8	8.3
Don't know	6.1	3.7	16.7
Other	42.4	42.6	41.7

Note: Does not total to 100% because same respondents gave multiple responses

Table 11 shows that, of those local residents who believed the proposed Tugun Bypass would have social impacts on the Tugun area, the main impact would be reduced access to local streets (29.6%). This was followed by reduced traffic volumes (local only) (24.1%), more tourists/local trade and business (24.1%), easier access to shops and overall better for locals.

The two main impacts local business believed would result from the proposed Tugun Bypass were reduced traffic volumes (local only) (33.3%) and reduced access to local streets (25.0%). These were followed by more tourists/local trade and business and overall better for locals.

The 'other' category is comprised of the following responses: easier parking for locals/tourists, property resumption, attract more development/businesses, reduce noise levels, noise and air pollution, environmentally bad, safer for kids and family's at Holiday Inn, how/where it joins to Tweed Heads Bypass, and decreased land values.

Table 12
Age group

	Total	Resident	Business
Unweighted Base	300	250	50
	100.0	100.0	100.0
		83.3	16.7
18-19	1.0	0.4	4.0
20-24	3.7	2.0	12.0
25-34	14.3	15.6	8.0
35-49	25.3	24.4	30.0
50-64	26.3	24.4	36.0
65+	29.3	33.2	10.0

Table 12 shows the majority of respondents were over 35 years of age.

The largest age grouping of local residents surveyed was 65+ (33.2%), followed by 35-64, 50-64, 25-34, 20-24 and 18-19.

The largest age grouping of local businesses was 50-64 (36.0%), followed by 35-49, 20-24, 65+, 25-34 and 18-19.

The large difference in frequency between residents and businesses of those aged 65+ (33.2% and 10.0 respectively) is probably due to many more people of this age being retired than other age groups.

Table 13
Gender

	Total	Resident	Business
Unweighted Base	300	250	50
	100.0	100.0	100.0
		83.3	16.7
Male	46.0	46.4	44.0
Female	54.0	53.6	56.0

Table 13 shows that slightly more females were surveyed than males. 53.6% of local residents surveyed were female and 56.0% of local businesses were female.

Table 14
Which Suburb/Area do you live in?

	Total	Resident	Business
Unweighted Base	285	244	41
	100.0	100.0	100.0
		85.6	14.4
Currumbin	22.5	26.2	-
Tweed Heads	21.8	24.6	4.9
Tweed Heads West	15.4	18.0	-
Currumbin Waters	13.3	15.2	2.4
Tugun	12.3	7.0	43.9
Bilinga	7.0	2.0	36.6
Coolangatta	4.2	3.7	7.3
Tweed Heads South	2.5	2.0	4.9
Tugun Heights	1.1	1.2	-

Inspection of Table 14 shows that the largest proportion of local residents surveyed lived in Currumbin (26.2%), followed by Tweed Heads, Tweed Heads South, Currumbin Waters, Tugun, Coolangatta, Bilinga, Tweed Heads South and Tugun, Heights.

The distribution of suburb of residence was quite different for local businesses, with most local business respondents living in either Tugun (43.9%) or Bilinga (36.6%). These were followed by Coolangatta, Tweed Heads, Tweed Heads South and Currumbin Waters.

This distribution of suburb of residence for businesses is not surprising, given all the businesses surveyed were located on The Gold Coast Highway, Coolangatta Road or Golden Four Drive, which run through Tugun and Bilinga.

Table 15
How long have you lived in this area?

	Total	Resident	Business
Unweighted Base	300	250	50
	100.0	100.0	100.0
		83.3	16.7
Less than 1 year	3.0	2.4	6.0
1 to 4 years	23.3	22.0	30.0
5 to 9 years	19.0	19.6	16.0
10 to 29 years	45.3	46.8	38.0
30 years or more	8.7	8.4	10.0
Refused	0.7	0.8	-

Inspection of Table 15 shows that almost half (46.8%) of local residents have lived in the area for 10-29 years. The next most frequent time in the area grouping was 1-4 years (22.0%), followed by 5-9 years, 30+ years and less than one year.

Local businesses followed a similar pattern with 38.0% of businesses living in the area for 10-29 years. This was followed by 1-4 years (30.0%), 5-9 years, 30+ years and less than one year.

Table 16
Type of contact

	Total	Resident	Business
Unweighted Base	300	250	50
	100.0	100.0	100.0
		83.3	16.7
Add to mailing list	2.7	3.2	-
Send copies of newsletter	6.3	7.6	-
Both	39.3	36.8	52.0
No	51.7	52.4	48.0

Inspection of Table 16 shows that 47.6% of local residents and 52.0% of local businesses wanted to receive some information in the future (either being added to the mailing list, send a newsletter or both) about the proposed Tugun Bypass.

Appendix C

Advertisements and Media Releases

PUBLIC DISPLAY

Tugun Bypass Public Display

The Queensland government has decided to take a phased approach to the construction of the Tugun Bypass, starting with the section of the project located in Queensland between Stewart Road, Currumbin and Boyd Street, Tugun.

The Department of Main Roads has completed the Environmental Impact Assessment (EIA) for stage one of the project. The EIA consists of an Environmental Impact Statement and technical papers.

The EIA documents for stage one of the Tugun Bypass will be on display from Monday 18 November 2002 - Wednesday 18 December 2002 at:

- Department of Main Roads, 36 - 38 Cotton Street, Nerang
- Elanora Library, The Pines Shopping Centre, K.P McGrath Drive, Elanora
- Palm Beach Library, 11th Avenue, Palm Beach
- Coolangatta Library, Level 3, Showcase on the Beach, Marine Parade, Coolangatta.

Representatives from the project team will be staffing a display from:

- Saturday 23 November 2002 and Monday 25 November 2002, Civic Centre Meeting Room, Tweed Civic Centre, Brett Street, Tweed Heads (NSW 10am - 4pm)
- Wednesday 27 November 2002, Tugun Village Community Centre, 414 Coolangatta Road, Tugun (Qld 5pm - 8pm)
- Saturday 30 November 2002, Tugun Village Community Centre (Qld 11am - 4pm)
- Sunday 8 December 2002, School Hall, Elanora High, Corner 19th Avenue & Avocado Street, Elanora (Qld 11am - 4pm).

Permanent Display: Rotary Park (between Gold Coast Highway and Coolangatta Road) just south of Toolona Street, Tugun.

For further information:

- **Phone:** 1800 209 020 (freecall)
- **Fax:** 07 3831 4223 (Attn: Tugun Bypass)
- **Email:** tugunbypass@pb.com.au



**Queensland
Government**

Department of
Main Roads

12 November 2002

Tugun bypass gets underway

Construction on the Queensland section of the Tugun bypass will commence next year, after a State Government decision to construct the road in two stages.

At today's launch of the Queensland's Government's \$5.6 billion Roads Implementation Program (RIP), Transport and Main Roads Minister Steve Bredhauer said the decision to start work on the Queensland side of the border will allow construction on the bypass to get underway as soon as relevant environmental and planning approvals are obtained.

The RIP will give a firm commitment to starting construction in the 2003/04 year.

He said an intergovernmental working group, made up of officials from Queensland, New South Wales and the Commonwealth, had agreed to the new approach.

Mr Bredhauer said: "The people of the Southern Gold Coast need relief from traffic congestion now.

"By staging the delivery of this nationally significant, cross-border link, we will more quickly realise the benefits of the bypass in easing traffic congestion and improving travel times.

"By using the money already budgeted by the Queensland Government to proceed with the Queensland section of the road, work can commence as soon as possible.

"The fact is the Queensland Government already has \$120 million set aside for the bypass."

Member for Currumbin Merri Rose said the decision to fast-track the project demonstrated the Beattie Government's determination to finalise the bypass.

"We know the community is sick of procrastination. We will build stage one while we are working through the issues of stage two," Ms Rose said.

"We won't wait a day longer than we have to. Starting construction of stage one will mean the project will be completed at least a year earlier than we believed possible.

"This is great news for the people of the southern Gold Coast, for the tourism industry and for the region generally."

Mr Bredhauer said display material for public comment would be available on stage one of the Tugun Bypass route - to run from Stewart Road, Currumbin to Boyd Street, Tugun - this month.

He said that an upgraded Boyd Street will act as an interim connection to the Gold Coast Highway while approvals are being finalised for the project's second stage with the New South Wales and Commonwealth Governments.

Newspaper advertisements, and a newsletter distributed via letter box drop, will outline display times and locations for stage one.

Mr Bredhauer encouraged residents to comment on the stage one Environmental Impact

Assessment (EIA), before preparation of the final submission.

He said that stage two of the Tugun Bypass is planned for public display in 2003.

The proposed route for the project's second stage includes Commonwealth and New South Wales land between Boyd Street and Kennedy Drive, Tweed Heads.

Mr Bredhauer was at the Gold Coast today launching the Queensland Government's Roads Implementation Program - a five-year \$5.6 billion program for construction, maintenance and rehabilitation of roads throughout the State.

MEDIA CONTACT: Louise Foley, 07 3235 4826 or 0407 966 829

12 November 2002



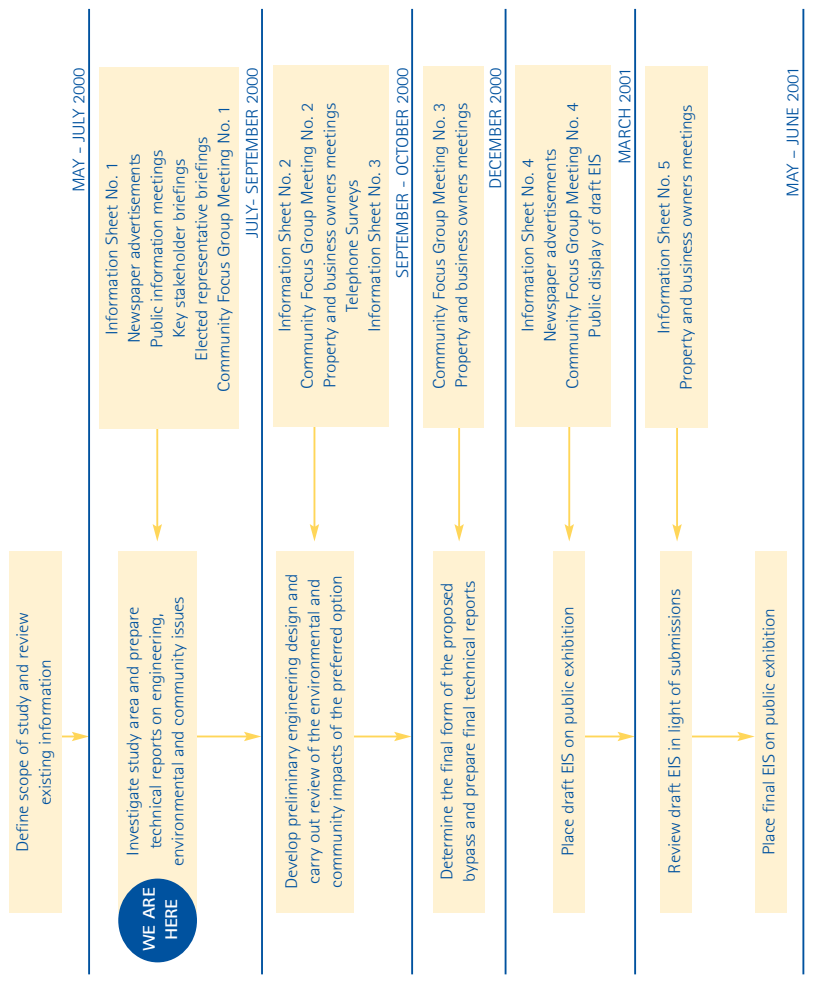
Appendix D

Information Sheets

Study process and timetable

Major Steps in Study

(Community feedback is included during each major step)



WE ARE
HERE

Musings required
to be posted in Australia

Delivery Address:
GPO Box 2907
BRISBANE QLD 4001



PPK Environment & Infrastructure Pty Ltd
Reply Paid 2907
BRISBANE QLD 4001

Tugun Bypass Project



Queensland
Government
Department of
Main Roads

Information Sheet No. 1 August 2000

Keeping you informed

The Tugun Bypass is a major road/rail project planned for the Gold Coast/Tweed Heads region. This information sheet is the first of a series to keep you informed about progress on the bypass.

What's happening now? The Queensland Department of Main Roads has begun preparing an Environmental Impact Statement (EIS) to investigate the Queensland and New South Wales section of the road bypass and proposed rail extension to Coolangatta Airport south of Boyd Street, Tugun.

