

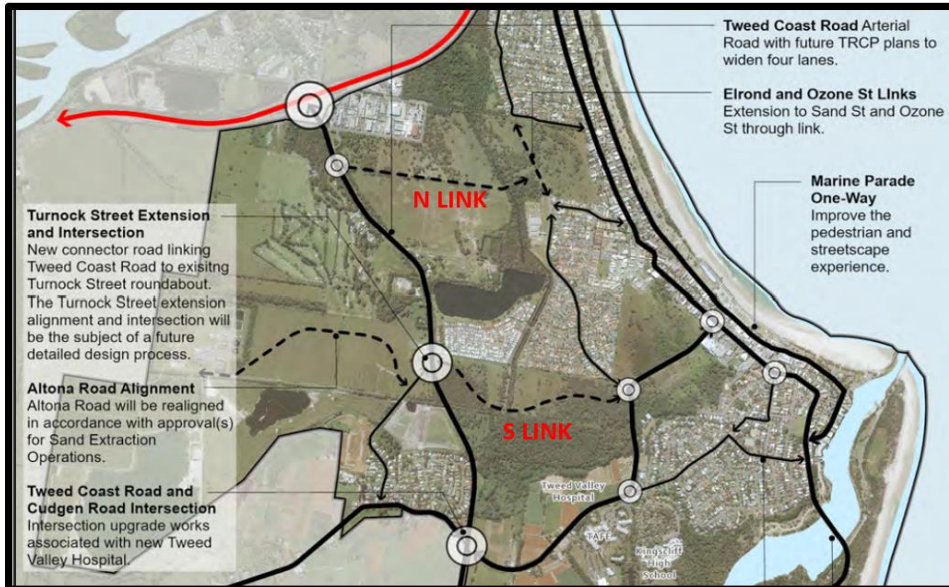
# Slink – History and Planning

Prepared by Gales-Kingscliff Pty Ltd August 2023

In the hope for better planning in the future

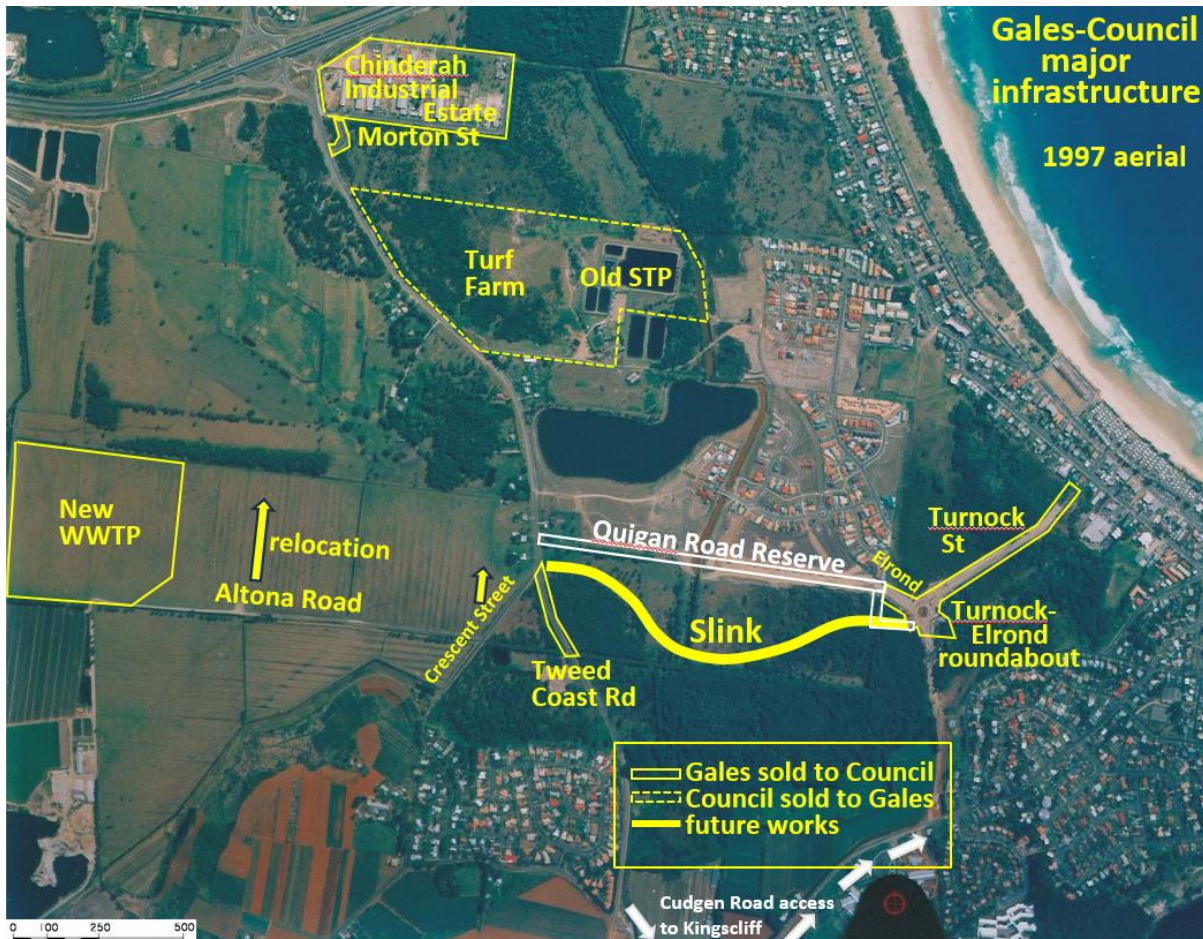
The following pages outline the history of Slink and the lengthy costly process undertaken in consultation with Council over many years which has led to Slink's current form and location.

**Slink**, short for South Link, is the southern of two link roads long proposed across Gales land to link Tweed Coast Road to Marine Parade. Slink, also referred to as Turnock Street extension, connects Tweed Coast Road with Turnock Street at the Turnock-Elrond roundabout. Slink is a critical element in the Kingscliff road network identified in the Kingscliff Locality Plan (KLP) and Tweed DCP B26 Kingscliff (the **DCP**), both adopted in 2020.



Above: Extract from DCP Figure 2.9 Kingscliff Locality Road Network Strategy. Slink and Nlink annotation added. Slink and Nlink cross Gales land.

Below: 1997 aerial with major infrastructure described in following pages



# Council - Gales major infrastructure and Slink timeline

Items that are **bold underline** are identified in the 1997 aerial photo on the previous page.

In the 1970's Gales sold land to Council for a nominal amount on which Council developed **Chinderah Industrial Estate, Morton Street** and Rotumah Street. Nlink is to its south.

In 1987 Gales sold land to Council to enable creation of **Tweed Coast Road**, initially called Cudgen Village bypass. What is now Crescent Street was previously part of the only N-S road, which was then called Chinderah Road.

In 1993 Crown Land **Quigan Road Reserve** was sold to the developers of the land to its north, despite submissions to Council's DCP9 objecting to its sale, for example, in 1993:

Quigan Street should remain open with a roundabout on Chinderah Road to take the commercial area traffic away from the High School/TAFE area

Also in 1993 Council initiated investigations into upgrading the **old STP** (Sewer Treatment Plant). The STP history and relocation to WWTP is outlined in Council minutes 15/9/2004.

In 1996 Council sought land from Gales to build **Turnock Street** to service the new development north of Quigan Road reserve. Gales sold land to Council and by 1997 an aerial photo (prev. page) shows construction of Turnock St and on and north of Quigan road reserve.

In 1999 Council completely cleared the **Turf Farm** area to apply sewerage effluent from its planned augmented STP. Further development was halted by an injunction from Gales, in part because of likely groundwater contamination.

During 2000-2001, with DPWS support, Gales and Council came to agreement where Gales would sell 20ha to Council for a **new WWTP** and Council would decontaminate and sell most of the old STP land to Gales. New sewerage infrastructure would be required to the WWTP.

