

1st April 2021

For the attention:

Liam Jukes

Senior Planner

Major Assessment

City Development Branch

Council of City of Gold Coast

Dear **Liam Jukes**,

Objection submission COM/2019/81 - Is the Council aware of the DA's planned proximity to the Tamborine Oxenford Road, the Maudsland Road and the John Muntz bridge and how it is contra to City Plan 9.3.8

Please accept this objection as it highlights that this development proposes being within a dangerous proximity of just 40m for a 1.1km distance to the Tamborine Oxenford Road, the Maudsland Road and the John Muntz bridge right all along the western flank. With no regard for the destruction of the ridge tops throughout the Northern section or the complete visibility from the Maudsland Road in the southern section.

Historical and Proposed comparison of Western boundary

Attachment A1 show how the quarry was a few hundred meters from the road in 2004 (Attachment A1), whereas in 2008 it has progressed rapidly towards the western boundary (Attachment A2). By 2015 it is yet closer and far deeper (Attachment A3). In 2020 it is just 60 m from the boundary at its narrowest (Attachment A4).

The proposed extractive footprint proceeds right along this western boundary right up to the absolute minimum distance of 40m which will rapidly drop to between 95 and 125 BELOW the adjacent Coomera River level within approximately 60m lateral distance (Attachment B1).

Are the Council planners aware of the extent of the proposed extractive boundary? Are they aware how close this will be to a busy road?

Are they aware of how much of the protecting hill along this western flank at the northern end is proposed to be removed?

I simply cannot believe the Council planners could find this acceptable in a suburban environment adjacent to a very busy road given the dust and noise that will be prevalent.

Visible from the Maudsland Road

It should be noted further South, along the western flank, there will be no physical barrier by way of any hillside protection whatsoever for approximately 150m distance along the Maudsland Road (See Attachment C1).

Hence, these were sanctioned at the quarries inception as areas with “Permanent trees and shrub screening” and “Special facilities” and not “Extractive Industry” as per Plan 362-010 (Attachment C2) to maintain a suitable buffer and physical barrier from the road for the life of the quarry.

Landslide Hazard

It should also be noted that for much of the embankment where the Tamborine-Oxenford Road and Maudsland road run alongside the quarry is a Landslide risk zone with very steep banks.

How can it possibly be permitted to blast and extract, with the proposed 15 metre bench drops, in a Landslide Hazard area with such steep banks and within 40 metres (less in places - Attachment F1) of a very busy, popular public road? (as shown in Attachment D1).

It is further noted that there is absolutely no specific details, in the development application, of any safety measures that will be taken in this highly vulnerable area during the proposed future extraction. It would therefore seem absolutely ludicrous and foolhardy to even consider this as being an acceptable proposition.

Conclusion

I do not believe the extent of this proposed extractive footprint right along this western flank had been envisaged. It is also clearly contrary to the current approval with respect to buffer areas (Attachment C2) and its proximity to the road of just 40 metres (less in places - Attachment F1) is perilously close given the blasting requirements of this quarry and the 1000m separation buffer required.

The successive and relentless removal of the ridge top throughout this northern section of the western flank is also contra to the clear requirements of City Plan ‘9.3.8 Extractive Industry development Code ‘Performance Outcome PO4’: *“Development protects the visual character and amenity of the area by ensuring ridgelines are retained as a natural feature and buffer”* and ‘Acceptable Outcome A04’: *“Development is located at least 40m away from any ridgeline, as measured horizontally from the ridge peak”* (Attachment E1). It will be highly visible, along with the trucks entering and departing throughout the area for the life of the proposed quarry given that the access road appears to be planned for the top of this ridge, on the limits of the 40m boundary (and even less in places) adjacent to Tamborine Oxenford Road (Attachment F1).

It should also be noted that the submitted ‘Visualisation Stage 9’ (Attachment F1) clearly shows that the 40 m boundary from the Tamborine - Oxenford Road will be compromised. This is not permitted under City Plan 9.3.8.3. Acceptable Outcome AO3.1: *“Extraction or processing activities are not conducted within 40 m of any boundary of the site”* (Attachment E1).

There should be a 1000m *“Blast Exclusion Zone”* for blasting quarries of this nature. This is a gargantuan difference to a mere 40m from a busy public road. The inherent dangers are immense.

Also, the incredulous proposed depth within just, maybe, 80 or 90 metres of the roadside of -110 metres (or -125 metres depending on where you read the development application?) below the adjacent Coomera River, throughout the complete western flank distance of 1.1 km should be

seriously considered. The ridiculous scale of the proposed development is shown pictorially in Attachment G1 (Please note the house added for scale).