Meeting future transport needs

Rapid population growth in the southern Gold Coast region will affect the existing road network linking Queensland and New South Wales.

Without the Tugun Bypass and rail extension, traffic on the Gold Coast Highway between Tugun and Kirra, is predicted to nearly double over the next 20 years — from about 46,000 vehicles a day to 82,000 vehicles. The Tugun Bypass will help reduce traffic congestion and travel times for local and interstate traffic, and help minimise adverse environmental, social and economic impacts. It will ultimately form part of the Pacific Highway.

How the bypass route was chosen

Earlier studies considered five different route options for the Tugun Bypass and rail extension. In 1998, a route west of Coolangatta Airport was selected. Because of sensitive environmental areas along parts of this route, the New South Wales Government required all five routes to be further considered. The current preferred road and rail route was chosen in 1999 following further consideration.

The preferred route, known as C4, runs from Stewart Road, Currumbin, west of Coolangatta Airport (in New South Wales) then in a tunnel under the airport's proposed runway extension, avoiding the Cobaki Lakes wetlands. The four lane route includes interchanges at Stewart Road, Boyd Street (Tugun), and at the Tweed Bypass (Tweed Heads) to eliminate the need for traffic

signals on the Pacific Highway between Brisbane and Tweed Heads. The route also provides for a rail extension to the airport. Look over the page for a map of the preferred route.

The approvals process

The preferred route crosses land in Queensland and New South Wales, including Commonwealth land leased to Gold Coast Airport Limited (Coolangatta Airport). For this reason, approvals from the Queensland, New South Wales and Commonwealth Governments are required before design and construction can start.

Before approval can be given an EIS must be prepared. The aim of the study is to look at the environmental, community and technical impacts associated with the preferred route.

Early this year, the Queensland and New South Wales Governments and Gold Coast Airport Limited signed an agreement to proceed with an EIS for the road bypass and rail extension proposal.

Design and construction of the Bypass will commence once the EIS is completed and the findings are considered and approved by Queensland, New South Wales and Commonwealth Governments.

About the EIS

In April 2000, Main Roads appointed PPK Environment & Infrastructure Pty Ltd to carry out the EIS and preliminary design for the Queensland and New South Wales section of the road bypass and rail extension south of Boyd Street, Tugun.

As part of the study, PPK will be working closely with Queensland and New South Wales government agencies to investigate all possible impacts of the bypass and rail extension, including:

- social and community impacts
- traffic issues
- local access
- safety issues

Tugun Bypass Project



Queensland
Government

Department of
Main Roads

Information Sheet No. 2

November 2000

Project Update

The Tugun Bypass is a major road/rail project planned for the Gold Coast/Tweed Heads region.

This is the second edition in a series of information sheets about the Tugun Bypass Project.

In April 2000, the Queensland Department of Main Roads started preparing an environmental impact statement (EIS) to investigate:

- Queensland and New South Wales sections of the road bypass; and
- proposed rail extension to Coolangatta Airport south of Boyd Street, Tugun.

Main Roads has engaged consultants PPK Environment & Infrastructure to carry out the EIS and preliminary design for the road bypass and rail extension south of Boyd Street, Tugun.

As well as this, Queensland Transport is currently investigating the Queensland section of a rail extension from Robina to Coolangatta Airport, and the Queensland section of the Tugun Bypass to Boyd Street.

The first information sheet, sent out in August 2000, provided detailed information on the study's background (including a map of the preferred route, known as C4). To obtain a copy, please contact the study team using the contact details over the page.

What's happened so far

Preliminary Studies

Main Roads and PPK have carried out preliminary studies on engineering, environmental and community issues.

Field investigations have identified issues to be considered in refining the preferred option. Field work has included:

- noise monitoring;
- contaminated land studies;
- geotechnical drilling and testing;
- water quality and groundwater monitoring; and
- cultural heritage studies.

Detailed flora and fauna studies have occurred throughout the year. These studies have determined the types of flora and fauna found in the area, and ways to minimise any impacts.



Geotechnical drilling and testing has occurred along the preferred C4 route

Advisory Body Workshop

In early September, representatives from Queensland, Commonwealth and New South Wales government agencies and advisory bodies attended a workshop to discuss results from studies undertaken to date and the refinement of the preferred route.

The aims of this workshop were to:

- identify a range of options for building the road;
- discuss issues relating to these options; and
- work out how to minimise the impacts of the road.

The workshop identified a number of issues that need to be further addressed. These included the need for further environmental investigations, both along the C4 route, and adjacent to this route.

The role of the new bypass was discussed at this workshop. While the new road will reduce through-traffic from the Gold Coast Highway at Tugun and Bilinga, the section of the existing highway at Tugun and Bilinga will continue to carry local traffic.

Community Feedback

Consultation with the community has provided feedback on the project.

About 10,000 information sheets were distributed to local residents, businesses, community groups and organisations during August. More than 250 responses to this information sheet have been received.

A public information meeting was held in early September 2000. Early September also saw the first meeting of a newly formed community focus group. The focus group comprises representatives from local community and special interest groups and organisations.

Issues raised through consultation to date include:

- construction and timing;
- cultural heritage;
- environment (particularly flora and fauna);
- location of road alignment (particularly access to and from the Bypass); and
- local land uses.

How to have your say

Main Roads and PPK encourage you to participate in the EIS process. Your comments and suggestions are important to the project and will help Main Roads and PPK develop the preliminary design for the bypass.

If you have any concerns or would like to know more, please contact PPK's consultation team.

1. Phone our freecall number 1800 067 929

People who are deaf or hearing- or speech-impaired can contact the study team through ACE.NRS on 1800 555 677 (voice and TTY users) and 1800 555 727 (speech-to-speech users).

2. Send us a fax on: 07 3831 4223

(Attn: Tugun Bypass Project)

3. Write to us at:

Tugun Bypass Project
 PPK Environment & Infrastructure Pty Ltd
 GPO Box 2907
 Reply Paid 2907
 Brisbane Q 4001

You do not need a stamp. Postage is free when using the reply-paid address.

4. Or e-mail: tugunbypass@ppk.com.au

Process from here



Where to from here?

Timeframe

Feb-May 2001

- Prepare technical papers and draft EIS

May 2001

- Place draft EIS on public display

June-July 2001

- Review draft EIS in light of submissions

August 2001

- Obtain approval from QLD, NSW and Commonwealth Governments for EIS

August – November 2001

- Prepare 'major development plan' for road bypass works within Coolangatta Airport

Late 2001

- Obtain approval from Federal Department of Transport and Regional Services for major development plan

2002

- Project initiation (design and construction of Tugun Bypass)

How to get involved

Main Roads and PPK encourage you to participate in the EIS. If you have any issues, comments and suggestions about the road or rail, please have your say by contacting PPK's consultation team, using the details below.

Phone our freecall number 1800 067 929

Please leave a message if ringing after-hours or the phone is unattended. A member of the project team will contact you as soon as possible.

People who are deaf, or hearing or speech-impaired, can contact the study team through ACE-NRS on 1800 555 677 (voice and TTY users) and 1800 555 727 (speech-to-speech users).

Send us a fax on:

07 3831 4223

(Attn: Tugun Bypass Project)

Write to us at:

Tugun Bypass Project

PPK Environment & Infrastructure

GPO Box 2907

Reply Paid 2907

BRISBANE Q 4001

Or email:

tugunbypass@ppk.com.au

Tugun Bypass Project



Queensland
Government
Department of
Main Roads

Information Sheet No. 3 February 2001

Project Update

The Tugun Bypass is one of the major transport projects being planned for the southern Gold Coast/Tweed Heads area.

This is the third in a series of information sheets about the bypass.

The Tugun Bypass project includes plans for a road and rail corridor running behind the Coolangatta Airport, linking the Pacific Highway (near Stewart Road) with the Tweed Heads Bypass. The railway line is currently planned to stop at the Coolangatta Airport.

The road is planned as a four-lane motorway, divided by a central median strip. There will be major interchanges at Stewart Road, Boyd Street and with the Tweed Heads Bypass.

Early last year, the Department of Main Roads started preparing an Environmental Impact Statement (EIS) to investigate the:

- Queensland and New South Wales sections of the road bypass; and
- proposed rail extension to Coolangatta Airport south of Boyd Street, Tugun.

Main Roads engaged consultants, PPK Environment & Infrastructure, to carry out the EIS and preliminary design for the road bypass and future rail extension south of Boyd Street, Tugun.

In addition, Queensland Transport is currently investigating the Queensland section of a rail extension from Robina to Coolangatta Airport, and the Queensland section of the Tugun Bypass to Boyd Street.

The first two information sheets contain more information about the study, including study background and process. To obtain copies of these information sheets, please contact

the study team using the contact details on the back of this brochure.

Environmental Update

Main Roads is committed to protecting areas of environmental significance, and is also investigating ways to provide compensatory areas for habitat.

Investigations along the preferred bypass route have revealed a number of important flora and fauna species.

In November last year, some important environmental areas along the alignment were wilfully damaged. The incident was reported to the New South Wales Police, as well as Queensland, New South Wales and Commonwealth Government agencies. **The damage has not changed the significance of these environmental areas, or the timing of the project.**

Additional security measures have now been introduced for land within and adjoining the bypass route.

Alignment Update

In earlier information sheets, we have talked about 'C4' as the preferred alignment for the road and rail corridor. The study team has now refined the C4 route to:

- avoid areas of environmental significance, not just when the road is built, but during construction as well;
- minimise impacts on environmentally significant species and their habitat;
- minimise impacts to the existing Tugun Landfill (behind Coolangatta Airport); and
- minimise the amount of cutting and filling needed through Tugun Hill.

The EIS will investigate the impacts of this refined C4 route.



Environmental Impact Statement (EIS) and Species Impact Statement (SIS)

An EIS is being prepared. The EIS will look at environmental, community and technical impacts associated with the refined C4 route.

In conjunction with the EIS, an SIS is being prepared. The SIS is a detailed investigation into the impacts of the bypass on significant (listed) flora and fauna species. It is required under New South Wales legislation. Similar investigations are also required under Commonwealth and Queensland legislation for significant species.

The study team has investigated the impacts of the bypass on close to 200 flora and fauna species along, and adjacent to, the refined C4 alignment.

The SIS is being undertaken to more clearly define whether the project has the potential to significantly impact on any listed species. The SIS has investigated possible impacts and ways to mitigate these impacts in detail.

Once completed, the EIS and SIS will be lodged with the Commonwealth, New South Wales and Queensland governments for consideration and approval.

This is expected to occur in late May 2001.

The community will have the opportunity to comment on both documents.

Commonly asked questions

When will the road be built?

Constructing the road bypass is a high priority for Main Roads. Subject to the necessary planning approvals of the Commonwealth and State Governments in late 2001, design and construction will proceed in 2002.

What kind of noise impacts will the road have?

The study team has set up noise loggers to determine potential noise impacts from the bypass. About 52,500 vehicles per day are expected to use the bypass when opened. Suitable noise mitigation measures, such as barriers and landscaping, may be needed near residential areas.

How are the environmental impacts being addressed?

Main Roads and PPK have a team of environmental scientists and experts currently investigating the existing environment and possible impacts of the bypass. Issues such as flora, fauna, water quality, stability, erosion, noise and air quality are being investigated. Once the potential impacts have been identified, mitigation measures will be recommended.



When will the railway be built?

Queensland Transport's impact assessment statement for the Robina to Tugun rail corridor includes a feasibility analysis to determine the need for, and timing of, the rail extension from Robina to Coolangatta Airport. The study is also looking at possible staging options for the project. Once this study is complete, the Queensland government will make a decision about when the railway will be built.

Will the railway line ever extend into New South Wales?

At this stage, Queensland Transport's study is looking at the railway line finishing at Coolangatta Airport. Any extension of the line into New South Wales would be a matter for future consideration of the Queensland and New South Wales governments.

Tugun Bypass Project

Queensland Government
Department of Main Roads

Information Sheet No.4 August 2001

Project Background

This is the fourth in a series of information sheets about the Tugun Bypass.

The bypass includes plans for a road and rail corridor running behind Coolangatta Airport (western side), linking the Pacific Highway (near Stewart Road) with the Tweed Heads Bypass. The proposed railway line stops at Coolangatta Airport.

The bypass passes through Queensland, New South Wales and Commonwealth land, and is therefore subject to the environmental legislation and approval processes set by the Commonwealth and state governments.