In 2003 Tweed Coast Strategy DCP 51 identified **Slink** "as being of critical importance".

From 2004 – 2007 Gales tried by all means including DA 05/0271 to create Slink and have sewerage infrastructure placed within the Slink road reserve, but this did not eventuate.

**Relocation of Altona Road** and northern **Crescent Street** will be at Gales cost as part of sand quarry approvals and Gales masterplan for future sportsfields.

## Slink Options

**Was it reasonable for Gales to prefer Slink southern route and for Council to include it many times in the KLP?**

The main issue was whether Slink should pass north or south of the regrowth vegetation east of Tweed Coast Road. This area was treeless in 1976 but with significant regrowth by 1986. Its significance should be considered in the context of Council constructing Turnock Street in 1997 and clearing a larger area for Council's commercial Turf Farm in 1999, balancing the pros and cons of all the planning issues.

Slink northern route will place a major intersection close to Noble Park residents with difficulties linking to the western side of Tweed Coast Road and Altona Road and Crescent Street because of private properties. This route is longer, more expensive, and in requiring a roundabout is less pedestrian friendly.

Slink southern route is shorter, much further from existing residences, easily links with Altona and Crescent Street, and can be signalised and so is better for pedestrians. It could have been built in a zoned drainage reserve. It could have allowed vegetation to be cleared, albeit with compensatory planting, but allowed more development and early developer funding of Slink.

**At all times the Slink route and intersections with Tweed Coast Road and Turnock-Elrond roundabout were under total and absolute Council control.**

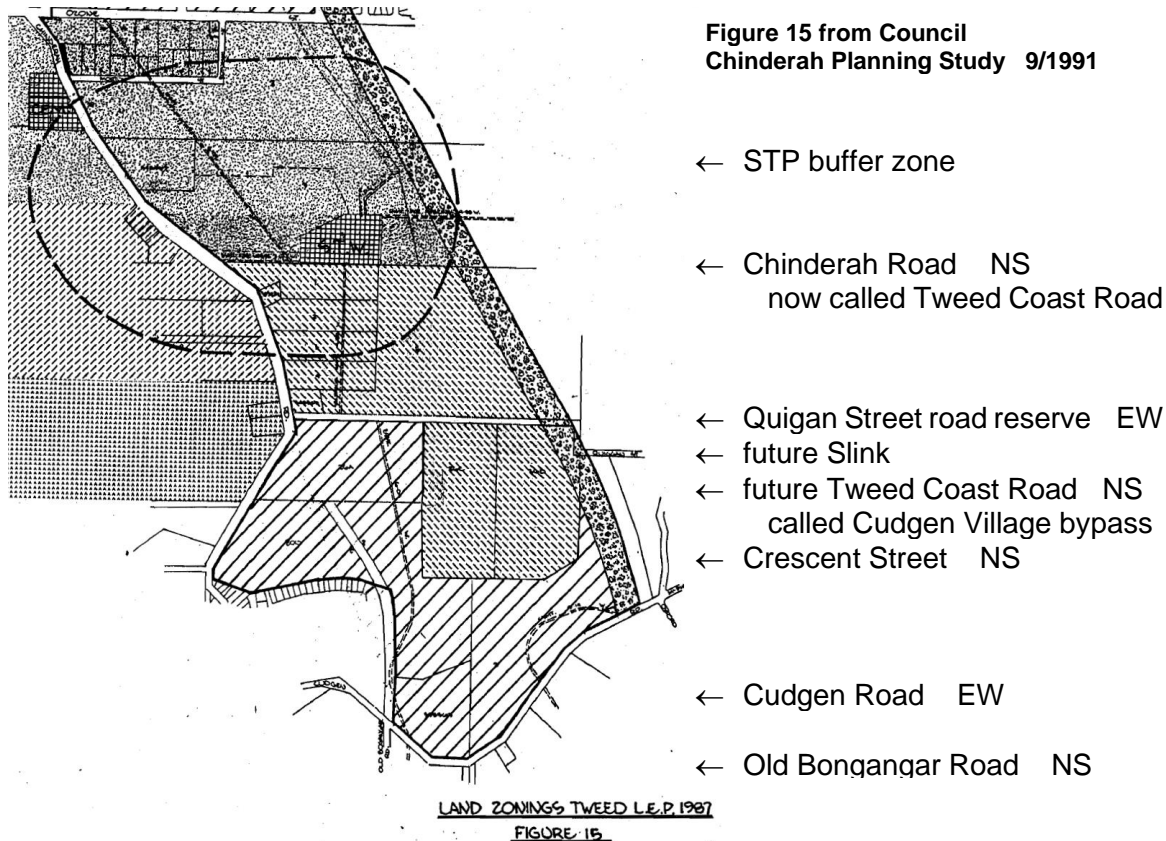
Council never assessed Slink beyond concept and so the alignments shown in all Council documents including the various versions of the KLP and DCP include routes and connections at both ends that are incapable of meeting engineering standards, and Council assessments have not considered the constraints, costs and benefits of alternatives.

These matters are covered in more detail on the following pages.

# Council road planning

In 1991 Council released the Chinderah Planning Study and Figure 15 below shows relevant elements of the road network. RTA was planning Chinderah Bypass, what is now the Pacific Motorway, with Chinderah Road, now Tweed Coast Road and Crescent Street, running N-S. Quigan Street road reserve, over 900m long, runs E-W to the north of Gales southern land. Part of what is now Tweed Coast Road was later built across Gales land to the east of Crescent Street. Council wrote to Gales about acquiring this in 1986.

The construction of this road, bypassing Cudgen Village, is essential to the future development of the Tweed Coast and it will enhance the potential of your land



An unformed 20m wide road reserve named Quigan Street Road Reserve extended east from Tweed Coast Road (then called Chinderah Road) immediately to the north of Gales southern land. In 1992 Council notified Gales that it had received a proposal to close it. At a meeting with major landholders Council recorded that Gales “prefers Quiggan Street to stay open as a collector road” and despite multiple DCP9 submissions against closing it and the Lower Tweed Transportation Study, in 1993 the road reserve was sold to the developers of Noble Park.

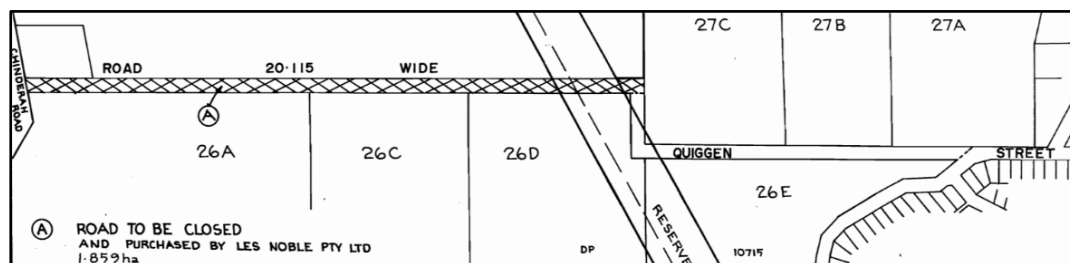
DCP 9 submissions include:

Quiggan Street should remain open with a roundabout on Chinderah Road to take the commercial area traffic away from the High School/TAFE area

The road hierarchy/layout for West Kingscliff should not be finalised before LATM’s for Kingscliff and Cudgen have been carried out

More eastern connections from Chinderah Road are needed. Specifically, Quiggan Street should remain open, to reduce traffic along Cudgen Road.

Residents closest to Slink now live on that former road reserve, over 900m long, along the southern part of Noble Lakeside Park Estate and on the south side of Kingfisher Circuit, and are the most impacted by Slink and its intersection with Tweed Coast Road.



Extract of plan by Brown & Haan dated 2/8/1990 showing Quiggan Street Road Reserve to be closed.

# Gales and Council road planning

Council opened Turnock Street and Elrond Drive in 1997 to service the new residential development being built on and north of the former Quigan Road reserve. The Turnock-Elrond roundabout was built with a stub for the eastern end of a future Slink. Over subsequent years many meetings were held between Gales and Council about Slink. At all times its route and intersections were under absolute and total control of Council.

