

For the attention:

Phillip Zappala

Senior Planner – Major Assessment

City Development Branch

Council of City of Gold Coast

Dear **Phillip Zappala**,

Objection submission COM/2019/81 - Queensland 'Principle Cycle Network' compromised

Please accept this objection as it highlights that Queensland 'Principle Cycle Network' route and local government requirements are both highly compromised by this development application.

Overview

The Queensland Principle Cycle Network is described as follows by the Department of Transport and Main Roads:

"Principal Cycle Network Plans show core routes needed to get more people cycling more often. Routes shown are indicative and exist to guide further planning. The plans are intended to support, guide and inform the planning, design and construction of the transport network".

"The Queensland Government has worked closely with local governments to develop the Principle Cycle Network Plans and Priority Route Maps to guide the delivery of a connected and cohesive cycle network across Queensland".

The Principle Cycle Network Plans and Priority Route Maps reflect a 'one network' approach to cycle network planning and have been formally endorsed by all local governments covered and also by the Department of Transport and Main Roads" (Attachment A1).

Principle Cycle Network

The latest 2016 version of the South East Queensland Principle Cycle Network Plan (SEQPCNP) for south east Queensland (along with the Nucrush quarry location highlighted by a red circle) is reproduced in Attachment A2.

It can be clearly seen the principle cycle network extends throughout the area to the north, south and west of the quarry.

Gold Coast Sustainable travel maps and guides

I have tried to view the cycle routes around the area of interest around the quarry from the Gold Coast Council's "Sustainable travel maps and guides". However, I was sorely disappointed by the author's ability to place the "Map Legend" to seemingly block out the quarry and its transport route.

For comparison, in the “Coomera, Hope Island” Map it is placed in an unbuilt up area (Attachment B1). Whereas in the Oxenford version i.e. The “Runaway Bay, Helensvale, Pacific Pines and surrounds walk, cycle and public transport” map, the “Map legend” has been placed as if to block out the quarry from the Gold Coast transport map (Attachment B2).

This is very unfortunate. If you view this area in close up (Attachment B3) it is obvious to see Bus routes and bikeways have been needlessly obscured from view.

Has this been done on purpose to mask the clear safety aspects of an extremely busy transport route (and proposal to get busier with 342 haulage trucks per day planned), within a suburban area that is a single lane in either direction that is completely inappropriate for cyclists and walkers to use alongside haulage trucks of this nature?

Very worrying examples of where the Principle Cycle Network has been compromised by no cycleway and no room for cyclists along the Tamborine Oxenford Road are shown in Attachment B4 (Northern ‘Transport Route’ from the quarry).

Likewise, very worrying examples of where the Principle Cycle Network has been compromised by no cycleway and no room for cyclists along the Maudsland Road are shown in Attachment B5 (Southern ‘Transport Route’ from the quarry).

The safety implications for cyclists, traversing the “Principle Cycle Network”, through the Nucrush quarry ‘transport route’ are highly concerning. It is obvious to see that these two conflicting requirements do not mix, especially given the single lane, no pathway or bikeway nature of the routes for extensive stretches along this route.

Given the state of Queensland’s ongoing plan for the cycle network and the quarries conflicting inappropriate location in the middle of residential areas with inappropriate separation distances and with a clearly non-conforming transport route (hundreds of homes within this 100m transport corridor that is required to be clear from any form of suburbia) it would seem highly inappropriate to sanction the use of this route as ‘transport route’ for a further one hundred plus years as applied for in the development application which would be a highly contentious conflicting requirement to the “Principle Cycle Network”.

Is the Principle Cycle Network / Transport Route dangerous?

If you view the ‘Principle Cycle Network’ from the Queensland state website with the crash layer enabled you can see that there have been a high number of crashes in this area (Attachment C1).

Further, if you observe the crashes along the ‘Principle Cycle Network’ and the ‘transport route’ from the Nucrush quarry and its sister site in Hart Street, Upper Coomera and also from the Nucrush quarry to the Pacific motorway (Attachment C2) you can see a large number of crashes along this route.

Also, if you observe the crashes along the ‘Principle Cycle Network’ and the ‘transport route’ from the Nucrush quarry heading south (Attachment C3) you can see a large number of crashes along this route too.

It is clear to see the ‘Principle Cycle Network’ and the ‘transport route’ will not successfully coexist, especially given the single lane in each direction with no pathways or cycle ways along much of the conflicting route.

The sanctioning of one hundred years of transport route in parallel with the requirements of the 'Principle Cycle Network' would I believe be completely inappropriate and contra to state government short and long term requirements.