Main Roads is preparing an environmental impact statement (EIS) for the bypass south of Boyd Street. Queensland Transport is also preparing an impact assessment study (IAS) for the balance of the Queensland section of the Bypass (north to Robina) as part of the Robina to Tugun Rail & Road Impact Assessment Study.

The first three information sheets contain more information about the study, including background and the issues associated with the bypass. To obtain copies of these information sheets, please contact the study team using the details on the back of this brochure.

Display of the EIS

Main Roads is committed to protecting the environment. All efforts are being made to prepare a comprehensive EIS. Main Roads recognises the project will have an impact on the environment, and for this reason, is carrying out additional studies to make sure any impacts are identified and considered.

With the completion of the extra studies, the EIS (and supporting documents) are now anticipated to be on display in early 2002 (subject to reviews by other government agencies). Although the display date of the documents has been extended, Main Roads is progressing the EIS program to ensure that detailed design and construction can start in 2002, subject to government approval.

The flowchart over the page shows the EIS process and the considerable amount of work completed so far.

The EIS

Since starting the EIS process, Main Roads has thoroughly investigated the impacts of the bypass to:

- identify the environmental, technical and community impacts associated with the preferred route; and
- determine ways to minimise the impacts of the bypass.

Main Roads and consultants PPK Environment & Infrastructure initially carried out preliminary studies to identify the engineering, environmental and community issues.

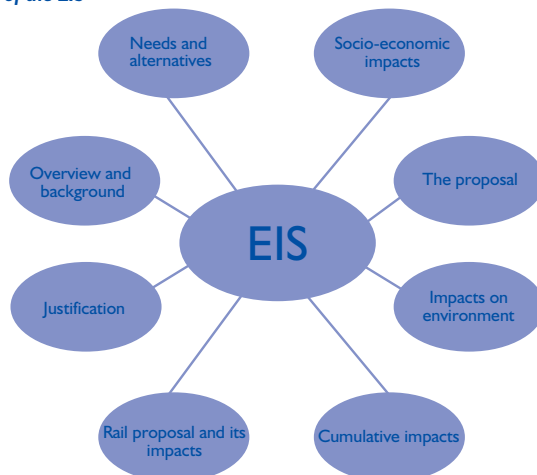
Extensive field work was undertaken including:

- noise monitoring
- cultural heritage studies
- contaminated land studies
- geotechnical drilling and testing
- water quality and groundwater monitoring
- detailed flora and fauna studies.

These investigations identified sensitive environmental areas along the preferred route. Results from these investigations were then used to refine the preferred C4 route.

The EIS has been undertaken to investigate the impacts of this refined C4 route. The parts of the EIS are shown in the figure below.

Parts of the EIS



It is important that Main Roads gets the right balance between community and environmental needs.

Extensive field work was undertaken including:

- acid sulphate soil assessment
- surface water quality
- groundwater
- flora and fauna assessment
- contaminated land assessment
- air quality assessment
- engineering design
- traffic and transport
- geotechnical assessment
- noise and vibration
- hazard and risk
- urban and landscape design/visual assessment
- cultural heritage
- land-use planning and socio-economic assessment.

During these investigations a number of important flora and fauna species were identified. Due to concerns about the sensitivity of the area, more detailed flora and fauna studies were commissioned, which led to the preparation of a species impact statement.

Species Impact Statement (SIS)

The SIS involves a detailed investigation of the impacts of the bypass on significant (listed) flora and fauna species. The purpose of the SIS is to clearly define whether the project has the potential to significantly affect any listed species. The species being investigated include the wallum sedge frog, wallum froglet, common planigale and long-nosed potoroo, as well as a number of species of plants, bats, birds and reptiles. The SIS is investigating possible direct or indirect impacts, and ways to prevent or mitigate these impacts.

The results of each of the studies will be reported in the technical papers. Each of these papers provides detailed information on the backgrounds, methods and study outcomes. The technical papers and the SIS will be on public display with the EIS.

Community Focus Group

Consultation with the community has been a vital part of the EIS process and will continue to play an important role throughout the study.

In September 2000, a community focus group was formed as part of the Tugun Bypass Project. This group includes representatives from local community and special interest groups and organisations.

The organisations represented on the group are listed below:

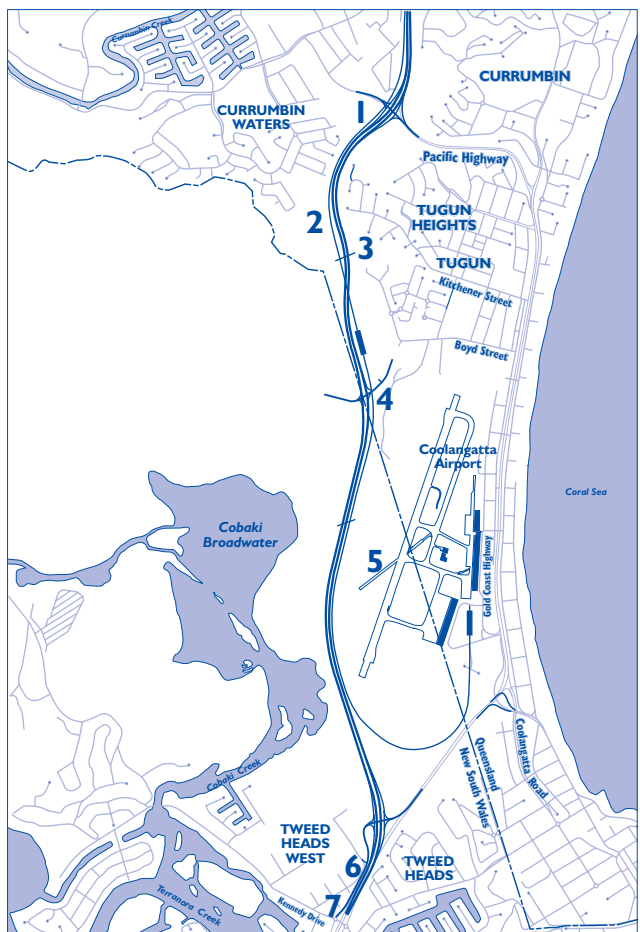
- Tugun Progress Association
- Bicycle Association of Queensland
- Southern Gold Coast Chamber of Commerce
- Caldera Environment Group
- Tweed/Byron Aboriginal Land Council
- A descendent of the traditional owners
- Friends of Currumbin
- Bilambil Heights Progress Association
- Gold Coast and Hinterland Environment Council (GECKO)
- Tweed Heads Pony Club
- Tweed District Residents Association
- Tweed Heads Chamber of Commerce and Industry
- Coolangatta Historical Society
- Individual residents from The Grove and Bilinga.

The community focus group has met five times since it was formed.

In early May this year, members of the community focus group attended a tour of the proposed Tugun Bypass study area. The tour gave group members the opportunity to see the proposed bypass location, and to discuss the project and its possible impacts.

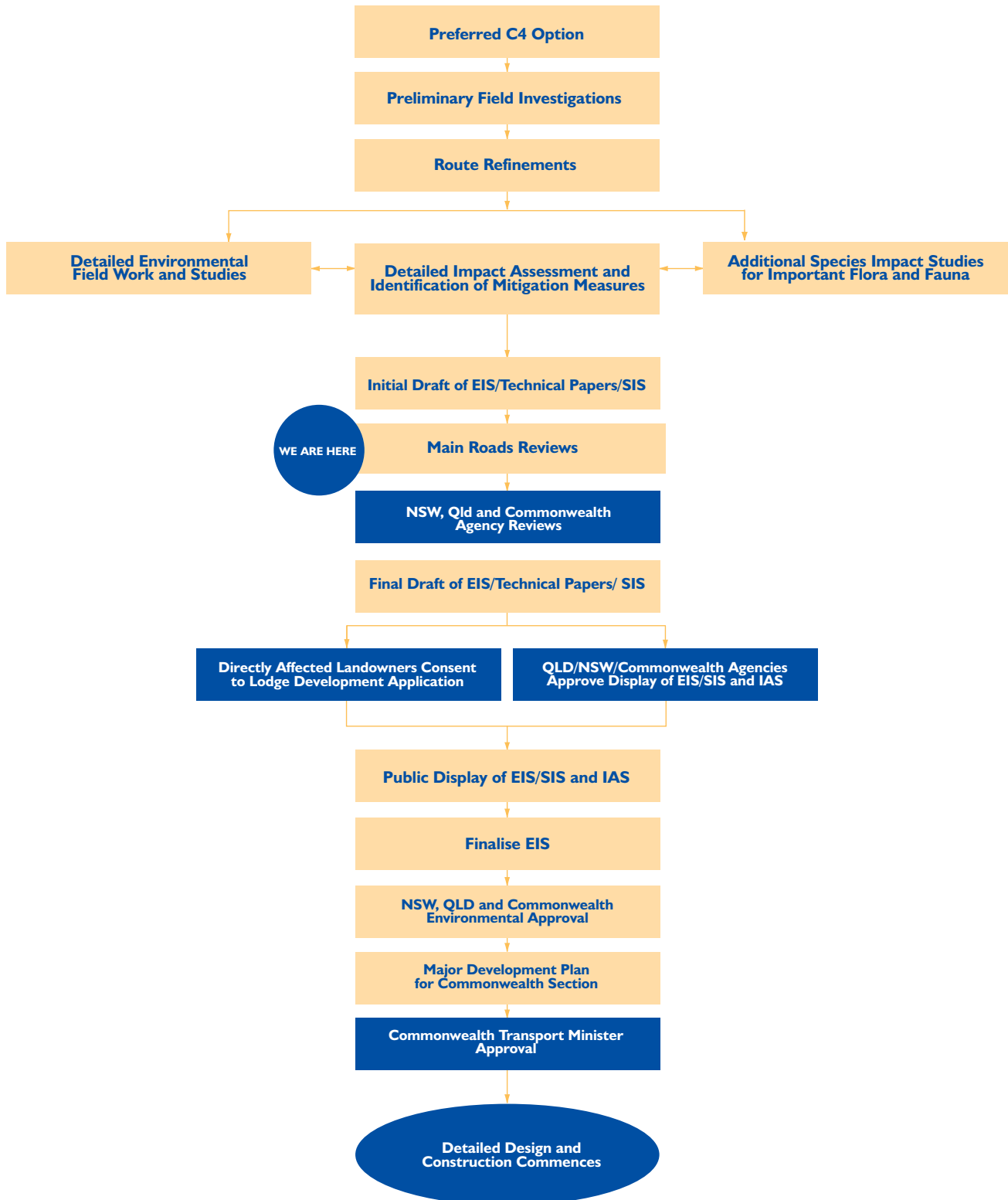
The sites visited on the tour are shown on the map below and included:

- 1 proposed Stewart Road interchange
- 2 disused quarry site
- 3 Hidden Valley
- 4 Boyd Street/Tugun landfill
- 5 Coolangatta airport
- 6 Parkes Drive
- 7 Kennedy Drive.



Study Area - Site Tour

Tugun Bypass Road and Rail Project - The EIS Process





Existing Gold Coast Highway/Pacific Motorway Intersection

Where to from here

Main Roads and PPK will continue to work with other government agencies to finish the documents for the public display in early 2002.

In line with the state government's election commitment, Main Roads has taken steps to make sure detailed design and construction can still start in 2002, subject to receipt of the necessary planning approvals by relevant federal and state government jurisdictions. As part of the 2001 state budget, an extra \$55 million has been committed over two years from 2002-03 as part of the state government's contribution towards the Tugun Bypass project.

How to get involved

Main Roads and PPK encourage you to participate in the EIS. If you have any issues, comments or suggestions about the road or rail corridor, please have your say by contacting PPK's consultation team, using the details below.

Phone our freecall number 1800 067 929.

Please leave a message if ringing after-hours or when the phone is unattended. A member of the project team will contact you as soon as possible.

People who are deaf, or hearing or speech-impaired, can contact the study team through ACE.NRS on 1800 555 677 (voice and TTY users) and 1800 555 727 (speech-to-speech users).

Send us a fax on:

07 3831 4223

(Attn: Tugun Bypass Project)

Write to us at:

Tugun Bypass Project
PPK Environment & Infrastructure
Reply Paid 2907
BRISBANE Q 4001

Email:

tugunbypass@ppk.com.au

Or visit our website:

<http://www.mainroads.qld.gov.au/content/tugun+bypass+project>

Tugun Bypass



Queensland
Government

Department of
Main Roads

Information Sheet No. 5

November 2002

Project background

The Tugun Bypass is a major road and rail project planned for the Gold Coast region. It will reduce traffic congestion and improve travel times through the Tugun area.