In 2001, following Gales meetings with Council seeking agreement on planning, Council wrote:

I confirm our support for the network proposed – in principle. As mentioned at our meeting on 14 May 2001, the following reservations apply:-

1. The road connecting the Turnock Street roundabout to Crescent Street, Cudgen should be located further north in Lot A DP 727425 to minimise impact on and severance of the environmentally protected lands zoned 7(f) in that parcel.

In 2003 Council produced Tweed Coast Strategy DCP 51. It included:

Gales Holdings Structure Plan: Gales Holding, which is the major landowner of West Kingscliff, is preparing a detailed structure plan for their property. In accordance with Section 1.4, the Tweed Coast Strategy will provide the essential guidance to the Structure Plan– the appropriate role for Council as the planning authority.

DCP 51 planned a District Centre at Turnock Street (Planning Objectives page 12), Slink in the northern route (Section 5.3 and Figure 3), and sewer mains to the planned WWTP (Section 6.4 and Figure 5).

### 5.3 Access to West Kingscliff

To ensure the success of West Kingscliff, improved vehicular access from the Tweed Coast Road is seen as being of critical importance. Ideally, a new east-west aligned road should be provided from the Tweed Coast Road through to the existing Turnock Street/Elrond Drive roundabout. The new link road would provide direct access to Kingscliff town centre for traffic arriving from both the north and the south.

### 6.3 Water, Sewer and Drainage

Adequate arrangements must be made for the provision of appropriate water, sewer and drainage services to all new development sites, prior to development occurring. In this regard, Council must consider how to most effectively service the area and provide for future development needs, within Council's budget and works program, integrated with appropriate developer participation.

In 2003 Council also released draft DCP 9 version 2 included a Slink concept similar to that in DCP 51 and to that now proposed. None of these concepts had assessed engineering requirements and constraints at Tweed Coast Road or Turnock-Elrond roundabout.

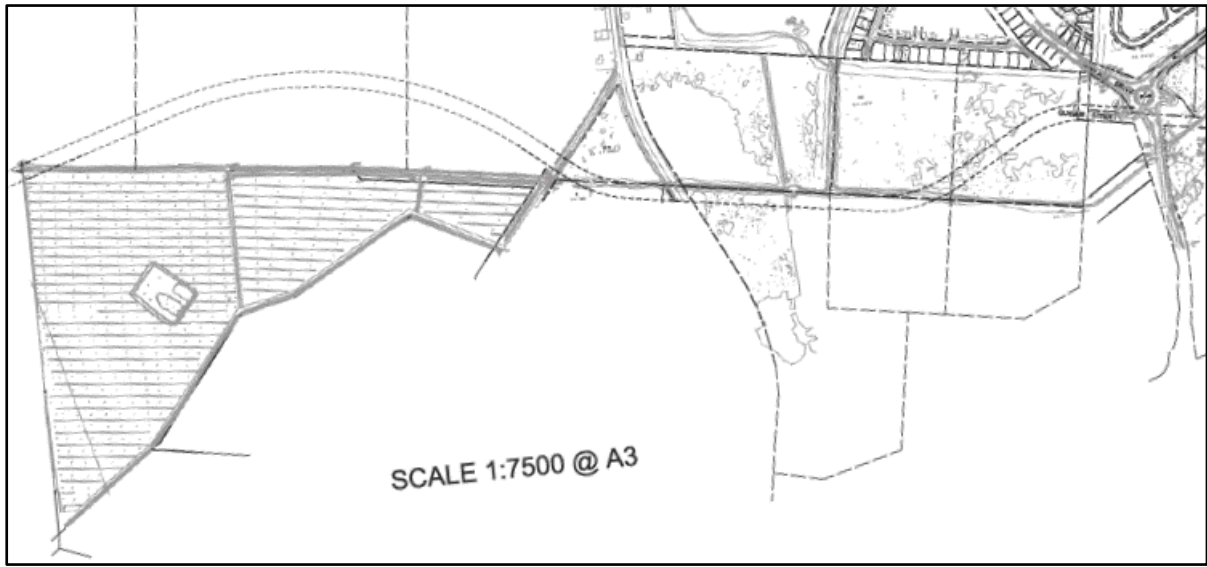
In May 2004 Council wrote to Gales seeking an easement immediately south of the former Quigan Street Road reserve for a sewerage easement for a rising main and for a pump station at Elrond Drive. This evolved into discussions of a MOU for a new road with sewerage infrastructure from Elrond Drive to Tweed Coast Road – Slink. Gales prepared a MOU and delivered the MOU to Council 26 October 2004. The road would cross Tweed Coast Road and Crescent Street and join Altona Road, which crosses Gales sand quarry lots to the planned new Kingscliff WWTP to the west. The WWTP was to be built on land sold to Council by Gales to allow relocation of the old Sewer Plant from land that was east of Tweed Coast Road (in the current DCP Business & Innovation Precinct), necessitating new sewerage mains - see the two figures on the following page.

Gales and Council agreed that the preference from planning and engineering considerations was to locate sewerage infrastructure in road reserves across Gales land. To have to later duplicate sewerage infrastructure would likely cost millions of dollars extra.

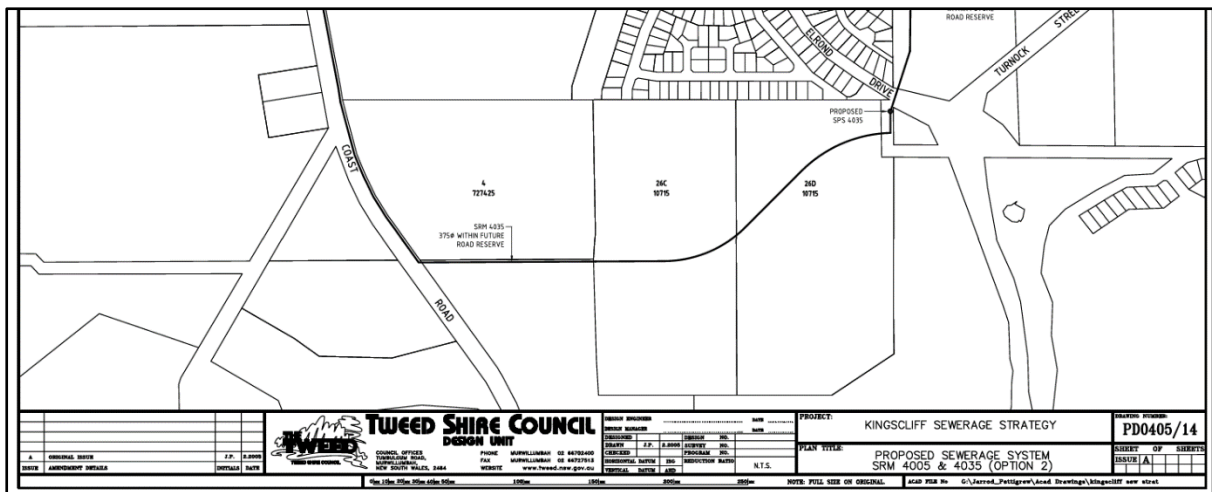
A Council meeting on 19/11/2004 to discuss Gales MOU recorded:

#### Benefits to TSC of the Proposal:

- Good option for roads, distributor road established
- Locks in road corridor



**Extract of Knobel Consulting plan delivered with MOU 10/2004**  
**It shows Slink crossing Tweed Coast Road and Crescent Street and linking to Altona Road,**



**Extract of Council Drawing provided to Gales to prepare DA showing sewerage infrastructure 2/2005**

On 10 December 2004, the Council advised that it was unable to enter into the agreement and it was proposing an alternative route for the sewer mains infrastructure that avoids the Gales Holdings property, however, it would still construct the sewer mains through the Gales Holdings property if Gales Holdings sought and obtained development consent. This commitment was subsequently confirmed on 8 February 2005, when Council provided detailed plans to Gales for sewerage rising mains (extract of one plan above) and for a pump station, so that Gales could prepare and submit DAs for the sewerage rising main and road corridor and for the pump station, which Gales did in March 2005 – DA 05/0271 and DA 05/1016 respectively.