I do not believe this proposed development application is appropriate in such a residential area it now finds itself located and it is clearly contra to the City Plan 9.3.8 as shown above.

Thank you in anticipation,

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.

Attachment A1 - West side of quarry and John Muntz Bridge 25th February 2004



Attachment A2 - West side of quarry and John Muntz Bridge 26th June 2008



Attachment A3 - West side of quarry and John Muntz Bridge 1st July 2015



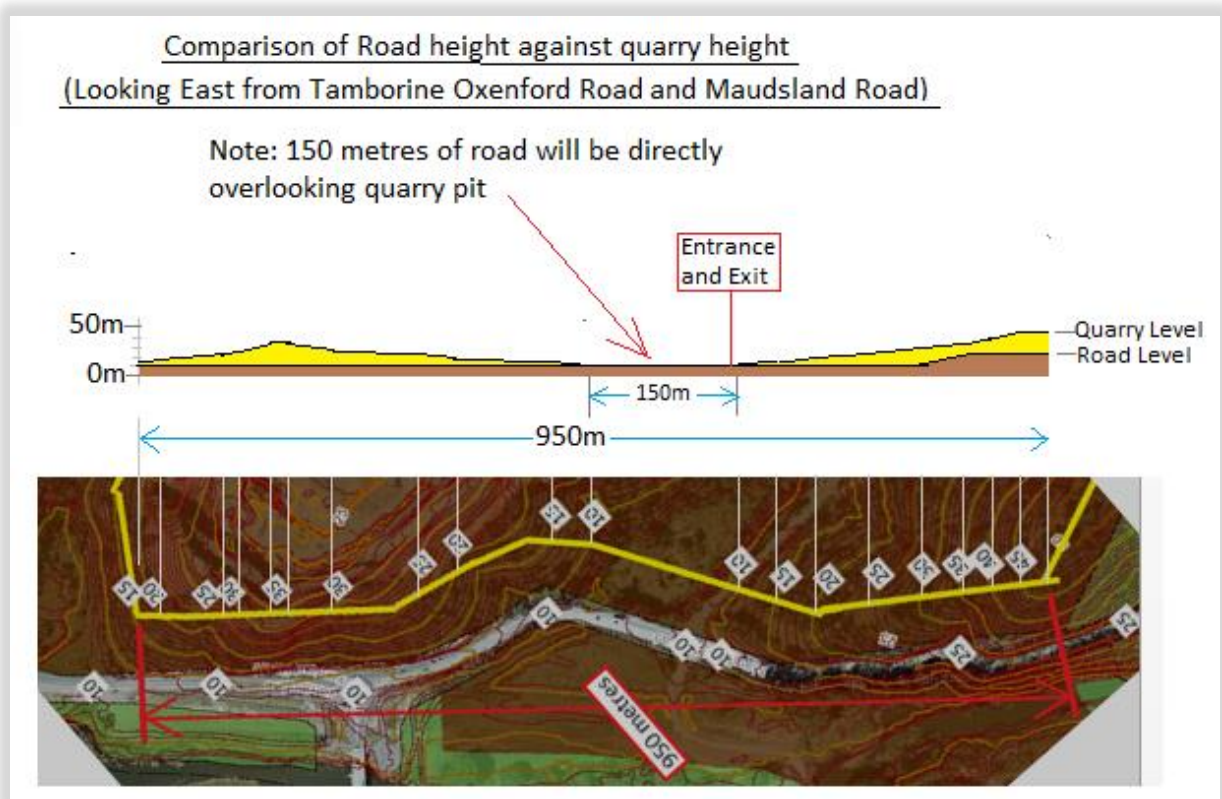
Attachment A4 - West side of quarry and John Muntz Bridge 2020