The Queensland government has decided to take a staged approach to construction of this important cross-border link. Work will commence mid-next year on the section of the project located in Queensland – between Stewart Road, Currumbin and Boyd Street, Tugun. Following widespread consultation with individuals and stakeholder groups, Main Roads has prepared an Environmental Impact Assessment (EIA) for stage one of the Tugun Bypass project.

This information sheet outlines the project's current status.

EIA approvals process

Work will start on stage one of the Queensland section of this nationally significant road as soon as public comment has been received on the EIA, and relevant environmental and planning approvals have been obtained.

The phased approach to the project will allow the Queensland government to immediately proceed with stage one – from Stewart Road, Currumbin to Boyd Street, Tugun – while approvals are being obtained for stage two.

The draft EIA for stage one of the bypass will go on display in November 2002. Display times and locations are listed at right.

The project's second stage – between Boyd Street and Kennedy Drive, Tweed Heads – is primarily on Commonwealth and NSW lands. The draft EIA for stage two of the bypass is planned to go on display in 2003.

Display Times

You can discuss the EIA on stage one of the bypass with project team representatives at various public display locations and times.

Staffed Displays

- **Civic Centre Meeting Room**
Tweed Civic Centre
Brett Street, Tweed Heads
Saturday
23 November 2002
(NSW 10am - 4pm)
Monday
25 November 2002
(NSW 10am - 4pm)
- **Tugun Village Community Centre**
414 Coolangatta Road,
Tugun
Wednesday
27 November 2002
(Qld 5pm - 8pm)
Saturday
30 November 2002
(Qld 11am - 4pm)
- **School Hall, Elanora High School**
Corner 19th Avenue &
Avocado Street, Elanora
Sunday
8 December 2002
(Qld 11am - 4pm)

Static Displays

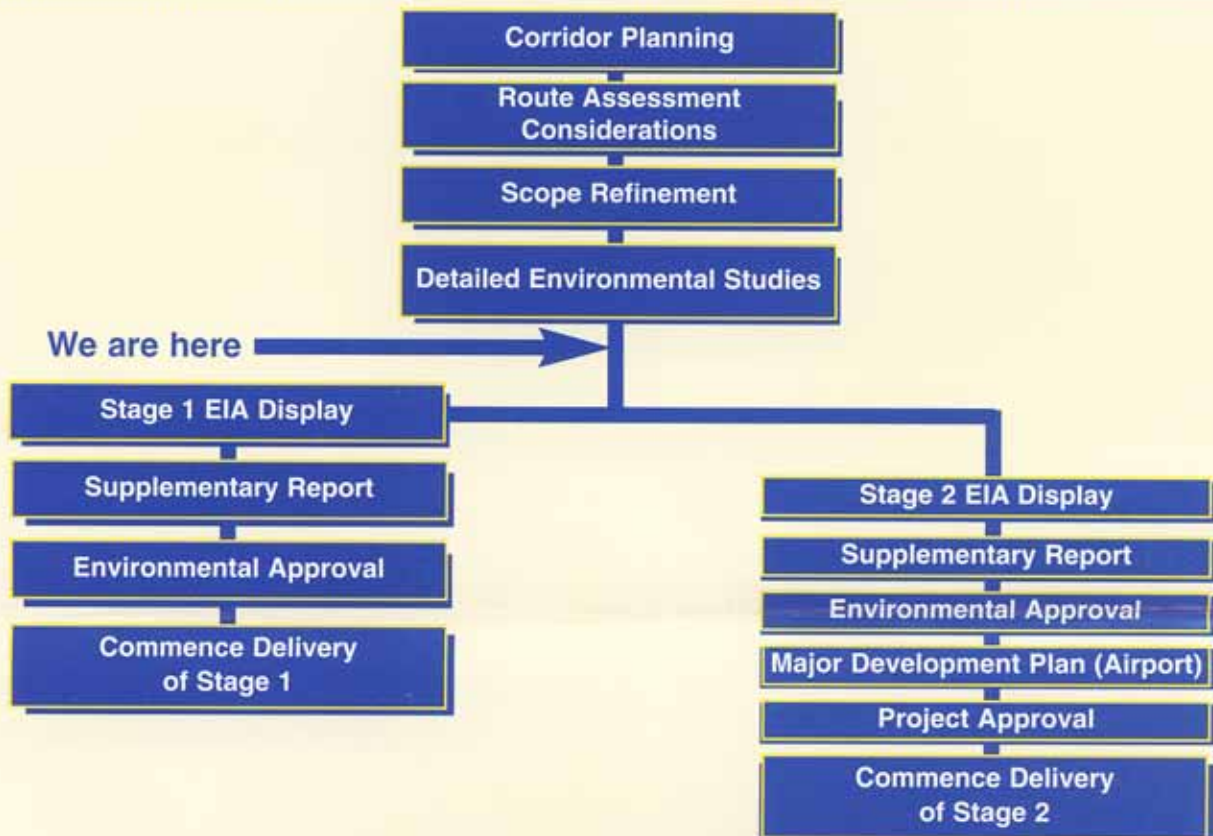
- 18 November - 18 December 2002, during business hours
- **Department of Main Roads**
Corner White and Cotton Streets, Nerang
 - **Elanora Library**
The Pines Shopping Centre
K.P. McGrath Drive, Elanora
 - **Palm Beach Library**
11th Avenue, Palm Beach
 - **Coolangatta Library**
Level 3,
Showcase on the Beach
Marine Parade, Coolangatta
 - **Tweed Shire Council**
Civic Centre Foyer
Brett Street, Tweed Heads

[www.mainroads.qld.gov.au/content/
tugun+bypass+project](http://www.mainroads.qld.gov.au/content/tugun+bypass+project)

New Freecall Number 1800 209 020

To find out more on the Tugun Bypass project or to discuss your concerns, please contact the project team on 1800 209 020.

Approvals process



Queensland's commitment

The Queensland government is committed to construction of the Tugun Bypass through a staged approach. It has committed \$120 million towards the project's cost. Construction of stage one is subject to environmental approvals.

Working party

The Commonwealth, Queensland and NSW governments have formed a senior officers' working party to progress the project. It will help planning approvals and define delivery methods and the funding framework.

The working party has recommended the staged delivery of the project.

The preferred 'C4' route

The Queensland government adopted the C4 route as its preferred option after considering all environmental issues (natural, social and economic). The route provides the best future transport solution for the region.

The C4 route starts at the Stewart Road intersection on the Pacific Highway at Currumbin. It passes west behind the John Flynn Hospital and Gold Coast Airport, swings south of the airport and connects to the Tweed Heads Bypass just north of Kennedy Drive, Tweed Heads.

The route provides a corridor for a future rail extension to the airport.

The C4 route impacts on sensitive environmental areas and the Gold Coast Airport. All environmental planning approvals have not been obtained.

Traffic growth

An average of 54,000 vehicles per day use the Gold Coast Highway between Tugun and Kirra. The highway's existing capacity is exceeded during peak periods causing major traffic congestion. Growth forecasts for the area indicate the traffic demand may double by 2015.

The bypass will significantly reduce traffic congestion and improve travel times in the Tugun area.

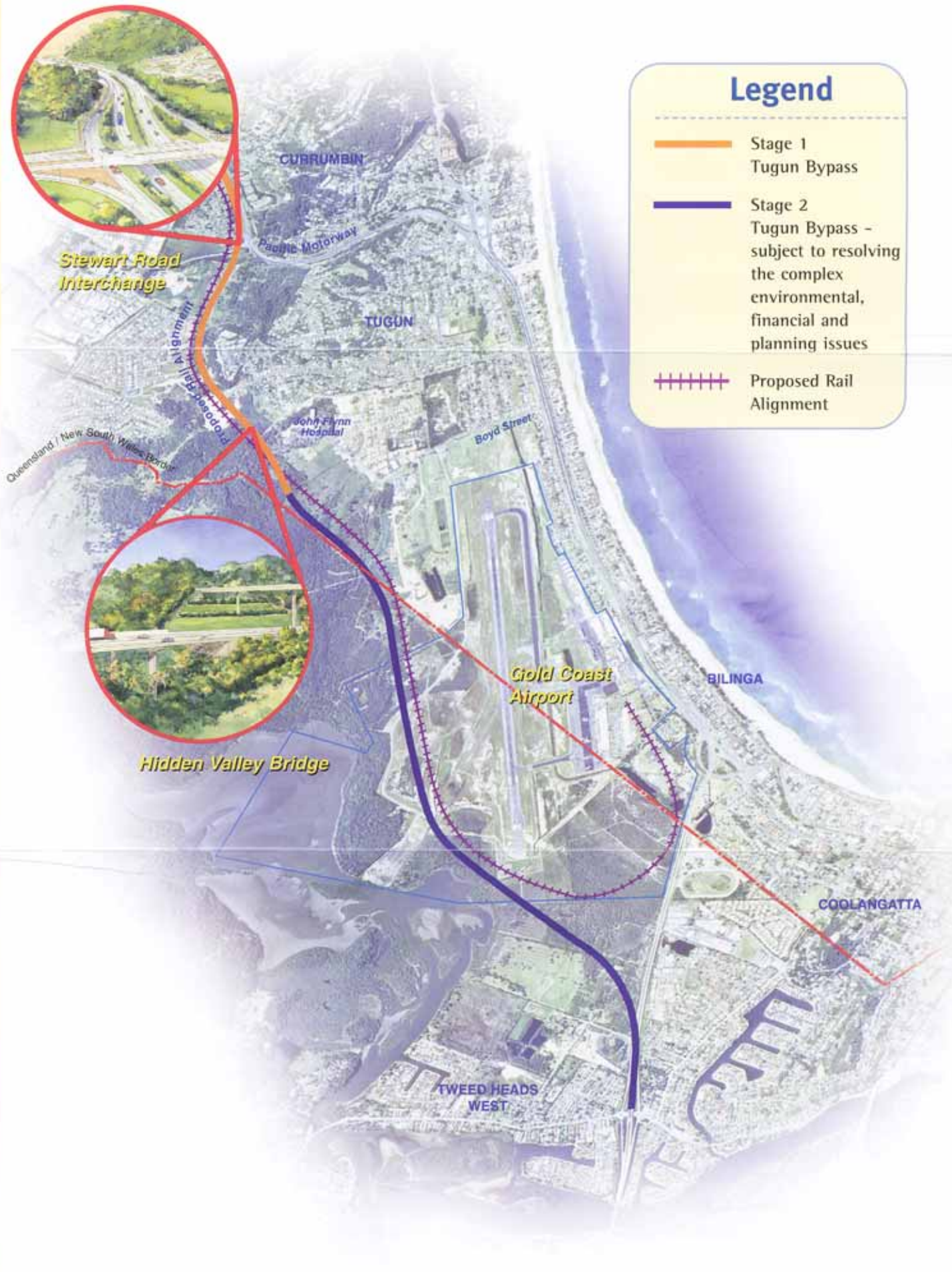
Queensland Government Preferred C4 Route






Stewart Road Interchange



Hidden Valley Bridge



Legend

-  Stage 1
Tugun Bypass
-  Stage 2
Tugun Bypass -
subject to resolving
the complex
environmental,
financial and
planning issues
-  Proposed Rail
Alignment

Have your say

Please visit the public displays to find out more about the project and review the stage one EIA documents. The EIA documents are large, so we have prepared a number of different formats to help you review the EIA. Below is a list of the information available.

EIA documents

CD-ROM versions will be available free of charge on request. Please contact the project team on 1800 209 020. Hard copies of the documents will be available for viewing at various locations.

Summary document

The summary document highlights key findings and provides an overview of the project. It will be available from the project team, Main Roads and at the staffed public displays.

Questions and answers

How can I find out more?

Contact the project team:

- freecall 1800 209 020
- fax: 07 3831 4223 (Attn: Tugun Bypass)
- e-mail: tugunbypass@pb.com.au

Where can I view a copy?

- Department of Main Roads, Corner of White and Cotton Streets, Nerang
- Elanora, Palm Beach and Coolangatta libraries
- www.mainroads.qld.gov.au

How can I comment?

We encourage you to comment on the EIA. You can comment on any part of the bypass project and the EIA.

There are some important points to note when preparing your response.