How does the 'Principle Cycle Network' at the Nucrush quarry compare to other quarries in the Gold Coast region?

It is clear to see that the 'Principle Cycle Network' is only compromised by the Nucrush quarry and no other quarries in the Gold Coast region exhibit the same dangers to the principle cycle network as does the Nucrush quarry (Attachment D1).

This map clearly shows the considerable difference, with respect to the 'Principle Cycle Network', between the Nucrush quarry (red circle) and other quarries in the area (yellow circles).

It can be clearly seen that the Nucrush quarry is the only quarry in the area where the principle cycle network and the transport route have conflicting requirements.

The Nerang Quarry, KRA 66, unlike Nucrush quarry, does not run in parallel with the Principle Cycle Network (Attachment D2).

Similarly, all the quarries in the Northern Darlington range, KRA 67 and the Blue Rock Quarry, KRA 62, do not compromise the 'Principle Cycle Network' in any way whatsoever (Attachment D3).

Clearly the Nucrush quarry is a unique case amongst hard rock quarries in the region in that their 'transport route' is combined with the 'Principle Cycle Network'.

Conclusion

The requirements of the proposed Nucrush quarries transport route for the next one hundred plus years is in clear conflict with the on going state government and local council requirements for the 'Principle Cycle Network'.

Given the single lane, no cycle ways or pathways for the majority of the route where the Principle Cycle Network and the transport route unfortunately converge and the safety implications of having so many large haulage vehicles (one every two minutes throughout working day) in the vicinity of cyclists (and/or pedestrians) for the next one hundred plus years is clearly unthinkable.

I trust the Council Planners will realise the safety implications and extreme danger to cyclists that this development application poses to users of the 'Principle Cycle Network' for the next one hundred plus years.

Thank you for considering my objection,

Kind regards

Tony Potter

* Disclaimer. Please note my findings are believed correct and are to the best of my ability. However, there may be errors and assumptions I have made that are incorrect. I do not believe this to be the case, but, realise with the vast amount of submitted data from the applicant, errors and assumptions on my part may occur. Hopefully this is not the case, but please accept my apologies if this is so. Thank you.