The introduction to DA 05/0271 outlines the issues that could have realised Slink at that time.

Gales wrote two letters to Council of 15 March 2005 with background to the proposal – see extracts next page.

Ultimately Council did not route the sewerage infrastructure across Gales land, and Slink did not proceed at that time despite Gales best efforts and considerable expenses in trying to achieve those outcomes.

It remains the case that the route of Slink and its intersections always was and remains entirely under Council's control, and the cost of duplicating the sewerage infrastructure for West Kingscliff, which Gales did everything to avoid, is likely several million dollars, which will add to the costs and unaffordability of development at Kingscliff.

15 March, 2005

The General Manager  
Tweed Shire Council  
PO Box 816  
**MURWILLUMBAH 2484**

Attention: Mr Noel Hodges

Dear Sir,

**Re: Proposed Sewer Rising Mains – Gales Holdings land – West Kingscliff**

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Further to our recent discussions we confirm that in accordance with your advice, Gales Holdings has now prepared a separate development application for the construction of the Council's sewer mains through its land at West Kingscliff. The application has been submitted with Council today.

As agreed previously, the construction of the sewer mains through the Gales property is a far superior engineering and town planning outcome than adopting an alternative route that avoids the West Kingscliff urban release area.

This proposal would enable future development of the surrounding urban-zoned land to be effectively and efficiently sewered. It would also provide Council with opportunities to re-route parts of its existing network for more efficient operation.

Gales Holdings reaffirms its commitment to facilitating the construction of the sewer mains through its property and as already advised, will provide easements to Council at no cost. To this end, Gales Holdings has also advised Council's Engineering Services Division, that it would be prepared to discuss a financial contribution to the marginal costs of constructing the sewer lines through its land (if indeed there are greater costs), rather than on the alternative route through the current sewage treatment plant site

In this regard, the proposal would establish the route of the proposed new link road between Elrond Drive and Tweed Coast Road referred to in the Tweed Coast Strategy (DCP No.51).

The road would be an important structural element in the development of Kingscliff and would provide an attractive, safe and direct gateway entrance to Kingscliff for local residents and visitors.

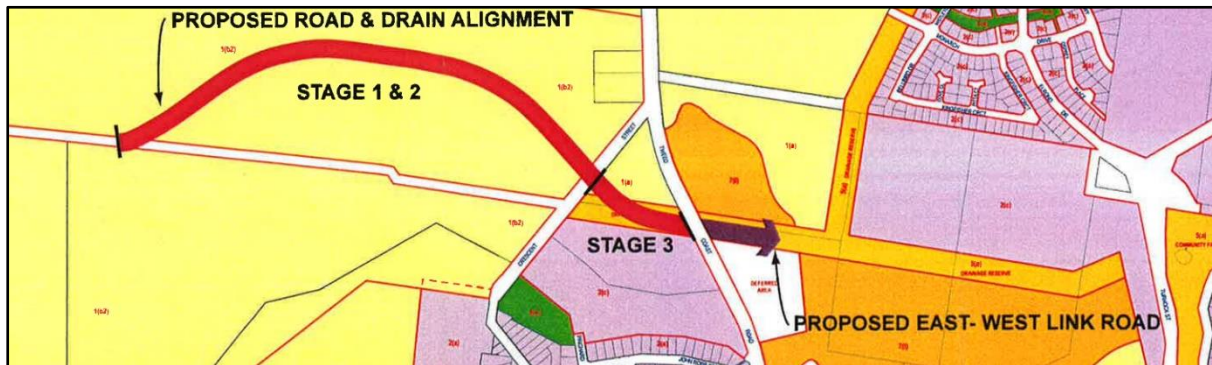
By way of summary, the proposal would actually result in:

1. The construction of public sewer infrastructure to serve the West Kingscliff development area and other areas.
2. The provision of easements at no cost to Council on the alignment of the sewer mains.
3. The establishment of the route of the desirable link road from Elrond Drive to Tweed Coast Road.
4. The filling of the land around the proposed sewer mains to achieve design levels, at no cost to the Council.

The proposal therefore has demonstrable public benefits and as such, we seek Council's prompt and favourable consideration of the application, so that Council would be in a position to construct the sewer infrastructure at a time that meets its program for the commissioning of the new sewage treatment plant.

Council delayed assessment and determination of the Slink and sewerage main DAs and DA 05/0004 (Filling Turnock Street area and Haul Road), although all including the last with haul road had been prepared entirely consistent with Council's requests and recommendations.

In December 2005 Gales submitted DA 05-1450 for Altona Road relocation (to allow for a sand extraction lake separately approved under Major Projects) to link with Slink. Council approved DA 05-1450 in August 2006 with Council requiring that Altona Relocation be moved 30m south to allow for regional sportsfields to its north. Gales revised its sand quarry to have two extraction lakes. In 2008 Council advised that it no longer needed part of Gales land for regional sportsfields. Subsequently Gales revised the lake back into a single lake with Altona relocation to its north allowing sportsfields to the south of Altona relocated. Altona and Crescent Street have to link with Tweed Coast Road and Slink.



Plan from DA 05-1450 with relocated Altona Road west of Crescent Street linking to Slink. The western part of Slink was expected to be in the drainage reserve.

Following a meeting with all senior Council officers to discuss Slink on 9 October 2009 and with the Mayor in December 2009 Gales developed and submitted concept plans and long sections for Slink, an extract shown below. Gales covering letter of 18 August 2010 sought Council's endorsement of Slink prior to the lodgement of a formal application.



Extract from Knobel Consulting concept plans and long sections for Slink in Council minutes 21/9/2010.

Council minutes of meeting of 21 September 2010 record:

*The connection from Elrond Drive to the Tweed Coast Road is a key link in Council's arterial road network and is a scheduled item in the Section 94 "Tweed Roads Contribution Plan". The section from The Tweed Coast Road to Crescent Street is not an arterial road, but is a necessary adjustment to align the Crescent Street/Altona Drive access into the western leg of the proposed signalised junction of Tweed Coast Road and Turnock Street (extended).*

*The connectivity of the proposal is very desirable from a network point of view, however no development application has been submitted at this stage and the proposal will need to go through the normal planning and environmental assessment procedures and obtain approval before it can be fully supported.*

It remains the case that the route of Slink and its intersections always was and remains entirely under Council's control.

## State Significant?

In 2003 Gales consultants met with DIPNR to formally request the involvement of the Department in strategic planning and on 12/12/2003 wrote to DIPNR:

*It is our opinion that the Council does not have the resources or the expertise to impartially determine the future use of this land in a manner which will encourage the development of it in accordance with a planned pre-determined strategy.*

In 2004 the Minister for Local Government initiated an Enquiry into Tweed Shire Council – the Daly Inquiry, to which Gales made submissions. Administrators were appointed in 2005.

In 2004 Council rezoned the STP, now the Business & Innovation Precinct, to Industrial. Gales challenged this and through Court of Appeal with leave sought to the High Court, Council's rezoning was declared a nullity. The zoning remains Special Uses.

On 26/6/2007 Council asked the Minister for Planning to take up Gales site as State Significant, in part related to Gales reactions to Council rezoning of the old STP site to Industrial while identified by Council's retail consultant as the only site apparent for a District Centre. Unfortunately, much in Council's letter and subsequent news release was misleading and inaccurate and Gales issued corrections including via circulars.

In 2018 Gales consultant LFA communicated with DPE about Gales being a State Significant Precinct (SSP, previously SSS).