1. Responses will be collected to assist the assessment of the proposal.
2. All responses will be treated as public documents unless you request your name be withheld. Your response may be published in subsequent assessment documents unless you indicate you do not want any, or part of, the response to be published.
3. You can change your response during the public display period. However you will not have access to any other responses.
4. Main Roads will consider all responses on stage one.

www.mainroads.qld.gov.au/content/tugun+bypass+project

What the Environmental Impact Assessment contains

Part A: Overview and Background

Part F: Risk Assessment

Part B: Need for the Project and Consideration of Alternatives

Part G: Environmental Management

Part C: The Tugun Bypass Project — Stage 1: Stewart Road to Boyd Street

Part H: Community and Stakeholder Liaison

Part D: Impact Assessment and Mitigation

Part I: Conclusions

Part E: Cumulative Impacts

TECHNICAL PAPERS

- 1) Fauna reports
- 2) Air Quality Assessment
- 3) Noise and Vibration
- 4) Community Consultation

Responses should be addressed to:

Tugun Bypass Project
Tugun Bypass Alliance
Reply Paid 2906
Brisbane Q 4001

OR

E-mail your response to: tugunbypass@pb.com.au

All responses should be forwarded by 18 December 2002.

Please ensure your response is either typed or written clearly. To help us correctly analyse and record your issues:

- list your comments as dot points where possible;
- refer to chapters or sections of the document where possible; and
- include your name and address if you would like your response to be acknowledged.

If you need help or further information, please contact the project team.

What will happen to my response?

Your response will help the Queensland government make their decision about the EIA for stage one of the proposed bypass. In the meantime, look out for local media to keep you up-to-date with progress on the project.

Boyd Street

as an interim road connection

Work on the Tugun Bypass will commence mid-next year.

The Queensland government has decided to take a phased approach to the project so that stage one of this nationally significant cross-border link will proceed, while relevant planning and environmental approvals are being obtained for stage two.

The first stage, between Stewart Road, Currumbin and Boyd Street, Tugun is entirely in Queensland.

Main Roads will establish an interim connection from Boyd Street to the Gold Coast Highway to enable stage one of the bypass to be used prior to completion of stage two.

The plan will require the upgrading of Boyd Street.

The benefits of the interim connection will be:

- easing traffic congestion and improving travel times on the Gold Coast Highway (between Stewart Road and Boyd Street)
- improving safety on the Gold Coast Highway (Stewart Road to Boyd Street)
- improving local access to the Tugun business area
- re-routing of inter-state traffic and long distance traffic to avoid delays at three sets of lights (Stewart Road to Boyd Street).

Over the next two months the project team will assess the impacts of the plan. Your input to Main Roads' planning process is welcome.

You can send your comments to fax: 07 3831 4223 or e-mail: tugunbypass@pb.com.au or through the freecall number 1800 209 020.

The plan will then be revised to reflect comments from this first round of consultation with a second round of consultation to be held in late January/early February 2003.

What does the concept plan for the Boyd Street connection feature?

The concept planning for the upgrade of Boyd Street includes the following features:

- connecting Boyd Street to the Gold Coast Highway via an intersection with traffic lights
- changing the existing Boyd Street to a service road between Monash Street and Tugun Street
- adding extra lanes on the southern side (sporting field side) of Boyd Street for local through traffic and traffic travelling to and from stage one of the Tugun Bypass
- installing a noise barrier between the service road and through traffic to reduce noise to surrounding residential areas
- changing Boyd Street, between the Tugun Leagues Club and Gecko Recycling Plant to a divided road (divided by a concrete barrier), with access only by left turn
- constructing a roundabout at the Inland Drive intersection.

The Boyd Street upgrade is consistent with the approval requirements for the Cobaki Lakes development. This involved an upgrade of Boyd Street to a four lane arterial road.

How long will Boyd Street be an interim connection?

Boyd Street will be an interim connection until stage two of the bypass is constructed.

After stage two is open, the Boyd Street connection will change back to normal local traffic flows.

Are any resumptions planned along Boyd Street to build the interim connection?

There will be no private property resumptions along Boyd Street. The only land required is public land on the southern side (sporting field side).

What are the traffic impacts on Boyd Street?

There are currently 3,000 vehicles using Boyd Street each day.

Once the connection is opened, it is anticipated that traffic will increase substantially. It is for this reason that the road will be widened with additional lanes.

How will I use Boyd Street?

The upgrade will prevent right turns from Boyd Street into residential areas.

Access to Tugun Street, Morshead Street and Monash Street will be via Kitchener Street.

Access to Irene Street will be restricted to left turns into Irene Street and left turns out onto Boyd Street. Local traffic will access the area via Inland Drive.

Access to the tip, sporting fields, Tugun Leagues Club and other businesses between Inland Drive and Monash Street will be restricted to left turns into these areas and left turns out onto Boyd Street. To go back to the Gold Coast Highway vehicles will do a u-turn at the proposed roundabout at Inland Drive.

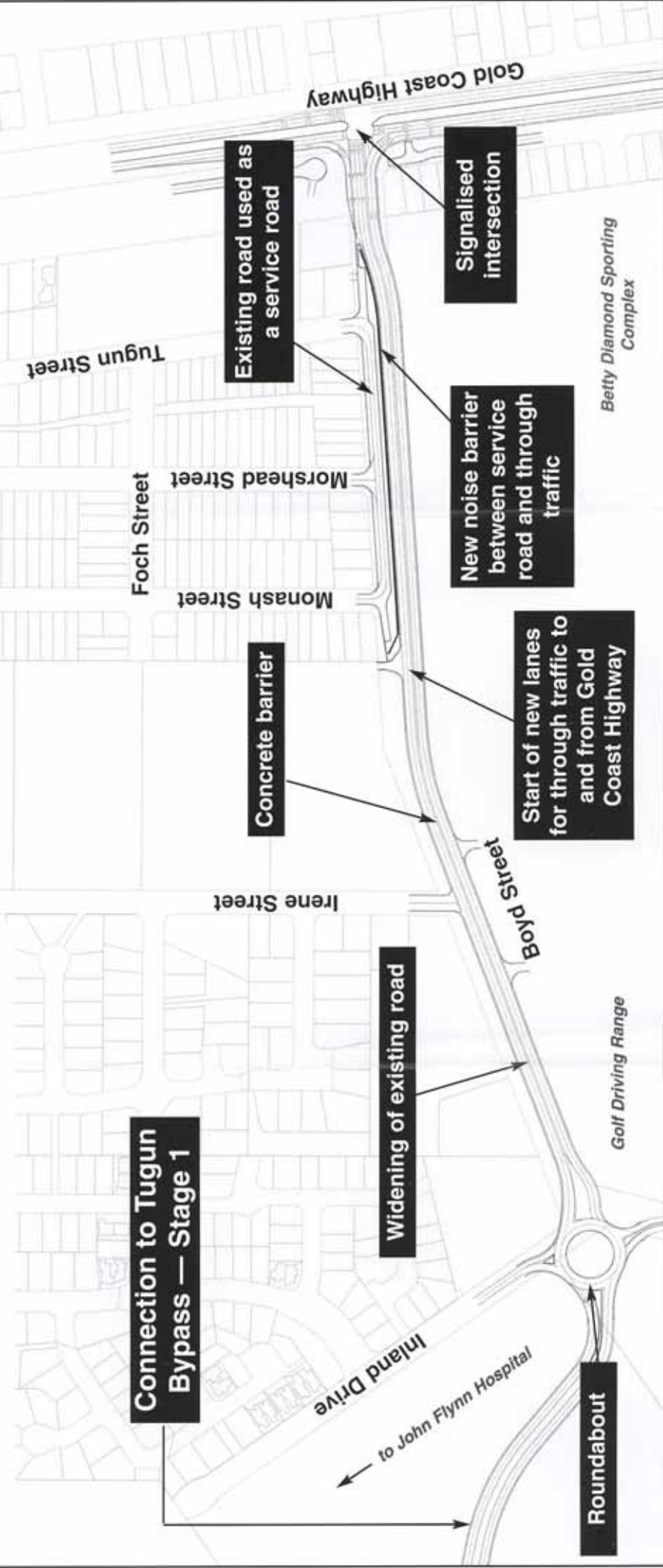


**Queensland
Government**

Department of
Main Roads

Boyd Street Concept Plan

Note: This is conceptual only. Community input is sought on possible variations for improvement.



How and when will I get a say?

You can ring the project team on freecall 1800 209 020,
e-mail: tugunbypass@pb.com.au
or fax: 07 3831 4223

or write to: Tugun Bypass Project, Tugun Bypass Alliance,
Reply Paid 2907, Brisbane Q 4001.



**Queensland
Government**
Department of
Main Roads



Appendix E

News Articles



Media articles about the Tugun Bypass

Articles appeared from 31 August 2000 to 27 August 2002

Article Headline	Date	Newspaper
Beattie 'stunt' fuels bypass funds row	Thursday 31 August 2000	Gold Coast Bulletin
May calls for a block on funds	Wednesday 6 September 2000	Gold Coast Sun
Agenda packed with hot topics	Monday 24 September 2000	Gold Coast Bulletin
Demonstrators loud and clear	Monday 23 October 2000	Gold Coast Bulletin
Tugun Bypass stalled: Libs	Thursday 9 November 2000	Gold Coast Mail
Native orchids destroyed at site of the bypass	Friday 10 November 2000	Daily News (Tweed Heads)
Rare and expensive orchids ripped out Maps revealed sensitive sites	Friday 10 November 2000	Gold Coast Bulletin
Site security to be stepped up	Monday 13 November 2000	Daily News (Tweed Heads)
Merri has let us down (letter to editor)	Wednesday 6 December 2000	Gold Coast Sun
Going nowhere fast Bypass urgently needed	Saturday 6 January 2001	Gold Coast Bulletin
Coalition eyes Gold Coast prize Currumbin key to ALP fortunes	Friday 26 January 2001	Courier Mail
Coalition pledge on the bypass Labour plans to make major road announcement today	Monday 29 January 2001	Daily News (Tweed Heads)
Labor confirms start of Tugun bypass next year	Tuesday 30 January 2001	Daily News (Tweed Heads)
Coalition's road promise	Saturday 3 February 2001	News – Mail (Bundeberg)



Article Headline	Date	Newspaper
Tugun fury at bypass politics	Wednesday 7 February 2001	Gold Coast Sun
Big bucks promised for Coast	Wednesday 14 February 2001	Gold Coast Sun
Time to look over the fence	Wednesday 21 February 2001	Gold Coast Bulletin
Bypass route ambush Fear Gecko may try to derail project	Saturday 9 June 2001	Gold Coast Bulletin
Greens one jump ahead of bypass	Saturday 16 June 2001	Gold Coast Bulletin
Leave off Mrs Levy (letter to editor)	Monday 18 June 2001	Gold Coast Bulletin
Road cleared to start Tugun bypass next year	Tuesday 18 August 2001	Gold Coast Bulletin
Local solutions to wider problem	Tuesday 18 August 2001	Gold Coast Bulletin
Airport denies runway claim	Wednesday 17 October 2001	Daily News (Tweed Heads)
Welcome to another day in a commuting 'fools paradise'	Saturday 17 November 2001	Gold Coast Bulletin
Bypass bypassed (letter to editor)	Tuesday 20 November 2001	Gold Coast Bulletin
Tugun toll 'disastrous for Tweed	Tuesday 20 November 2001	Gold Coast Bulletin
Light decisions not taken lightly	Friday 23 November 2001	Gold Coast Bulletin
Smarter roads plan needed	Friday 23 November 2001	Courier Mail
Fare go! Tugun bypass row takes a heavy toll	Wednesday 28 November 2001	Gold Coast Bulletin
Road paved with deceit	Wednesday 28 November 2001	Gold Coast Bulletin
The Tugun tax trap Toll shock for our never-never bypass	Wednesday 28 November 2001	Gold Coast Bulletin



Article Headline	Date	Newspaper
State road priorities detailed	Wednesday 28 November 2001	Caboolture Near North Coast News
Alarm bells ringing over Tugun saga	Thursday 29 November 2001	Gold Coast Bulletin
Mayhem tipped as driver revolt brews	Thursday 29 November 2001	Gold Coast Bulletin
'Mised' claim on toll denied	Thursday 29 November 2001	Gold Coast Bulletin
Scully closes wallet on bypass	Saturday 1 December 2001	Daily News (Tweed Heads)
Major environmental problems with bypass (letter to editor)	Thursday 6 December 2001	Gold Coast Bulletin
Robbins slams NSW attitude to bypass	Thursday 6 December 2001	Gold Coast Mail
Traffic snarl Minister sees why Tugun needs bypass	Friday 7 December 2001	Daily News (Tweed Heads)
Hockey a welcome visitor to the region	Friday 7 December 2001	Daily News (Tweed Heads)
Call for inquiry into road costings	Saturday 8 December 2001	Courier Mail
Hidden agenda to the bypass (letter to editor)	Monday 10 December 2001	Daily News (Tweed Heads)
Finger pointing on bypass blow-out	Monday 10 December 2001	Gold Coast Bulletin
No case to answer	Tuesday 11 December 2001	Gold Coast Bulletin
Motorists pay again and again (letter to editor)	Tuesday 11 December 2001	Gold Coast Bulletin
Time for Labor States to deliver on bypass	Wednesday 12 December 2001	Gold Coast Sun
Change the route (letter to editor)	Wednesday 12 December 2001	Gold Coast Sun
Residents quiz bypass planners	Thursday 13 December 2001	Daily News (Tweed Heads)