tmr.qld.gov.au/Travel-and-transport/Cycling/Principal-Cycle-Network-Plans



Queensland Government

Last updated 24 November 2020

Department of Transport and Main Roads

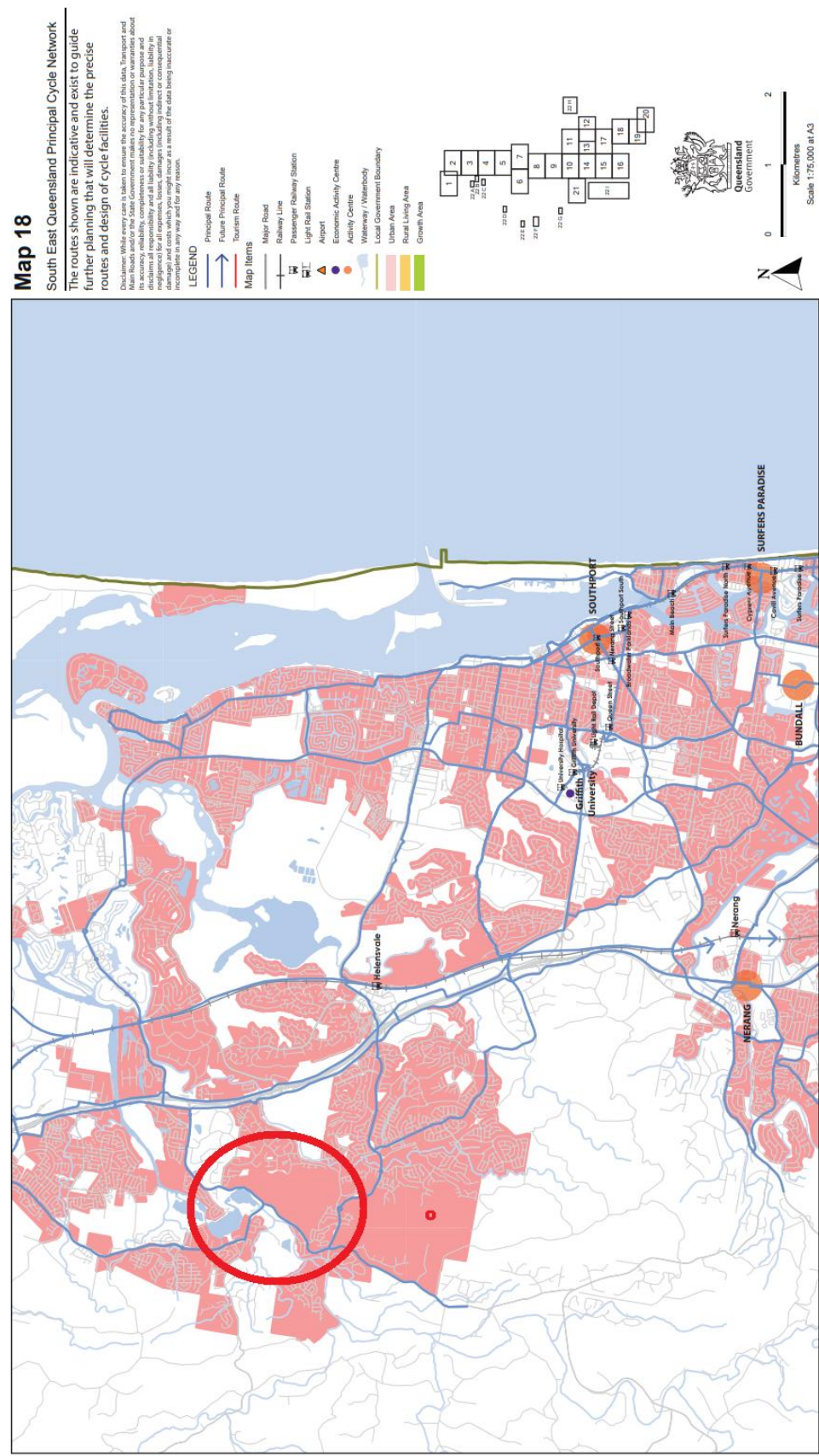
Principal Cycle Network Plans

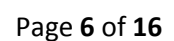
Principal Cycle Network Plans show core routes needed to get more people cycling more often. Routes shown are indicative and exist to guide further planning. The plans are intended to support, guide and inform the planning, design and construction of the transport network.

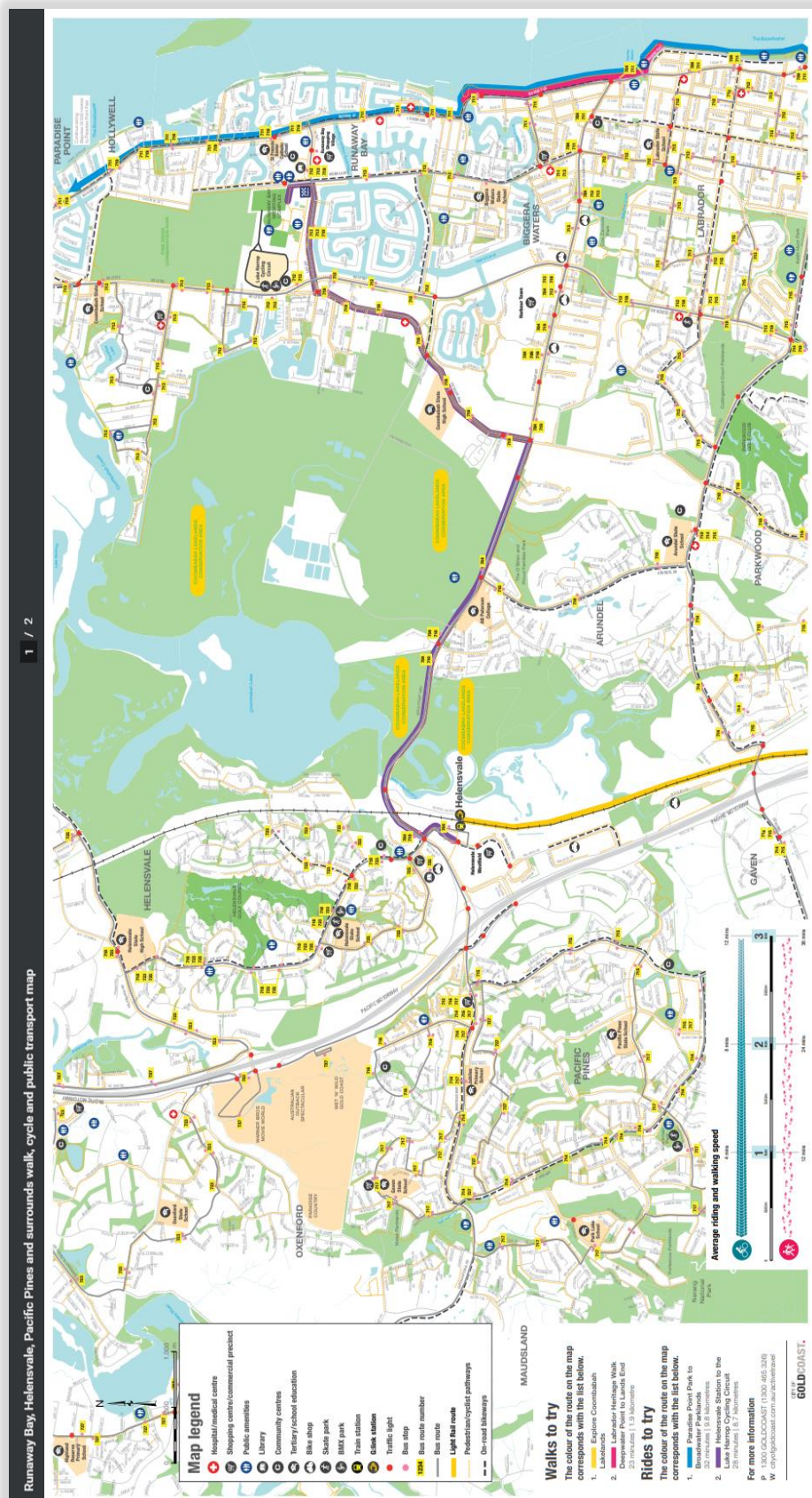
Priority Route Maps support delivery of the principal cycle network. The maps are addendums to the Principal Cycle Network Plans and identify the delivery priority state and local governments have assigned to principal cycle routes in each local government area.