## TRDS and TRCP

The Tweed Road Development Strategy (TRDS) was first prepared in 1997, updated in 2007, with the latest version 2017. The TRDS assesses the Tweed Shire road network requirements to cater for long term growth. Using a transport model it identifies existing and emerging issues in the road network and proposes solutions that can be included in the Tweed Road Contributions Plan.

The TRDS identifies, in issue 12, capacity problems with Tweed Coast Road and Cudgen Road. Recommendation 40 identifies a need to extend Turnock Street to Tweed Coast Road to improve the road network and address these capacity issues.

The Tweed Road Contributions Plan (TRCP) was first adopted as a s94 contributions plan in 1993. The most recent version is 6.3.10 which became effective on 1 July 2023. It allows Council to levy developer contributions to fund necessary road work to accommodate growth and / or the demands of development.

Schedule 5 of the TRCP identifies the works associated with the extension of Turnock Street and itemises development costs in order to calculate developer contributions. Accordingly, costs associated with work undertaken by Gales on this project can be claimed against future developer contributions for roads.



Figure extracted from Veitch Lister Consulting Traffic and Transport Assessment October 2007. Slink (southern route) is indicated in blue as "Potential Extn of Altona Dr"



# The Kingscliff Locality Plan - KLP

In 2014 Council commenced work on a locality plan for Kingscliff, the KLP, the purpose of which was to consider the constraints and opportunities for development, advancing land use outcomes and determining appropriate development controls, with the KLP then expected to be adopted in 2015.

An extract from KLP 2014 Community Workshop showed Slink (southern option) over an aerial photo.



Slink from KLP Community Workshop 01/2014.  
The commenced Altona relocation is visible as a white line to the west of Crescent Street.



Slink from Figure 4.7 KLP 2015 V1. Red is Residential Infill, white circles are Key intersections.

Council held a shopfront exhibition along Marine Parade from 7-18 March 2016 and had 828 visitors.

Panel 12 was West Kingscliff Precinct and is shown on the following page. It shows:

## Key Design and Planning Opportunities

- Construct Turnock Street extension which will form the new primary connector road and gateway from the Tweed Coast Road into the Kingscliff township to include a dedicated cycle and walking path.
- Provide opportunity for a mix of medium density residential development including higher residential flat buildings (13.6m) with a focus on subtropical climatically responsive design heading west along the extended Turnock Street

Images on the following page (similar images are presented in KLP 2017):

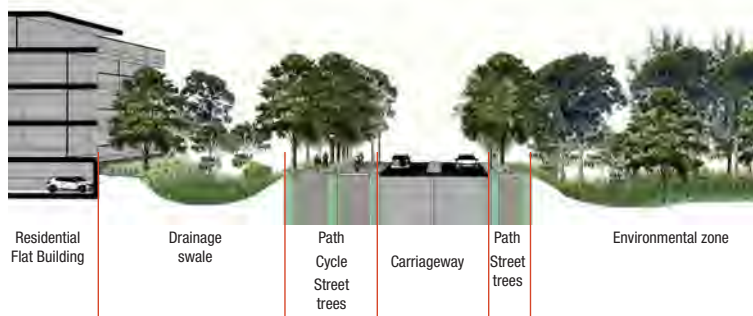
Upper right	Slink southern route (red dashed line, later called Option C)
Middle right	higher residential flat buildings (13.6m, subsequently reduced in the DCP)
Lower right	Slink Options A and B (B is engineeringly impossible)
Lower left	Option A with residential north of Slink (subsequently reduced in the DCP)

## Key Design and Planning Opportunities

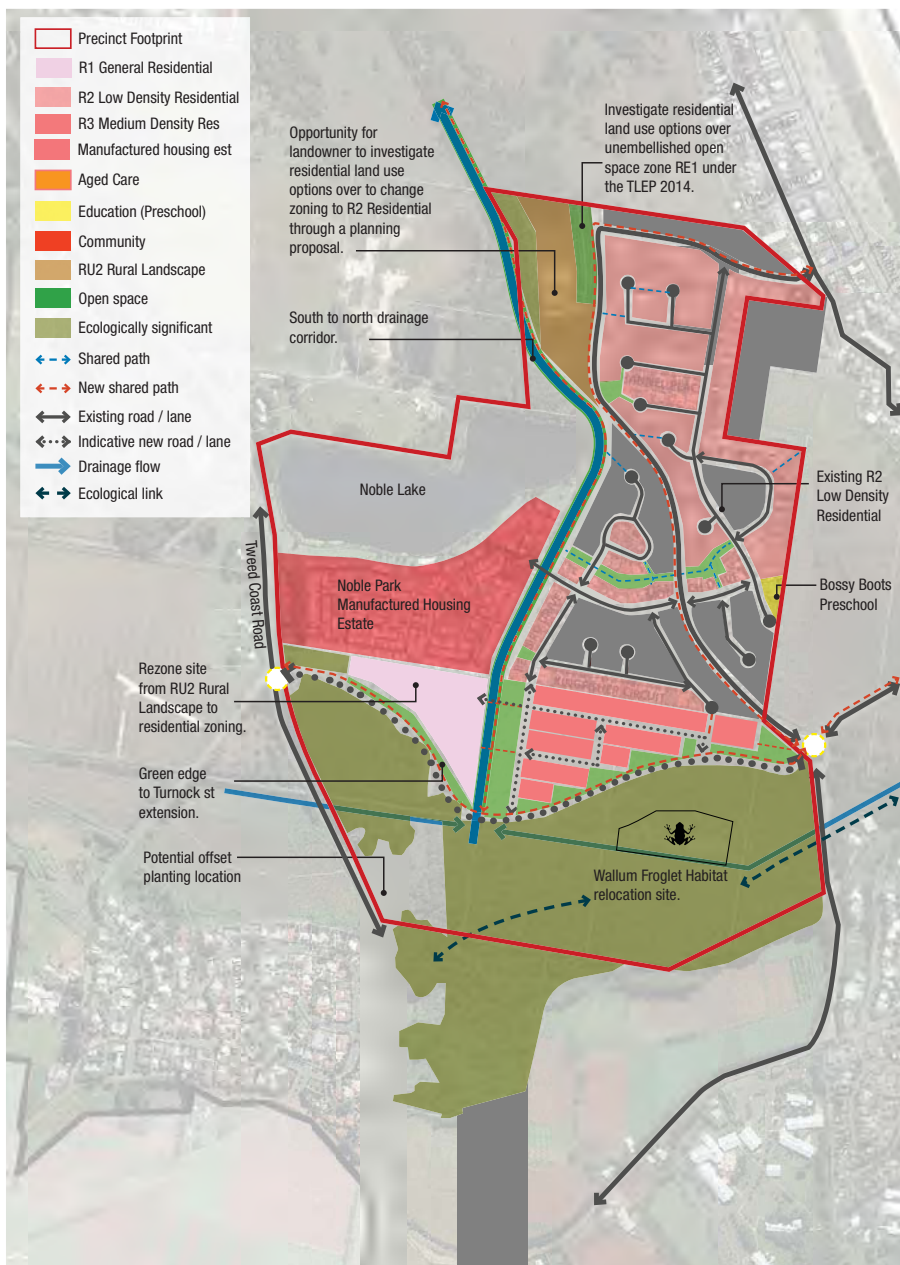
- Construct Turnock Street extension which will form the new primary connector road and gateway from the Tweed Coast Road into the Kingscliff township to include a dedicated cycle and walking path.
- Provide opportunity for a mix of medium density residential development including higher residential flat buildings (13.6m) with a focus on subtropical climatically responsive design heading west along the extended Turnock Street.
- Pursing a subdivision pattern based around principles of sustainable design which will allow a range of housing typologies and mix of density over the green field development site to the west of Turnock Street roundabout outside of the environmentally constrained lands..
- Opportunity to embellish north south drainage corridor for combined drainage, vegetation, open space and passive movement (shared path) uses.
- Encourage strengthened pedestrian and cycle links throughout the precinct including a dedicated on-road cycle lane along Turnock Street, Elrond Drive and Beach Street.
- Network of open space and integrated water sensitive urban design outcomes.