Article Headline	Date	Newspaper
Tugun traffic claims federal minister	Thursday 13 December 2001	Gold Coast Mail
Bypass bungle (letter to editor)	Thursday 13 December 2001	Gold Coast Mail
Tugun bypass route to go ahead	Tuesday 18 December 2001	Daily News (Tweed Heads)
Insist on a toll road (letter to editor)	Thursday 20 December 2001	Gold Coast Bulletin
Do you support a toll way to fund the Tugun bypass?	Thursday 20 December 2001	Gold Coast Bulletin
Toll should be considered (letter to editor)	Thursday 20 December 2001	Daily News (Tweed Heads)
Bypass on track	Thursday 20 December 2001	Gold Coast Mail
New toll 'could fund bypass'	Thursday 20 December 2001	Daily News (Tweed Heads)
New bridge toll 'could fund road'	Thursday 20 December 2001	The Gold Coast Sun
Anthony playing politics over funding of bypasses: Newell	Friday 21 December 2001	Daily News (Tweed Heads)
Goodwill in short supply	Sunday 23 December 2001	Gold Coast Bulletin
Rights activist to put anti-toll case	Sunday 23 January 2002	Gold Coast Bulletin
Carr counters hit highway at Tugun	Wednesday 30 January 2002	Daily News (Tweed Heads)
Beattie's bypass promise finds Tugun supporters	Thursday 2 February 2002	Daily News (Tweed Heads)
Road to ruin	Saturday 2 February 2002	Weekend Gold Coast Bulletin
Let's bypass hypocrites	Wednesday 6 February 2002	Gold Coast Bulletin
Bypassing doubts	Wednesday 6 February 2002	Gold Coast Bulletin
Dear John – are we bypassed	Saturday 6 April 2002	Gold Coast Bulletin



Article Headline	Date	Newspaper
Bypass stymied by politics	Friday 3 May 2002	Daily News (Tweed Heads)
Time to stand up and be counted	Monday 6 May 2002	Gold Coast Bulletin
GECKO support (letter to editor)	Thursday 9 May 2002	Gold Coast Bulletin
Bypass meeting today	Thursday 9 May 2002	Gold Coast Bulletin
Agreement brings Tugun bypass one step closer	Saturday 11 May 2002	Gold Coast Bulletin
Talks end Tugun bypass impasse	Saturday 11 May 2002	Gold Coast Bulletin
Don't pass up last chance (letter to editor)	Monday 13 May 2002	Gold Coast Sun
'Snow job' guarantees warm reception	Thursday 16 May 2002	Gold Coast Bulletin
Government accused over Tugun inactivity	Friday 17 May 2002	Daily News
Bypass meeting presence vital (letter to editor)	Saturday 18 May 2002	Daily News
Bypass lobby gains an ally	Tuesday 21 May 2002	Daily News
A chance to have your say (letter to editor)	Tuesday 21 May 2002	Daily News
Don't hold your breath for bypass (letter to editor)	Wednesday 22 May 2002	Gold Coast Bulletin
Putting politicians in the spotlight	Wednesday 29 May 2002	Daily News
Taking bypass action to pollies (letter to editor)	Wednesday 29 Ma 2002	Daily News
Tugun bypass meeting not one to miss	Thursday 30 May 2002	Gold Coast Bulletin
Have your say at bypass meeting	Saturday 1 June 2002	Daily News
Tightwads delay bypass	Monday 3 June 2002	Gold Coast Bulletin



Article Headline	Date	Newspaper
Road funds steer clear of Tweed	Wednesday 5 June 2002	Gold Coast Bulletin
Tugun 500 slam MPs on by-pass	Wednesday 5 June 2002	The Sun
Tugun quick-fix urged	Saturday 8 June 2002	Gold Coast Bulletin
Motorists relive Tugun nightmare	Saturday 8 June 2002	Gold Coast Bulletin
Council on the right footing	Saturday 8 June 2002	Daily News
Challenge to Bredhauer (letter to editor)	Saturday 8 June 2002	Daily News
Light-rail bypassed \$100m transport cash to spare but none for coast	Tuesday 11 June 2002	Gold Coast Bulletin
Bypass meeting or bank push? (letter to editor)	Wednesday 12 June 2002	Daily News
Good news but don't hold your breath	Wednesday 12 June 2002	Daily News
Government lifts cash for vital bypass	Wednesday 12 June 2002	Gold Coast Bulletin
Bypass funds Extra \$6.5mil boosts Tugun bottleneck hopes Funding Boost for Tugun bypass	Wednesday 19 June 2002	Daily News
Tugun funds row erupts	Friday 21 June 2002	Daily News
NSW 'paid for Tweed bypass'	Saturday 22 June 2002	Daily News
Bypass buck-passing	Thursday 27 June 2002	Daily News
Time to pressure for bypass start (letter to editor)	Thursday 27 June 2002	Daily News
Minister talks up bypass chances	Saturday 6 July 2002	Weekend Bulletin
'Not a cent for Tugun bypass'	Tuesday 9 July 2002	Gold Coast Bulletin



Article Headline	Date	Newspaper
People power will prevail (letter to editor)	Wednesday 31 July 2002	Daily News (Tweed Heads)
Hit the road and party, says Carl Sleepy Hollow awakes to new era	Saturday 3 August 2002	Weekend Gold Coast Bulletin
Missing Link Tugun is the only stumbling block in 335km	Thursday 15 August 2002	Gold Coast Mail
It's time to get road rage	Thursday 15 August 2002	Gold Coast Mail
Different route called for (letter to editor)	Saturday 17 August 2002	Daily News Tweed Heads
Streets ahead by comparison	Wednesday 21 August 2002	Tweed Sun
Your views on the Tugun bypass Gold Coast Mail goes to Tugun to find out your views on the Tugun Bypass	Thursday 22 August 2002	Gold Coast Mail
Red light account (letter to editor)	Thursday 22 August 2002	Gold Coast Mail
Hands off NSW buffer zone (letter to editor)	Monday 26 August 2002	Daily News (Tweed Heads)
RACQ: Tugun has worst traffic jams	Tuesday 27 August 2002	Gold Coast Bulletin



Articles appearing from 27 August 2002 to 27 March 2003

Article Headline	Date	Newspaper
Work on bypass project to start late next year	Tuesday 12 November 2002	The Courier Mail
Vinnicombe promises Tugun Road	Tuesday 10 December 2002	Daily News
Labor shift on bypass angers	Tuesday 10 December 2002	Gold Coast Sun
Smart state outsmarted (letter to editor)	Wednesday 11 December 2002	Gold Coast Sun
Bypass not a NSW problem (letter to editor)	Thursday 12 December 2002	Daily News
Tugun in full voice for bypass meeting	Saturday 14 December 2002	Weekend Gold Coast Bulletin
Bypass dispute impacts on Club Federal and NSW governments under fire at rowdy rally	Monday 16 December 2002	Gold Coast Bulletin
Snarls in north (letter to editor)	Monday 23 December 2002	Gold Coast Bulletin
Apologising for mistake (letter to editor)	Thursday 26 December 2002	Daily News
Bypassing the issues (letter to editor)	Thursday 2 January 2003	Daily News
Troublemakers hinder bypass (letter to editor)	Monday 6 January 2003	Daily News
Bypass bordering on political nous (letter to editor)	Friday 10 January 2003	Gold Coast Bulletin
'Millions' for Tugun road	Tuesday 14 January 2003	Daily News
Solution for Tugun bypass (letter to editor)	Wednesday 15 January 2003	Daily News
Outrage over bypass bid axing 154 homes	Wednesday 29 January 2003	Gold Coast Sun
Want experience or a newcomer? (letter to editor)	Friday 31 January 2003	Daily News
Bypass promise	Tuesday 4 February 2003	Gold Coast Bulletin



Article Headline	Date	Newspaper
Bypass belongs to both States	Thursday 13 February 2003	Daily News
Tunnel proposed by Gecko	Thursday 13 February 2003	Daily News
Hopes raised for bypass funding	Thursday 13 February 2003	Daily News
Tugun bypass	Thursday 13 February 2003	Daily News
Bypass doubt	Monday 17 February 2003	Gold Coast Bulletin
Truckers to protest to support bypass Truckies' bypass blockade threat	Wednesday 19 February 2003	Gold Coast Sun
Bypass move a welcome step (letter to editor)	Wednesday 26 February 2003	Daily News
Tugun bypass solution a 'priority'	Monday 3 March 2003	Daily News
Land handover vital to construction	Wednesday 5 March 2003	Gold Coast Sun
Room for one more	Saturday 8 March 2003	Weekend Gold Coast Bulletin
Bypass deal just around the corner	Saturday 8 March 2003	Weekend Gold Coast Bulletin
Bypass funding tipped	Monday 10 March 2003	Daily News
Cheer for Tugun \$120m boost will send bypass over the border	Monday 10 March 2003	Gold Coast Bulletin
Bypass battle not yet won (letter to editor)	Thursday 13 March 2003	Daily News
Timely reminder of hill's danger	Friday 14 March 2003	Daily News
Bypass key to Tweed's future	Friday 14 March 2003	Daily News
Forget bypass, fix Sexton Hill: Newell	Friday 14 March 2003	Daily News



Article Headline	Date	Newspaper
Highway traffic reduced to crawl		
Tugun gets its bypass yet Sexton Hill is still a BLACKSPOT	Friday 14 March 2003	Daily News
Tugun bypass to fuel Tweed boom	Saturday 15 March 2003	Weekend Gold Coast Bulletin
Why delay Tugun bypass? (letter to editor)	Saturday 15 March 2003	Daily News
Slow train to Tugun Rail extension on hold for 10 years	Wednesday 18 March 2003	Gold Coast Bulletin
Facelift for Norfolks at Tugun	Sunday 22 March 2003	Weekend Gold Coast Bulletin
Another look needed (letter to editor)	Thursday 27 March 2003	Gold Coast Bulletin



Appendix F

Robina to Tugun Road and Rail IAS
Newsletters



Robina to Tugun

Rail & Road Impact Assessment Study

NEWSLETTER

March 2000

What's Inside...

Route map

The story so far

What's proposed?

Issues to be addressed

Study outcomes

How to be involved



Growing transport needs...

The southern Gold Coast region is currently experiencing significant population growth. Current trends indicate that between 1996 and 2007, the region's population will grow by about 36,000 people and the number of trips taken every day will increase by about 55%.

This growth will have significant implications for travel in the area. Without a major change to the transport system, people will experience growing road congestion, longer travel times and adverse environmental, social and economic impacts.

By planning now for better transport solutions, travel trends can be reversed and long term transport alternatives put into place for people living and working in the southern Gold Coast region.

The Robina to Tugun Rail & Road Impact Assessment Study (IAS) will consider two proposals: firstly, the Queensland section of a rail extension from Robina to Coolangatta Airport, and secondly, the section of the proposed Tugun road bypass within Queensland.

In parallel with this study, the Queensland Department of Main Roads will conduct an Environmental Impact Study (EIS) to investigate the NSW section of the rail extension and proposed Tugun road bypass. Planning for the commencement of the EIS is now underway. Queensland Transport is working closely with the Department of Main Roads to ensure the studies are effectively coordinated.

An extension of the rail line from Robina would greatly enhance public transport services and usage in the southern Gold Coast region, and provide better links between Brisbane, Coolangatta and the growth areas along the corridor.

The proposed Tugun road bypass is an important element of the area's road network aimed at easing traffic congestion and increasing safety for local road users, businesses, tourists and freight movements between Queensland and New South Wales. The Queensland Government's 1999 Roads Implementation Program highlights its commitment to fund the construction of the Tugun road bypass.

What is the Robina to Tugun Rail & Road IAS?

The Robina to Tugun Rail & Road IAS will investigate the environmental, social and economic benefits and impacts of a rail extension from Robina to Boyd Street, Tugun, and a road bypass from Stewart Road to Boyd Street, Tugun (map overleaf). It will involve more detailed planning on the routes identified in previous studies.