The Queensland Government has worked closely with local governments to develop the Principal Cycle Network Plans and Priority Route Maps to guide the delivery of a connected and cohesive cycle network across Queensland.

The Principal Cycle Network Plans and Priority Route Maps reflect a 'one network' approach to cycle network planning and have been formally endorsed by all local governments covered and also by the Department of Transport and Main Roads.









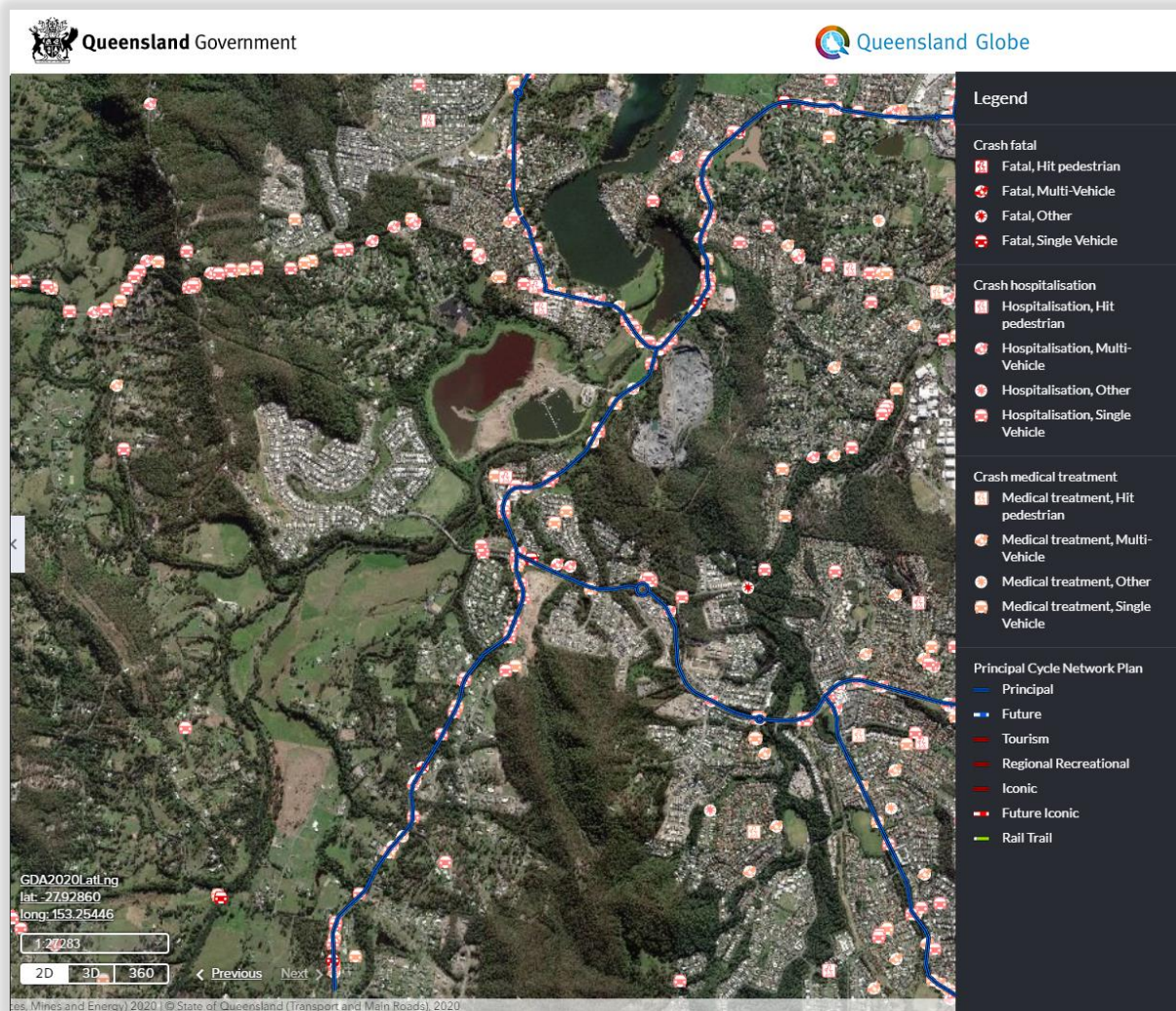
Attachment B4 - The Tamborine Oxenford Road 'Principle Cycle Network'