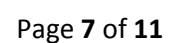


Attachment B1 - Proposed quarry footprint

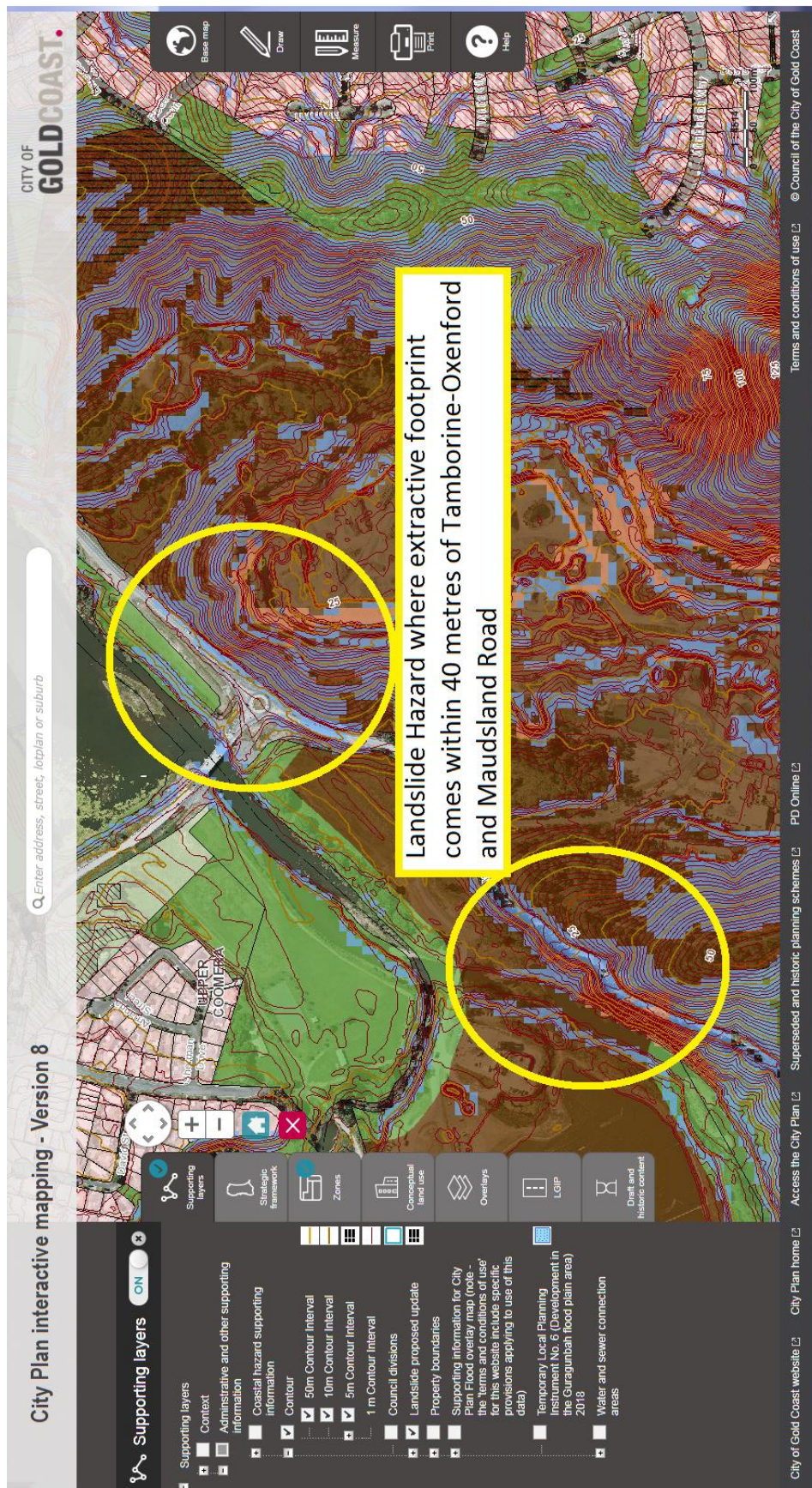


Attachment C1 - Visibility of quarry pit from Maudsland Road





Attachment D1 - 'Landslide Hazard' Risk between extractive footprint and public roads a mere 40 metres away from blasting, extraction and 15 metre bench drop



Part 9.3.8 Extractive industry code

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PART B - ASSESSABLE DEVELOPMENT BENCHMARKS**Table 9.3.8-1: Extractive industry development code – for assessable development**

Performance outcomes	Acceptable outcomes
Visual amenity	
PO3 Extractive industry developments are screened or located in areas of least visual impact and minimise views of any significant infrastructure and visually obtrusive development from major roads and surrounding residential areas.	AO3.1 Extraction or processing activities are not conducted within 40m of any boundary of the site.
	AO3.2 Views of significant infrastructure and visually obtrusive development including quarry floors, benches and faces, are screened from the road frontage, major road corridors and adjoining residential areas.
PO4 Development protects the visual character and amenity of the area by ensuring ridgelines are retained as a natural feature and buffer.	AO4 Development is located at least 40m away from any ridgeline, as measured horizontally from the ridge peak.