The Study will focus on:

- further analysing the need for a new rail corridor
- determining the detailed alignment for road and rail
- determining the best mode for the public transport corridor
- identifying station locations
- developing an integrated public transport system
- consulting with the community
- undertaking impact assessment studies
- preparing an environmental management plan
- establishing timings for the development of public transport infrastructure
- completing the next stage of pre-construction activities for the Tugun road bypass

Consultants appointed...

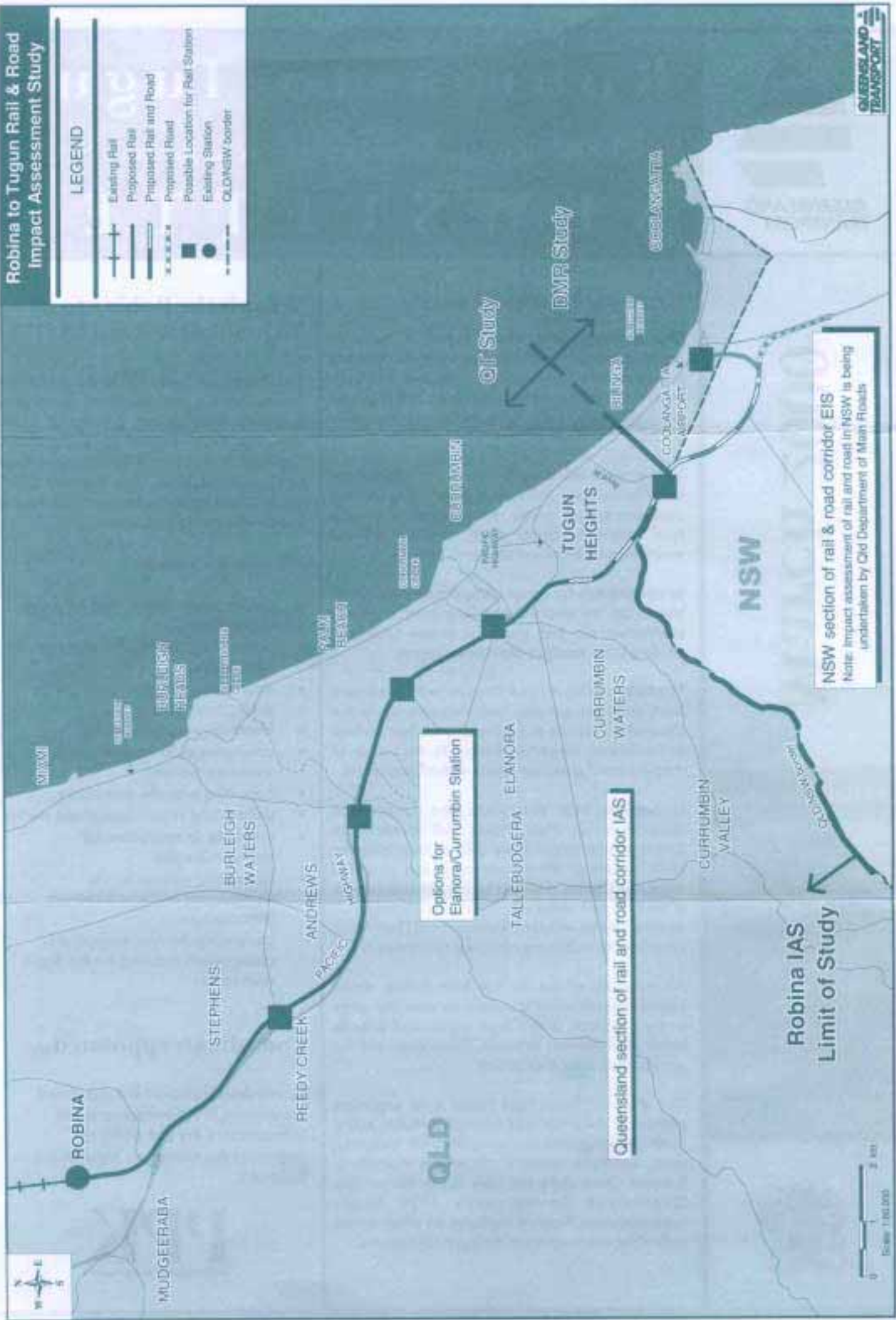
Queensland Transport has appointed consultants, PPK Environment and Infrastructure Pty Ltd (PPK) to undertake the Robina to Tugun Rail & Road IAS.

PPK
Environment & Infrastructure

Robina to Tugun Rail & Road Impact Assessment Study

LEGEND

-  Existing Rail
-  Proposed Rail
-  Proposed Rail and Road
-  Proposed Road
-  Possible Location for Rail Station
-  Existing Station
-  QLD/NSW border



NSW section of rail & road corridor EIS
 Note: Impact assessment of rail and road in NSW is being undertaken by Qld Department of Main Roads



Robina to Tugun

The story so far...

In 1997, the State Government's *Integrated Regional Transport Plan (IRTP)* for South East Queensland identified the need to investigate both the extension of the Gold Coast rail line from Robina to Coolangatta and a Tugun road bypass.

The 1998 *Southern Gold Coast Tweed Corridor Study* investigated these transport options and identified the preferred routes for the Robina to Coolangatta rail extension and the Tugun road bypass.

In August 1999, a joint Qld/NSW workshop confirmed the western route for the rail and road corridors (known as C4), as the best option for the community and the environment.

Both the Robina to Tugun Rail & Road IAS (Queensland Transport) and the Tugun Bypass EIS (Department of Main Roads) follow on from this previous work.

Issues to be addressed

A number of issues will be considered during the study, including:

- > Location of future population and employment growth
- > Future travel needs & demand forecasting
- > Social and community impacts
- > Operating characteristics of public transport
- > Detailed alignment and station locations
- > Traffic impacts
- > Local access
- > Noise and vibration impacts
- > Implications for vegetation and wildlife
- > Air quality impacts
- > Visual impacts
- > Impacts on flooding and drainage
- > Costs & benefits
- > Effects on indigenous and non-indigenous Heritage
- > Timing and staging options for rail

What's Proposed?

The Study will run from
March 2000 until April 2001

KEY STUDY ACTIVITIES

- Display of IAS draft Terms of Reference and route options (March/April 2000)
- Community open days (to be held in April 2000 and again in the period June-August 2000)
- Development of land use/transport concepts and public transport strategies
- Environmental, social, economic and engineering studies
- Refinement of route alignments and station locations
- Identification of staging/timing options for rail
- Public display of draft IAS report (March 2001)

"What will be the outcome of the study?"

The Robina to Tugun Rail & Road IAS is working towards the following outcomes:

- > A final IAS report
- > Final alignment and station locations
- > An environmental management plan
- > An implementation plan (including information on staging and timing of public transport infrastructure)

A decision by the Queensland Government on the use of the rail corridor, and timings for implementation, is expected around mid 2001. This decision will be based on the findings of the IAS report which will take into account consultation with the community.

Final NSW and Commonwealth approvals for construction of the Tugun road bypass will be sought after completion of the NSW EIS.

How to be involved...

The Study Team is currently seeking community input on the draft Terms of Reference for the IAS. You can view a copy of the draft Terms of Reference from 17 March to 17 April at the following static community display locations:

- > Queensland Transport Customer Service Centres at Bundall, The Pines and West Burleigh Shopping Centres
- > Department of Main Roads - Nerang District Office
- > Gold Coast City Council - Bundall & Nerang Administration Centres
- > Gold Coast City Council Libraries - Robina, Mudgeeraba, Burleigh Waters, Palm Beach, Elanora, Coolangatta

You can also download the Terms of Reference from the Study website or contact the Study Team for a copy.

To allow the community to ask the Study Team questions, staffed community displays will also be held as follows:

- > Thursday 6 April, 2pm - 8pm, The Pines Shopping Centre, KP McGrath Drive, Elanora
- > Friday 7 April, 9am - 3pm, Tugun Village Community Centre, 414 Coolangatta Road, Tugun
Representatives from the Queensland Department of Main Roads will be available at this display to answer questions on the New South Wales section of the road and rail corridors.
- > Saturday 8 April, 9am - 4pm, Robina Town Centre, Robina Town Centre Drive, Robina

Submissions on the draft IAS Terms of Reference close on Friday 17 April 2000.

In undertaking this project, the Study Team will work closely with the community to ensure everyone with an interest is given an opportunity to have their say. There will be a number of ways to provide input throughout the study. You will be kept informed through the media, future newsletters and other consultation activities such as displays.

Phone

Freecall 1800 067 929

People who are deaf, hearing-impaired or speech-impaired can contact the study team through ACE.NRS on 1800 555 677 (voice & TTY users) and 1800 555 727 (speech to speech users). For those who are vision-impaired, all printed reports are available on tape from the study team.

Facsimile

07 3831 4223 (Attn: Robina to Tugun Rail & Road IAS)

Write

Consultation Coordinator
Robina to Tugun Rail & Road IAS
Reply Paid 966, PPK Environment & Infrastructure Pty Ltd
GPO Box 2907
Brisbane Qld 4001

Email

dfreeman@ppk.com.au

View our website

www.ppk.com.au/tugun/project

Please keep me informed...

I'm interested in being kept up-to-date with the progress of the Robina to Tugun Rail & Road Impact Assessment Study. Please include me on your mailing list.

Name:

Organisation:

Address:

Telephone:

Please return this slip to:

Consultation Coordinator, Robina to Tugun Rail & Road IAS
Reply Paid 966, PPK Environment & Infrastructure Pty Ltd
GPO Box 2907
Brisbane Qld 4001



PPK
Environment & Infrastructure

October
2000

Robina to Tugun

Rail & Road Impact Assessment Study

U P D A T E



Queensland
Government
Queensland Transport

About the Study

In March 2000, Queensland Transport commenced the Robina to Tugun Rail and Road Impact Assessment Study (IAS). This study is considering the environmental, social, and economic benefits and impacts of:



- the Queensland section of a rail extension from Robina to Coolangatta Airport; and
- the Queensland section of the proposed Tugun road bypass.

The sections of the rail extension and road bypass within New South Wales are currently being investigated through an Environmental Impact Study being undertaken by the Queensland Department of Main Roads.

Queensland Transport has engaged consultants PPK Environment & Infrastructure to carry out the IAS on its behalf.

The March 2000 newsletter provided detailed information on the study's background. To obtain a copy, contact the study team on freecall 1800 067 929.

What's happened so far

To date, the study's preliminary technical work has involved:

- confirming the need for a rail and road corridor;
- reviewing previous studies and issues;
- estimating likely patronage;
- refining the route alignment; and
- looking at land use planning around stations.

Technical work is now underway to further investigate engineering, transport, economic, social and environmental issues.

Find out more at our public displays

Public displays are being held during October to provide the community with information on planning options for the rail extension (including alignment, station locations, and station layouts) and options for the Tugun Road Bypass.