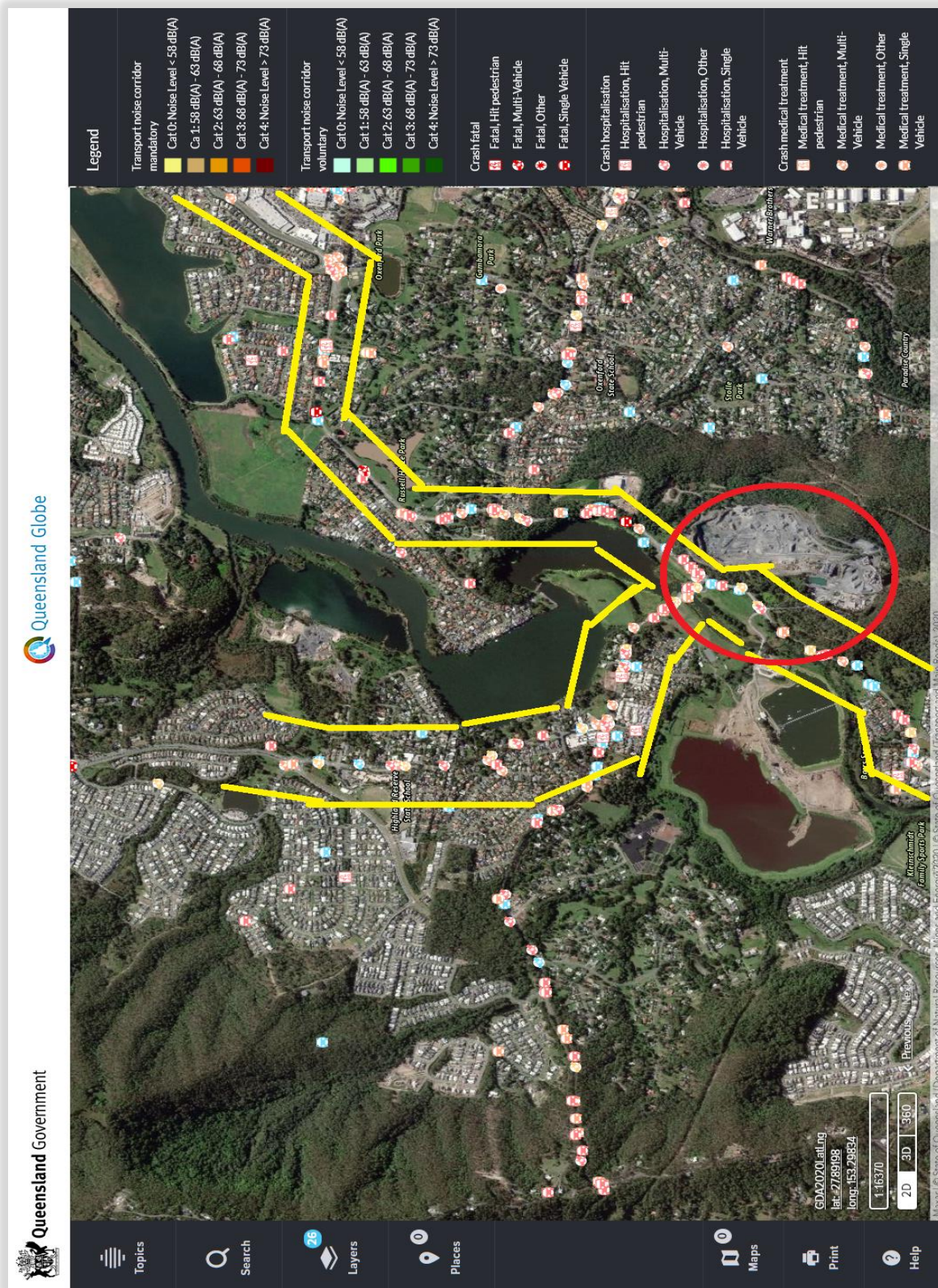
Attachment B5 - The Maudsland Road 'Principle Cycle Network'