West Kingscliff Precinct

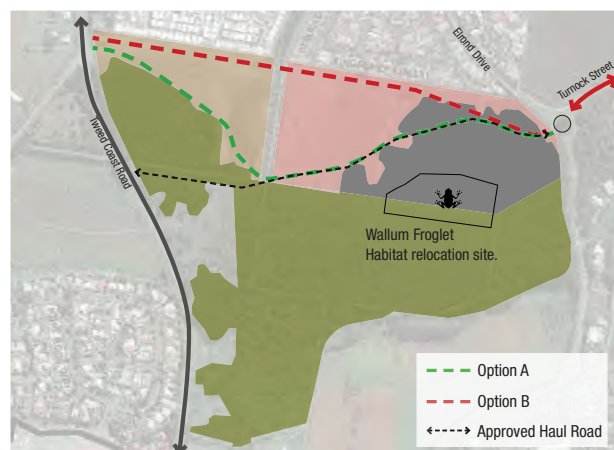


Indicative Turnock Street Extension Section



Climatically responsive residential flat buildings.

Images: Bark Architects



Indicative Turnock Street Extension Alignment Options

Prior to a meeting with Council on 14 February 2017, Gales wrote to Council about Slink:

*... without the ability to develop all land north of the proposed road, the development and road construction is not viable*

*It is proposed that rehabilitation would be significantly for rainforest, especially along the margin from the Cudgen plateau onto Gales land. Rainforest remains as isolated pockets and is much less prevalent than melaleuca, which is widely present in the area. Rainforest restoration would be supported by the significant depth of topsoil from Cudgen plateau that has been deposited on this land by erosion. In particular proposals involving rainforest restoration, which may enable MRF colonisation, are not supported by biobanking. Would Council consider this rainforest restoration as a viable sufficient and beneficial offset proposition? 8 February 2017*

*... finalising the development footprint across our entire southern area, with associated final locations of drains, fill for development, ecological compensation, and Altona Drive. Resolution of these will also clarify details in the Locality Plan*

*... Gales understands that there is agreement that the best route for the new road into Kingscliff is mainly adjacent to the main EW drain*

*... determining the envelope for fill and development, and knowing Council's attitudes will help determine the best way to proceed. 13 February 2017*

On 14 March 2017 a meeting between Intrapac (working with Gales and developing Kingscoast) and Council discussed Slink route in the Roberts Day masterplan and the vegetation to its north. There were strong disagreements over biocertification, offsetting, and whether Council planning considerations was seeking a best outcome accounting for not only vegetation but also social and economic considerations.

The various KLP versions were inconsistent with Slink route, options, and residential versus retained vegetation north of Slink. Options presented had intersections at both ends incompatible with engineering realities – see following page. KLP June 2017 draft exhibition copy shows Slink only in the southern route in Volume 01 and in Volume 02 figure between 7.0 and 7.2 (7.1 not present), while Figure 7.2 does not show the southern route.

On 27 July 2017 Gales made a presentation to Council for the Slink southern route (Option C in the later KLP 2018) which featured public rainforest and restoration and connection to future Cudgen Lake and Parklands to the west, and detailing that this route was 200m shorter with construction costs at that time approximately \$700,000 less, and more easily connected across Tweed Coast Road and Crescent Street to Altona Road to the west. It maximised separation from existing residents, allowed for more development opportunities to its north, funding by the developer and commencement in the short term. However this option isolated and proposed removing, albeit with compensating offset, the melaleuca vegetation to its north. The presentation was followed up with a site inspection with the Council on 25 October 2017.

As shown below, Council acknowledges the need to balance vegetation retention with allowing for a developable area that would be sufficient in size and appropriately shaped to provide for effective neighbourhood design, and saw Slink as demarcating urban to its north and conservation to its south.

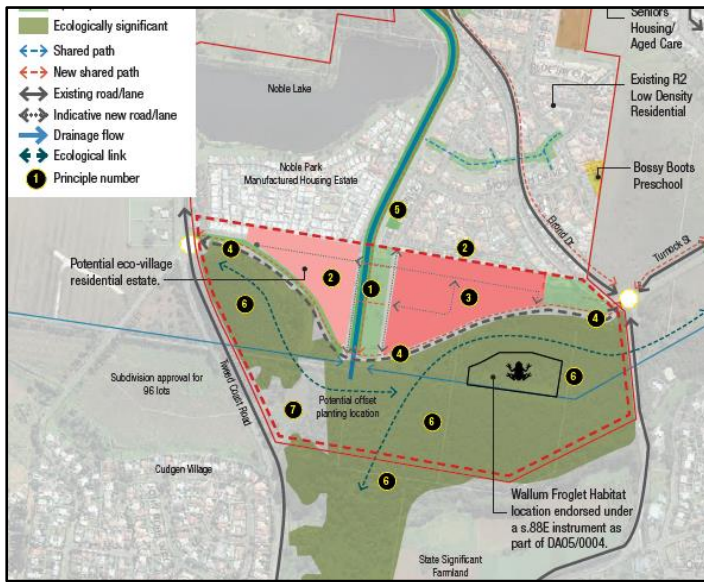
- Utilising the alignment of the Turnock Street extension to delineate between developable area (north of alignment) and lands identified as being ecologically significant (south of alignment) generally in accordance with Figure 8.27 of the West Kingscliff Precinct Plan.

**Extract from DCP ver 2.1 section 2.14.2 Planning and Design Principles P4 page 70**

Other issues to be resolved include the alignment of Turnock Street extension west to a new intersection with Tweed Coast Road. This alignment will largely be determined by the review of the existing vegetation community in terms of its ecological value along with the optimum urban structure configuration for the residential release areas of West Kingscliff. A preferred alignment is illustrated in Part B: Precinct Plans: West Kingscliff: Figure 8.27. There is also a portion of the Tweed Coast Road (Connector) is below the Q100 flood level and will need to be raised by over 2m to be above flood level (RL3.2). This would need to be raised as part of any future staged residential development within the Altona Road and West Kingscliff areas.

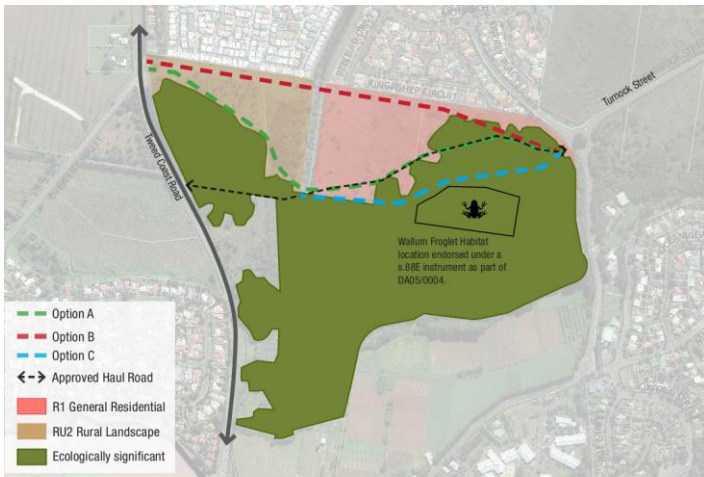
**Extract from adopted KLP Version 2.1 section 6.1.2 page 160**

Council decided to progress option A with the intent that the alignment allowed Slink to form the delineation between developable area and conservation areas, but the DCP Figure 2.20 notes significant qualifications – see lowest figure on following page.