Static displays: 9 - 23 October

- Queensland Transport Customer Service Centres at Bundall, and West Burleigh Shopping Centre
- The Pines Shopping Centre
- Department of Main Roads' Nerang Office
- Gold Coast City Council's Bundall and Nerang Administration Centres
- Gold Coast City Council libraries at Robina, Mudgeeraba, Burleigh Waters, Palm Beach, Elanora and Coolangatta

Staffed displays: 12, 14 & 19 October

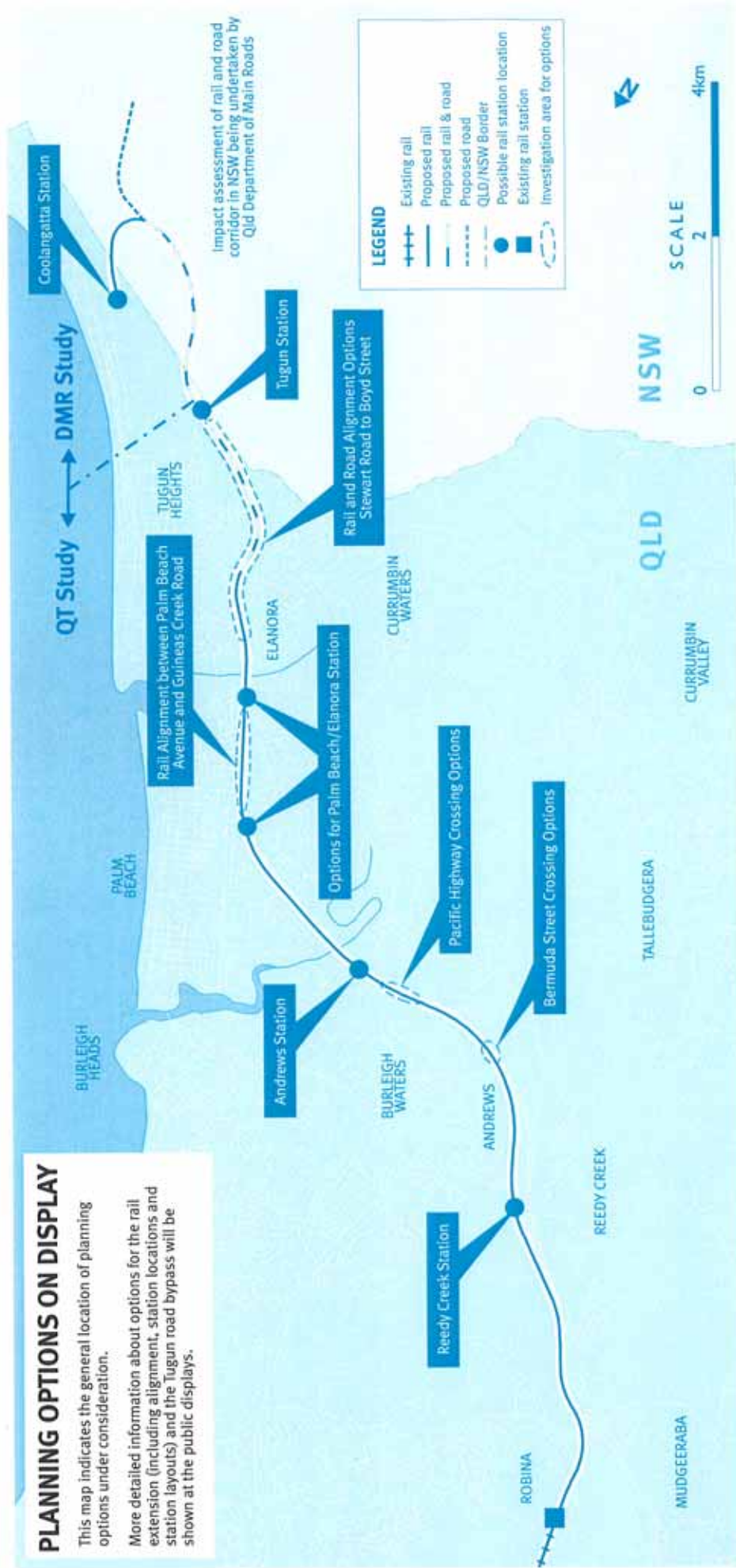
- Thurs 12 October, 2.00pm to 6.00pm, Tugun Village Community Centre, 414 Coolangatta Rd
- Sat 14 October, 10.00am to 2.00pm, Elanora State Primary School, K P McGrath Drive
- Thurs 19 October, 2.00pm to 6.00pm, Robina Library, Robina Town Centre Drive

People are welcome to visit the staffed displays at any time during the four-hour period to discuss issues on a one-on-one basis with the study team. Representatives from both Queensland Transport and PPK will be available to answer any questions.

PLANNING OPTIONS ON DISPLAY

This map indicates the general location of planning options under consideration.

More detailed information about options for the rail extension (including alignment, station locations and station layouts) and the Tugun road bypass will be shown at the public displays.



Working with the community

Since March 2000, consultation with the community has provided important feedback on the study's draft Terms of Reference and a wide range of issues related to developing the rail and road proposals.

Public consultation activities to date

- First study newsletter distributed to 50,000 local residents & businesses
- Project updates sent to 1,800 people on the stakeholder mailing list
- Free-call hotline and study website
- Static displays at Council Offices, libraries and Queensland Transport Customer Service Centres;
- Three staffed community display days held at Robina, Elanora and Tugun



- Meetings with elected representatives, key stakeholders groups and community members

The community has shown considerable interest in the study and raised many important issues such as station and route locations, possible impacts on property and environment and timeframes for completion.

In July 2000, a community attitude survey was undertaken with 300 residents in the study area. Participants in this survey generally agreed that public transport links in the region needed to be improved, and that passenger rail is the preferred type of public transport between Robina and Coolangatta.



Have your say...

Your views are important in helping the Study team to prepare the Draft Impact Assessment Study report. Please take a moment to fill in this slip, cut it out and post it back to the reply-paid address.

Do you think the rail extension will generally improve, reduce or have no effect on your quality of life?

- Improve Reduce Have no effect

If you were going to use the proposed train service, how would you access the nearest station option? Refer to map above.

- By car By bicycle By bus Walk Other (please specify) _____

Which of the following facilities would you or your family use the proposed train service to access?

- Work School Airport Parks/recreational facilities Hospital University Churches Other (please specify) _____

Will the proposed rail extension change the way you access community facilities (eg. schools, churches, parks, hospitals, shops)?

- Yes No

If yes, will your access be improved or reduced?

Do you know of any important local environmental issues, landmarks or features that may be affected by the proposed rail extension?

Would you like to be added to our mailing list? If so, please complete your details below:

Name: _____
Address: _____
Telephone: _____

Where to from here

Following the displays, the technical work will:

- refine the displayed station and alignment options, including station function, location, size and access requirements;
- investigate and evaluate construction staging and timing options;
- investigate detailed rail and road alignment options between Stewart Road and Boyd Street; and
- selection of preferred rail and road alignment option for conduct of the detailed impact assessment.

As a result of this work, a draft Impact Assessment Study report will be produced. **You can provide input into the preparation of this draft report until 14 February 2001.**



How to have your say

Your views about the study are important. Your comments help the study team to ensure they investigate all issues of interest and concern.

There are several ways you can be involved:

- Visit our staffed public displays (*see front page for details*)
- **Phone:** Freecall 1800 067 929
People who are deaf or hearing or speech-impaired can contact the study team through ACE.NRS on 1800 555 677 (voice and TTY users) and 1800 555 727 (speech to speech users).
- **Fax:** 07 3831 4223
(Attention: Robina to Tugun Rail & Road IAS)
- **Write:** Robina to Tugun Rail & Road IAS
Reply Paid 2907
PPK Environment & Infrastructure Pty Ltd
Brisbane Qld 4001
- **Email:** dfreeman@ppk.com.au
- **Visit our website:** www.ppk.com.au/Robina/index.htm

You will be kept informed of future public consultation activities through the media and study newsletters.



Delivery Address:
GPO Box 2907
BRISBANE QLD 4001

No stamp required
if posted in Australia



PPK Environment & Infrastructure Pty Ltd
Reply Paid 2907
BRISBANE QLD 4001

Robina to Tugun

Rail Impact Assessment Study

» Robina to Tugun rail study released for comment

Draft Impact Assessment Study report released

On 17 March 2003, Transport and Main Roads Minister Steve Bredhauer released the Robina to Tugun Rail draft impact assessment study (IAS) report (Part A) for public comment.

About the study

The study has been investigating the feasibility and impacts of an extension of the Gold Coast passenger rail line from Robina to Stewart Road, Tugun.

In parallel with the Robina to Tugun Rail IAS, the Department of Main Roads has been undertaking the Tugun Bypass Environmental Impact Assessment (EIA). These studies are now being conducted in four parts:

- The Robina to Tugun Rail IAS (Part A) covers the rail extension from Robina Station to Stewart Road
- The Tugun Bypass Stage 1 EIA, covers the Tugun Bypass from Stewart Road to Boyd Street, Tugun and provides only limited information relating to the rail alignment in this section. The Stage 1 Tugun Bypass EIA report

was released for public consultation in November 2002

- The Tugun Bypass Stage 2 EIA covers the remaining section of the Tugun Bypass and limited rail information from Boyd Street to Kennedy Drive, Coolangatta
- The Robina to Tugun Rail IAS (Part B) covers the rail extension from Stewart Road to Boyd Street, Tugun, and will be released at a later date.

Calling for Comment

Queensland Transport is seeking comment on the draft IAS report (Part A). To help shape public transport in the southern Gold Coast area, you are invited to review and comment on the findings and recommendations of the draft IAS report (Part A).

Public submissions on the draft IAS report (Part A) close on Thursday 17 April 2003.

What's inside

- » Key report findings
- » Recommended route and station locations
- » Implementation plan and timing
- » What happens next - the study process
- » Public displays - find out more



Key report findings

Key findings and recommendations in the draft IAS report (Part A) are listed below:

- The rail extension would support the development of Robina as a key regional centre, reduce impacts of private vehicle use, and increase public transport use
- Demand forecasting shows that patronage would be around 8,000 trips per day in 2011
- The need for the rail extension is justified and the preferred corridor and station locations should be protected
- The corridor should be developed in stages to meet growing demand
- The preferred transport mode is heavy passenger rail, similar to existing *Citytrain* services.
- All the environmental (noise, visual, flora, fauna and others) and social impacts of building and using the rail line can be managed
- Transport/land use strategies are needed around each station. This includes car parking and access for cars, pedestrians and cyclists
- The preferred station location for the Palm Beach/Elanora area is adjacent to The Pines shopping centre.

Implementation

The draft IAS report (Part A) recommends a staged approach to implementing the project:

Stage 1

Enhance existing bus services, including *Trainlink* services, from Robina Station south to Coolangatta.

Stage 2 (after 2008)

Progressively, subject to funding, develop rail from Robina to Elanora (with stations at Reedy Creek, Andrews and Elanora)

The draft IAS report (Part B) will address the timing and staging of the rail extension south of Elanora.

While the draft report has made recommendations, no decision on timing for implementation has been made. This project is one of a number of major Gold Coast transport projects currently being undertaken or considered by the Government, including Light Rail and the Tugun Bypass which is due for a construction start at the end of 2003.

What's next?

Submissions on the draft IAS report close on **17 April 2003.**

Queensland Transport and the consultants, Parsons Brinckerhoff, will review all submissions, and comments will be considered in developing the final report.

The final IAS report will then be submitted to the Queensland Government for consideration.

Study process



LEGEND

- Existing rail alignment
- Proposed rail alignment draft IAS report (Part A)
- Proposed future rail alignment (South of Stewart Road)
- Existing rail station
- Proposed rail station location





Find out more at our public displays

Queensland Transport invites submissions on the draft IAS report (Part A) for the proposed rail extension from Robina to Tugun. Submissions close at 5:00pm Thursday 17 April 2003.

You can find out the latest information and have your say about the issues that are important to you at:

STATIC DISPLAYS: 18 March - 17 April 2003

- Queensland Transport Customer Service Centres at Bundall and West Burleigh Shopping Centre
- Electorate office of the Member for Currumbin, Merri Rose MP at Palm Beach
- Department of Main Roads (Nerang office)
- The Pines shopping centre, Elanora
- Gold Coast City Council's Administration Centres at Bundall and Nerang
- Gold Coast City Council libraries at Robina, Mudgeeraba, Burleigh Waters, Palm Beach and Coolangatta.

STAFFED DISPLAYS: 10 & 12 April 2003

Thursday 10 April 2003

3:00pm to 7:00pm

The Pines Shopping Centre
KP Mc Grath Drive, Elanora

Saturday 12 April 2003

10:00am to 2:00pm

Robina Community Centre
Robina Town Centre Drive, Robina

For a more comprehensive description of the benefits and impacts of this proposed public transport corridor, you can view the draft IAS report on the study website at:

www.pb.com.au/Robina/index.htm

Or you can contact the study team on the Freecall hotline 1800 067 929

People who are deaf or hearing impaired can contact the study team through ACE.NRS on 1800 555 677 (voice and TTY Users) and 1800 555 727 (speech to speech users).



Attitude and awareness survey

This survey was conducted in July 2000 to determine community attitudes about the study. Some key findings were:

- Nearly 90% of respondents indicated that passenger rail is the best mode of public transport south of Robina
- Over half of the respondents (56%) indicated they would be 'quite likely' or 'very likely' to use the rail extension
- Only 19% of respondents indicated that it is more important to build more roads than extend the railway line.

Newsletter 2 Questionnaire

Over 1400 questionnaire responses were received from the second study newsletter (October 2000). Some key findings were:

- Almost 90% of respondents stated that the railway would improve the quality of life in the region
- Around 77% of respondents stated that the railway would change the way they access community facilities, with 87% of these participants indicating their access would improve.

You can also make a written submission at any time during the consultation period. It may be sent to:

POST:

Robina to Tugun Rail IAS
Reply Paid 2907
Parsons Brinckerhoff Pty Ltd
GPO Box 2907
Brisbane Qld 4001

EMAIL: ncavanagh@pb.com.au