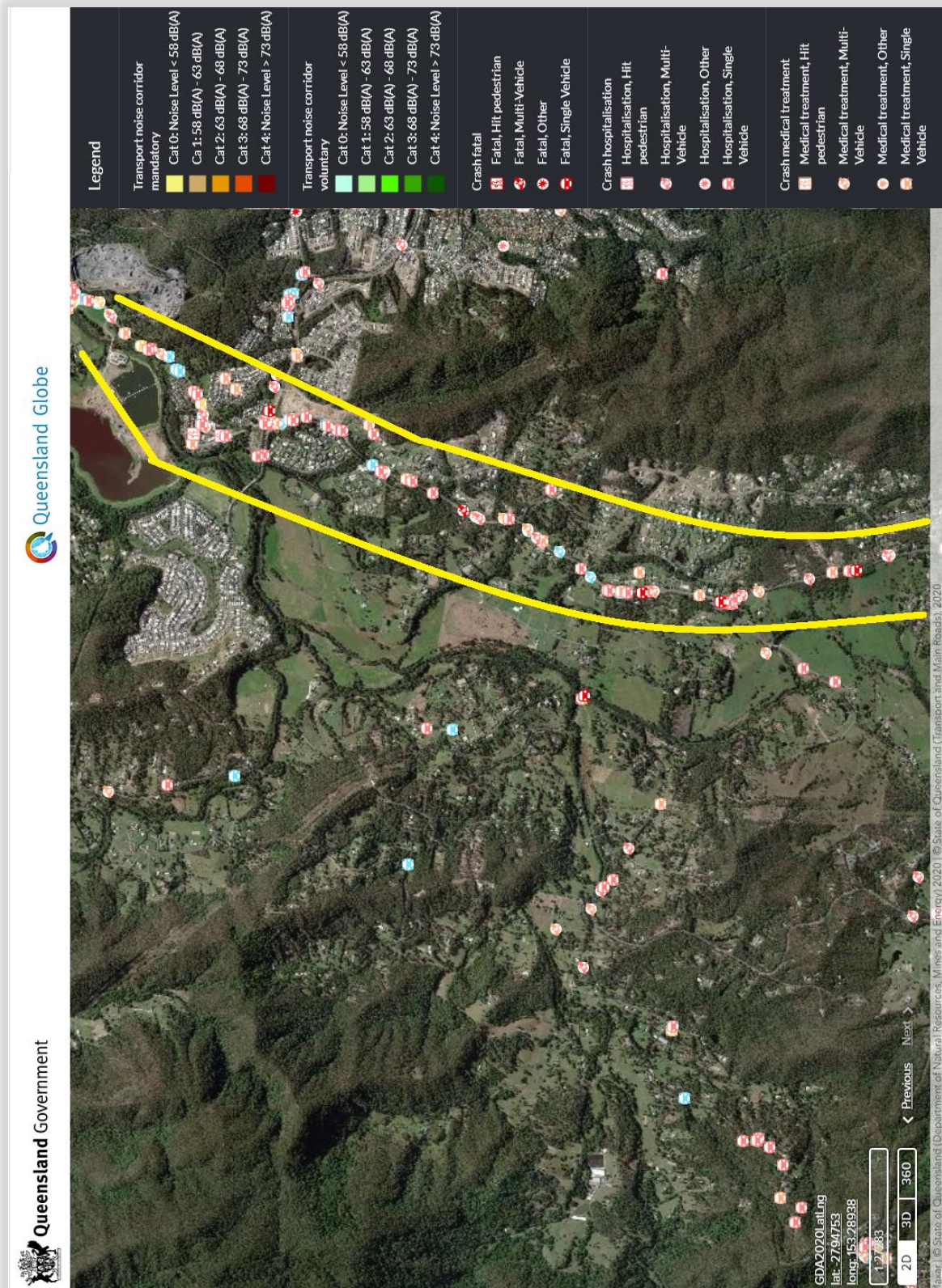
Attachment C1 - Queensland 'Principle Cycle Network Route' - Quarry comparison



