

*Listing of endangered and of concern vegetation within resource/processing areas*

KRA name	No	END	OC	Comment
				73(2)

RTI DL RELEASE - DNRM

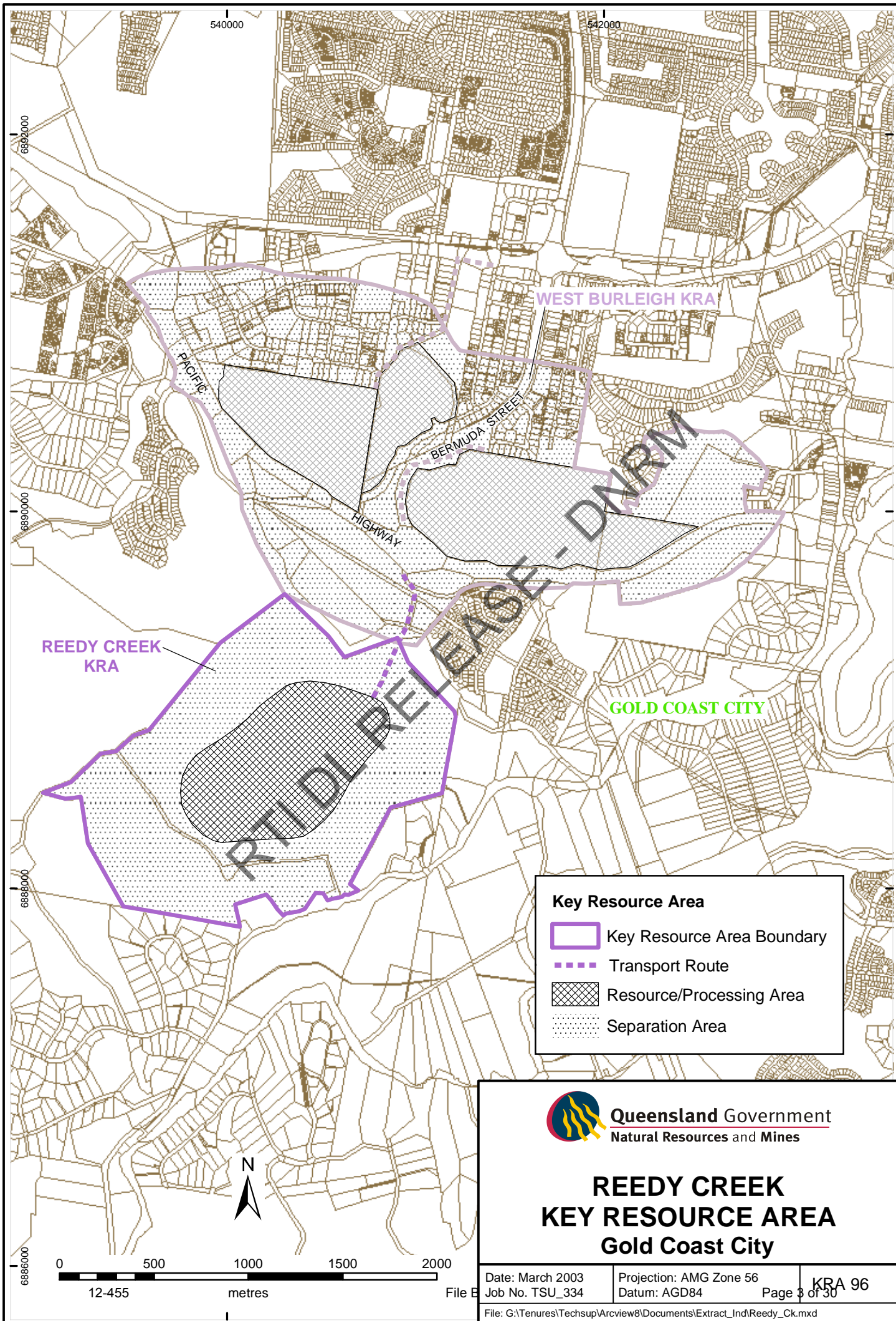
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Reedy Creek





