Tewantin Bypass, Beckmans Road, planning

Balancing infrastructure with environmental and cultural values

The Department of Transport and Main Roads (TMR) and Noosa Shire Council (NSC) are committed to delivering safe, efficient and reliable transport infrastructure that supports growing communities while balancing protection of the region's unique environmental and cultural values.

Project footprint

Environmental management and cultural heritage values are a focus of all project phases. The current planning phase aims to reduce the project footprint where possible and assess potential impacts and mitigation strategies.

Staged duplication was recommended as the approach for the Tewantin Bypass to minimise vegetation clearing wherever possible and maximise use of previously cleared land by constructing close to the existing Beckmans Road. Widening the existing road requires less vegetation clearing than constructing a new bypass road.

Intersection modifications and potential active transport treatments will also consider environmental and cultural heritage matters. Where it is not possible to avoid environmental disturbance altogether due to road geometry and safety constraints, mitigation measures will be assessed.

Environmental management

The project does not impact Tewantin National Park. Widening for additional lanes will require some vegetation clearing within the Beckmans Road corridor.



Image: Beckmans Road Tewantin.

The project area between Sea Eagle Drive to Eumundi-Noosa Road has been referred under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) to ensure any potential impacts on Matters of National Environmental Significance are carefully assessed. The project has been declared a controlled action, meaning the project must undergo further environmental assessment and approval by the Commonwealth Government.

Assessment has identified potential for significant impacts on habitat for EPBC-listed fauna species, including Greater Glider, Koala, South-eastern glossy black-cockatoo, Grey-headed Flying-fox, Yellow-Bellied glider and the Wallum Sedge Frog pending further assessment.

The project is assessing treatment options that consider these potential impacts with the aim of avoiding or minimising vegetation clearing where possible and mitigation strategies to protect threatened species.

Landscaping and revegetation designs will include endemic species and planting for foraging habitat where appropriate. Lighting design will minimise disturbance to nocturnal fauna. Drainage design will capture and treat road runoff to minimise potential water quality and habitat impacts. Fauna sensitive design and movement pathways will be investigated

Cultural values

TMR and NSC will work with Traditional Owners throughout project delivery to identify and consider places of cultural significance in the project area. Engagement with the Kabi Kabi Peoples Aboriginal Corporation informs project planning, design and construction to understand, avoid or reduce impacts on cultural heritage.

Noise and traffic management

Assessments of both operational (traffic) noise and construction noise associated with road upgrades are undertaken as part of design. Noise monitoring and modelling will assess potential noise levels and impacts on sensitive receivers, such as homes, schools and businesses. Where impacts are identified, mitigation measures may be incorporated into the project design. Construction methodology will aim to minimise noise and traffic impacts on nearby residents, road users and businesses by considering staging works, access routes and scheduling. Measures to manage noise, vibration and air quality will be incorporated.

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