Attachment C2 - Queensland 'Principle Cycle Network Route' - Accidents along Transport route
(North to pacific Motorway and west to Nucrush Hart Street facility)

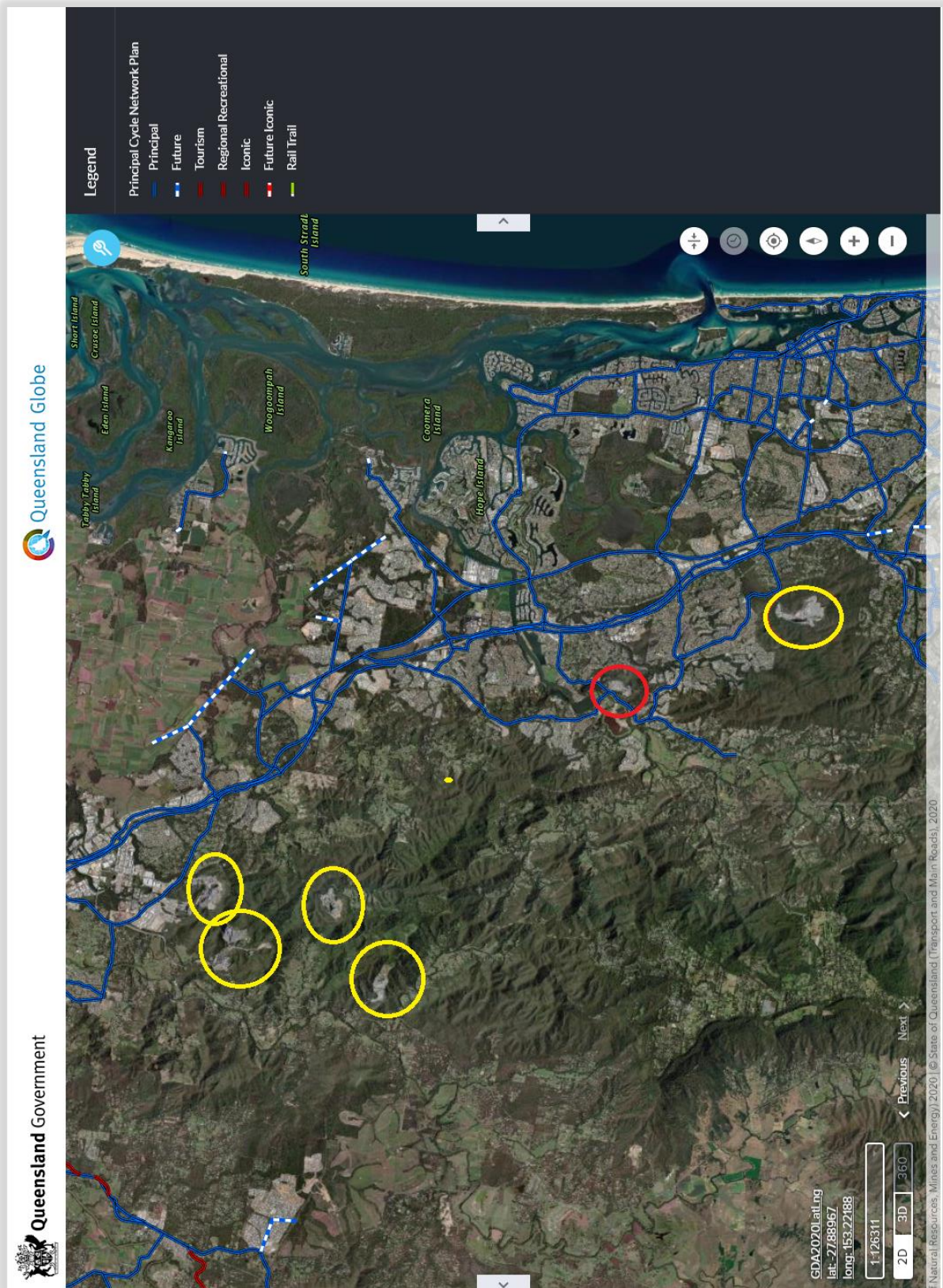


Attachment C3 - Queensland 'Principle Cycle Network Route' - Accidents along Transport route (South)