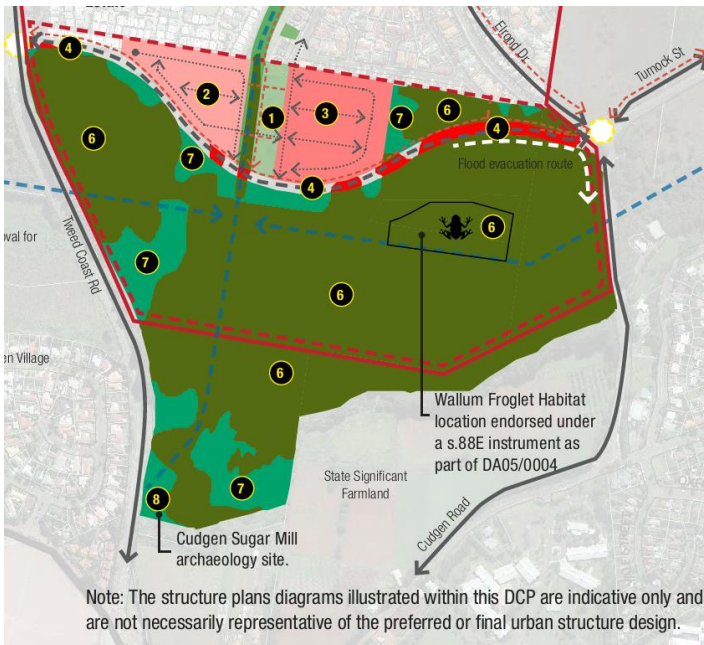
**Slink – varying route options, extent of residential, ecologically significant and offset planting areas.**

KLP 2018 Version 01 Volume 02 page 77  
Figure 7.3 Indicative Structure Plan



Slink options A B C presented in KLP 2018  
Volume 2 page 75  
Figure 7.2 Indicative Turnock Street  
Extension Alignment Options

Figure 7.2 - Indicative Turnock Street Extension Alignment Options



DCP ver 2.1 page 69  
Figure 2.20 Indicative Structure Plan

KLP version 2.0 Figure 8.28 is similar

**Note:**  
Tweed Valley Hospital is built on the area  
labelled as State Significant Farmland  
Wallow Froglet has become extinct in the  
area

Note: The structure plans diagrams illustrated within this DCP are indicative only and are not necessarily representative of the preferred or final urban structure design.

Over 2018 and 2019 Gales had discussions with and met Departmental authorities including Health Infrastructure and Dept of Premier and Cabinet a number of times about Tweed Valley Hospital and Slink, and options for government funding for Slink under the Regional Growth Fund and Growing Local Economies, which were open only to government applicants. It seemed that Council did not want to seek funding for Slink at that time.

Council minutes of 7 March 2019 on KLP community consultation refer to Gales submission on Slink and record:

Updated diagrams within relevant sections of the final current Kingscliff Locality Plan & Development Control Plan to represent the approved alignment of Altona Road alignment and provide in principle support for the Crescent St realignment and Turnock Street extension preliminary road alignment and intersection location with Tweed Coast Road. Acknowledge the detailed design including final alignment and dimensions, road pavement design and cross sections including fill levels, batters, drainage, integration of shared pathways and detailed intersection design along with consideration of potential impacts on the adjoining sites is deferred to a more detailed developer led master plan process for consultation and review by Council

On 1 July 2020 Council adopted the Kingscliff DCP v2.1 which shows Slink in Figure 2.20 (see bottom of previous page). This figure retains a patch of vegetation north of the eastern part of Slink with a fauna corridor under Slink. Tweed Valley Hospital now stands where State Significant Farmland is marked, Wallum Froglet is believed to have become extinct in the area, and the Note at the bottom of the figure qualifies the plans.

In November 2020 Gales submitted a Planning Proposal which included Slink in Council's preferred route with an Ecological Constraints Assessment and Comparative Ecological Assessment supporting development of the area to the north of the eastern part of Slink, since retaining vegetation would result in an isolated patch completely surrounded by 2.5m high embankments which would present a bushfire risk to adjacent properties. The Comparative Ecological Assessment contains historical aerial photos and assessed ecological value and integrity of vegetation patches on Gales southern lands and recommendations for parks rather than restoration.

The latest Slink plans now include required batters and a fauna corridor under Slink, and required roadworks to join Tweed Coast Road and Elrond-Turnock roundabout.

# Application of engineering standards to Councils concept

In August 2018 Gales prepared a preliminary alignment for Slink that considered the conceptual alignment shown in the draft KLP. The design as shown in figure 1 was provided to Council officers for discussion purposes. The alignment proposed by this early concept included tight curve radii to align as close as possible with the KLP concepts. Such tight radii necessitated the use of superelevated roads which at subsequent meetings was not supported by Councils traffic engineers. When preparing this alignment no work had been undertaken on the configuration required for the intersections at Turnock Street and Tweed Coast Road, nor on the connection to and curvature of Altona Road and Crescent Street to the west of the intersection, nor had earthworks, stormwater treatment, bike paths etc. been considered.



Figure 1: Mortons Urban Solutions Road Planning Plan 27301-ALL-P002

In 2019 Gales had advanced many of the background reports for a planning proposal that was lodged with Council in late 2020. A traffic report prepared by Bitzios Consulting modelled forecast traffic volumes and identified road upgrades that would be required in Kingscliff to accommodate the development growth forecast by the KLP and Gales Masterplan.

A key outcome of the Bitzios Consulting work was the required configuration of the Turnock Street / Tweed Coast Road intersection. On the basis of Bitzios Consulting advice, Gales prepared two design options for Slink, one signalised and one with a roundabout, and these were presented and discussed at a meeting with Council officers on 4 September 2019.

An extract of the Gales meeting minutes with respect to the preliminary intersection design is included below:

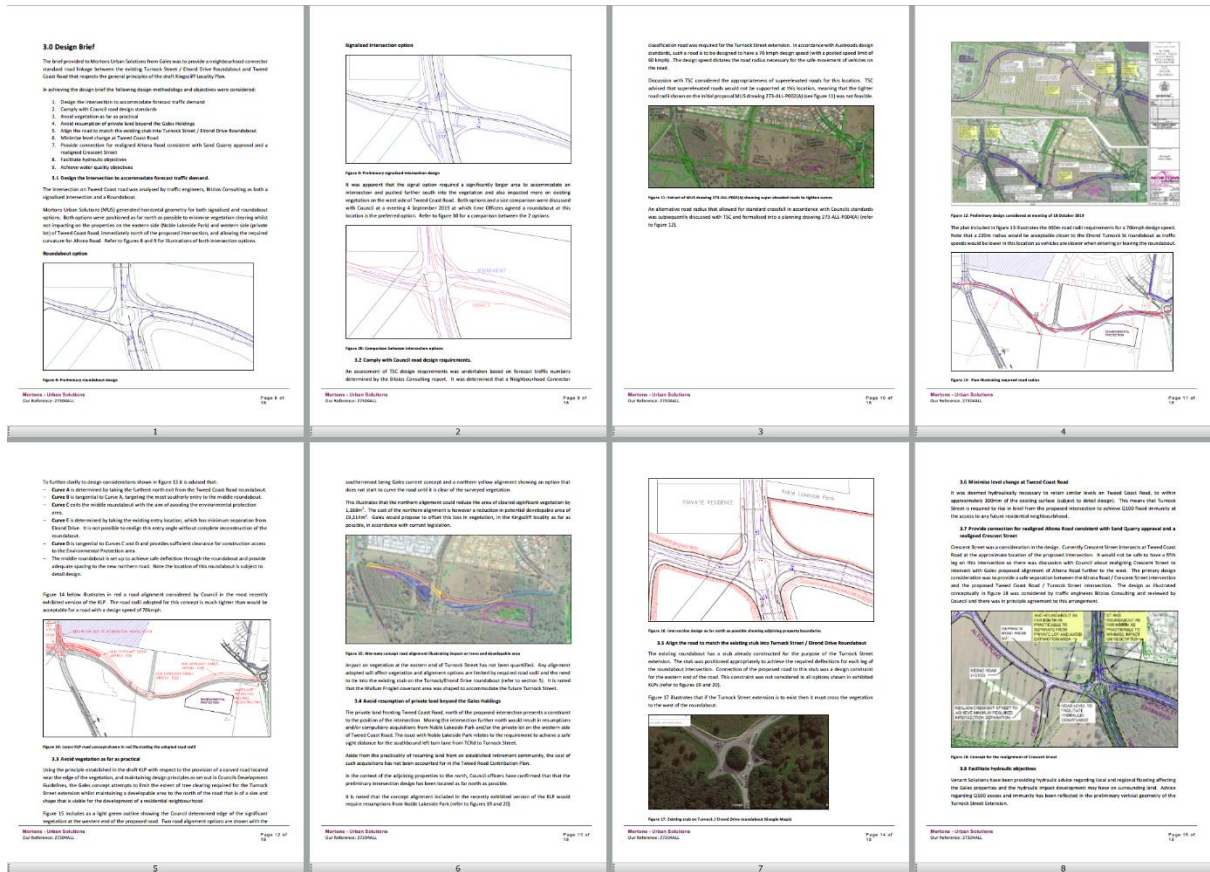
1. *It was generally agreed that:  
A roundabout was an acceptable intersection form  
The intersection was pushed as far north as possible given constraints of other properties and vegetation*
2. *Concern that roundabout would not be the best outcome for pedestrians but this would be assessed in the future and a pedestrian overpass or some other form of pedestrian infrastructure may be considered*
3. *It was acknowledged that Tweed Coast Road would not be raised to Q100. May be raised by 0.5m when it is upgraded to 4 lanes.*