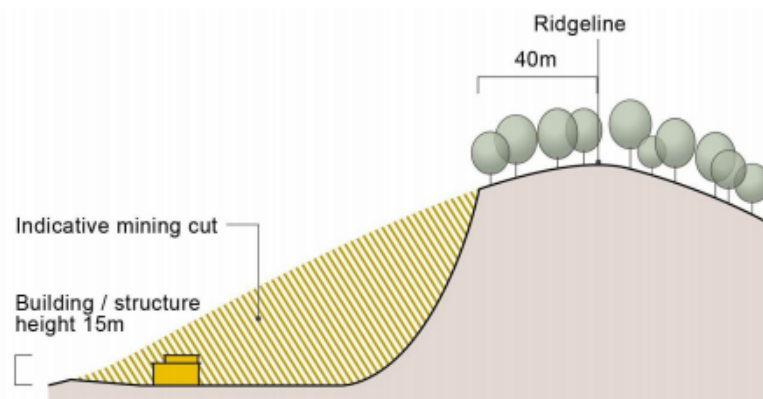
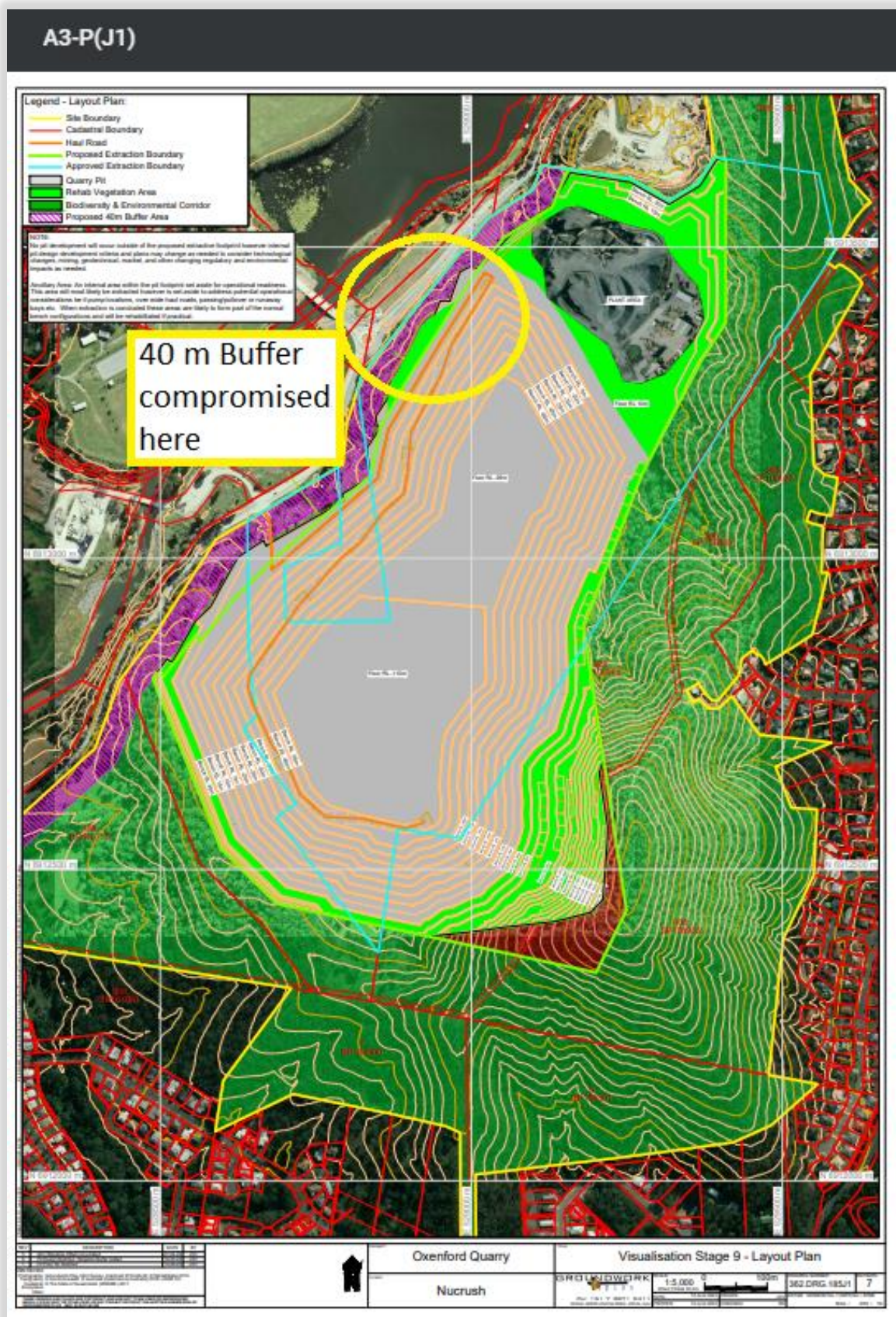
**Figure 9.3.8-1**

Illustration showing Extractive industry development is located at least 40m away from the top of the ridgeline, as measured horizontally from the ridge peak.

Attachment F1 - Extractive Footprint - Haulage route out of quarry



Attachment G1 - Proposed depth opposite the John Muntz bridge