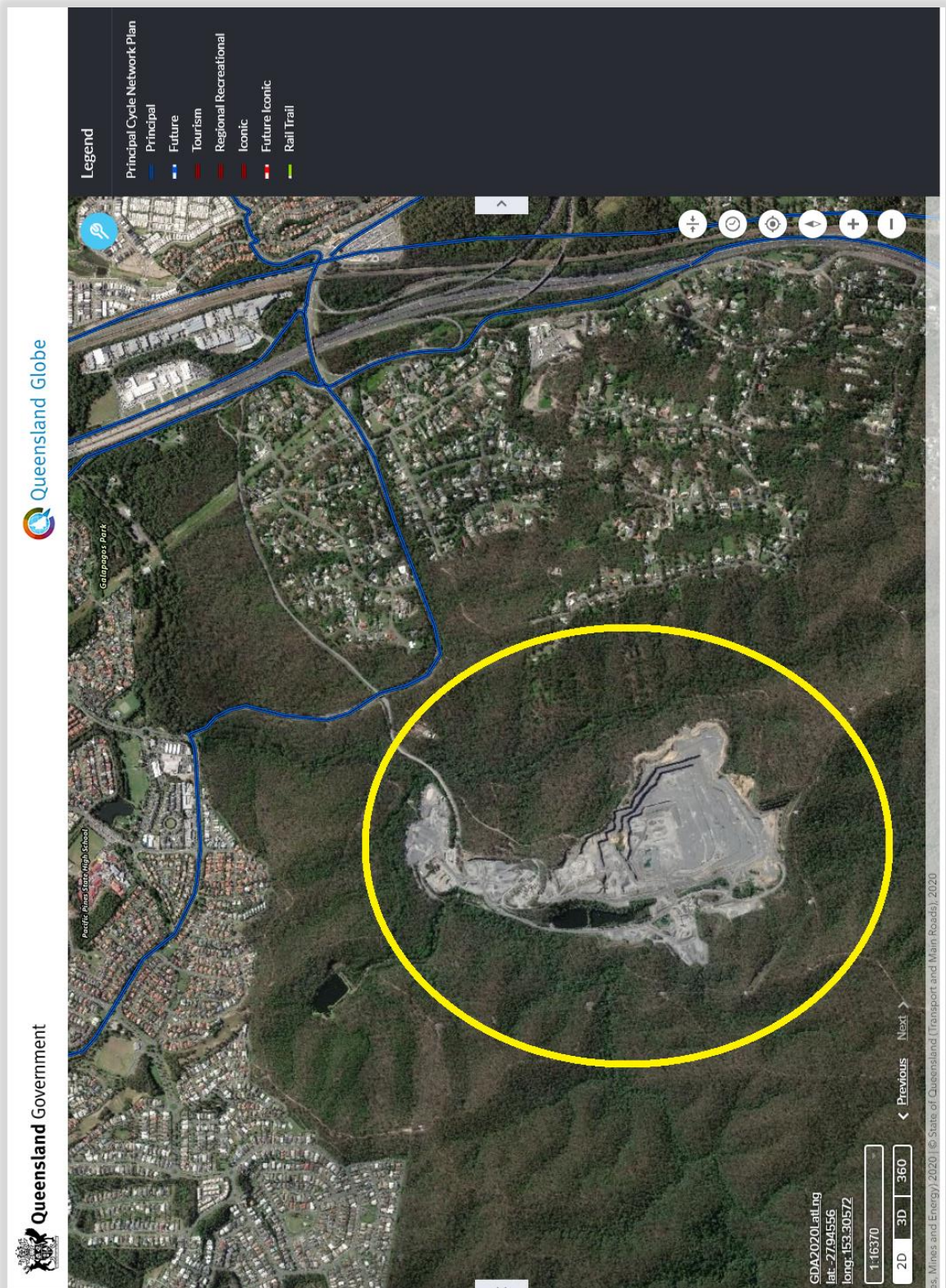


Attachment D1 - Queensland 'Principle Cycle Network Route' - Quarry comparison

(Nucrush Red circle, other Gold Coast quarries yellow circles)



Attachment D2 - Close up of Nerang Quarry and 'Principle Cycle Network Route'



Attachment D3 - Close up of Northern Gold Coast quarries KRA67 and KRA62 and the 'Principle Cycle Network Route'