An extract of the Gales minutes with respect to the preliminary alignment and design of Turnock Street is included below:

1. *Alignment seems to be consistent with what the engineers had anticipated*
2. *Agree with the roundabout providing access to the proposed neighbourhood and the left in left out in other locations*
3. *It should be rising as far as possible but acknowledged saw toothing may be required to get drainage to work as it is a very flat area*
4. *Agreed design considerations:*
  - *Kerb and channel on the urban side*
  - *No kerb and channel on the conservation side*
  - *Achieve Q100 at the first entry to the western neighbourhood*

At the 4 September 2019 meeting it was suggested that Gales provide the preliminary road design to Council so they could consider including the alignment in the draft KLP for the next round of public consultation.





**Figure 3: Extract of Slink plans from Mortons Engineering Design considered by Council in May 2020 Assessments include intersection versus roundabout and road curvatures.**

On 25 May 2020 Council provided email correspondence to Gales, which was subsequently reiterated in a letter dated 16 April 2021 with the Mortons plan and stating:

*"I am pleased to confirm that we have been able to reach concurrence on the proposed alignment on the Tumock Street extension, as per your blue alignment below, and previous correspondence with Mortons.*

*As discussed, this concurrence is for the purposes of preparation of a DA on behalf of Gales Holdings. Council officers will undertake a detailed merit assessment of the alignment once a DA for the road is lodged.*

*Can you please ensure that the road design and DA documentation takes into account fauna fencing and fauna crossings for the alignment. Mark Kingston has requested that one fauna crossing adjoins the waterway crossing and another under the eastern section to facilitate movement to the patch of bushland between the proposed road and the existing development to the north. The fauna fencing and underpass designs are contained in the Tweed Coast Koala Plan of Management. Mark is happy to liaise on specifics.*



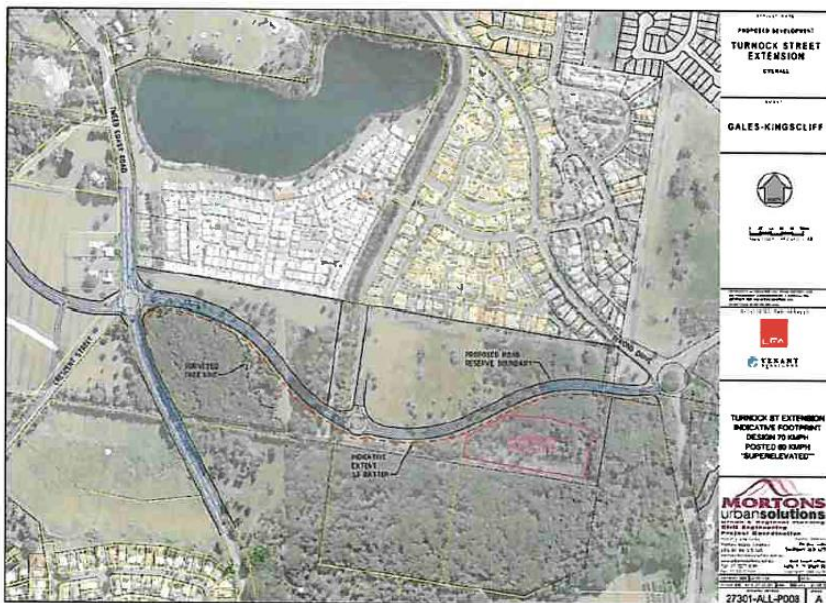


Figure 4: Mortons Engineering Design considered by Council in May 2020

The location and alignment being considered in the subject EIS reflects the design in figure 4, in accordance with the consultation undertaken with the Council and their letter of 16 April 2021. Since April 2021 Gales has advanced its plans in coordination with Council engineers which has resulted in the plan included in Attachment 1 which is the subject of the EIS.

Always of critical importance to Gales has been that Slink should link with Altona Road. This had not been considered in the KLP or DCP despite Gales submissions, was not part of Council’s approved road network, and was shown for offset planting in the DCP. Gales sought owners consent from Council to link Altona Road with Tweed Coast Road. Council’s position was put at Council meeting on 16/3/2023:

*the fundamental issue we have is that the proposed alignment from Gales, whilst it's valid, it's not consistent with the previous approval for Altona Road. The DCP shows that location as being offset area, and there's no other formal approval through Council, it hasn't been through any sort of community consultation process. ... recommending that we don't provide consent for that alternative intersection alignment.*

Gales presented to a workshop before Councillors on 27/4/2023 and the owners consent was considered by Council on 18/5/2023. It remains Gales high priority that Slink link with Altona Road relocated, and DAs related to this remain before Council at time of writing (August 2023).

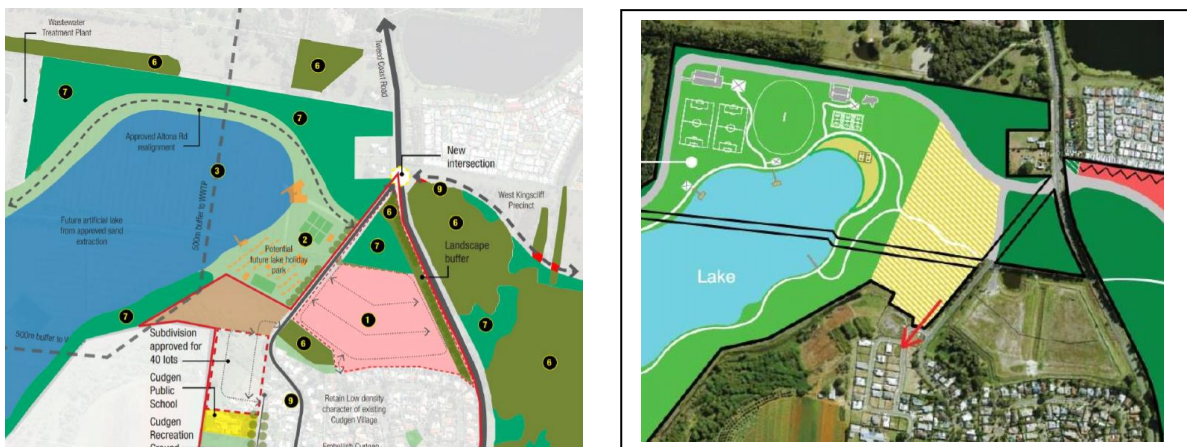


Figure 5: From Gales presentation to Council 16/3/2023. DCP left and Gales masterplan right. DCP does not connect Altona Road to Slink and shows offset planting in that area.

Following page: Gales 2019 plan showing design constraints and considerations design for Slink, Tweed Coast Road roundabout, Altona Road and Crescent Street.