96 Y

Endangered in gully, new mapping

RTI DL RELEASE - DIRM



**Key Resource Area**

-  Key Resource Area Boundary
-  Transport Route
-  Resource/Processing Area
-  Separation Area



**REEDY CREEK  
KEY RESOURCE AREA  
Gold Coast City**

Date: March 2003  
Job No. TSU\_334

Projection: AMG Zone 56  
Datum: AGD84

Page 3 of 30  
**KRA 96**

# **STATE PLANNING POLICY GUIDELINE**

## **PROTECTION OF EXTRACTIVE RESOURCES**

RTI DL RELEASE - DNRM

**NOT GOVERNMENT POLICY  
For Consultation Purposes**

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# 1 PURPOSE OF THE POLICY GUIDELINE

- 1.1 The State Planning Policy Guideline: *Protection of Extractive Resources* (the Policy Guideline) provides information and advice on implementing the State Planning Policy: *Protection of Extractive Resources* (the Policy).
- 1.2 The Policy cites the Policy Guideline as ‘extrinsic material’ under the *Statutory Instruments Act 1992*, giving the Policy Guideline legal status in assisting in the interpretation of the Policy.

# 2 APPLICATION OF THE POLICY

## Effect of the Policy

- 2.1 The Policy is a statutory instrument under the *Integrated Planning Act 1997*. Under the Act the Policy has effect when:
- development applications are assessed when the Policy is not appropriately reflected in the planning scheme;
  - planning schemes are made or amended; and
  - the Minister is considering designating land for community infrastructure.

## Areas to Which the Policy Applies

- 2.2 The Policy applies to the whole of the State, and has effect in local government areas that contain a Key Resource Area. The Key Resource Areas are listed by local government area in Annex 2 of the Policy, and Appendix 2 of the Policy Guideline provides information about each Key Resource Area. The Policy applies in each Key Resource Area shown on the maps in Annex 3 of the Policy.
- 2.3 The Policy applies until it is appropriately reflected in the relevant planning scheme.
- 2.4 A Key Resource Area includes a:
- (a) *Resource/processing area*: This indicates the extent of the extractive resource and the operational areas associated with extraction and processing of extractive materials.
  - (b) *Separation area*: This indicates the separation area around the extractive resource/processing area within which people may be adversely affected by existing or future extractive industry.
  - (c) *Transport Route*: This indicates the route used to transport<sup>1</sup> extractive materials to markets. The Policy applies to premises within 100 metres of the reserve boundary or with direct vehicular access to the transport route.

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<sup>1</sup> Generally road haulage is used to transport extractive materials, but in some circumstances materials could be transported by:

- Rail transport, for example for transporting rail ballast where the extractive resource deposit is adjacent to rail (some rail ballast is trucked to a distribution centre at a rail siding); or
- Conveyor transport comprising a loading point, conveyor, and a distribution centre where there are significant rates of extraction.

## REEDY CREEK KEY RESOURCE AREA – KRA 96

**LOCAL GOVERNMENT AREA:** Gold Coast City

**LOCATION:**

The resource is located about 5.5 kilometres southwest of Burleigh and west of the Pacific Highway (see map KRA 96).

**EXTRACTIVE RESOURCE:** Quarry Rock

**EXTRACTIVE RESOURCE DESCRIPTION:**

The resource is part of a major greywacke band and comprises an isolated hill that is surrounded by ridges. The resource has recently been investigated by drilling that has confirmed the quality and consistency of the greywacke.

**SIGNIFICANCE:**

Investigations indicate a resource of 36 million tonnes, with additional resources depending on the final pit footprint and depth. The resource is the largest known greenfield resource in the southern part of Gold Coast City, and is strategically located in relation to the Gold Coast market. It is estimated that over 20 years of supply is available.

**SEPARATION AREA:**

The parcel on which the resource occurs is large enough and has the topographic features to almost completely self-buffer the resource, providing a separation distance of between 300 and 500 metres. Given the topographic screening provided by perimeter ridges, this distance should be sufficient to mitigate adverse impacts.

In the north, the separation area meets the boundary of the West Burleigh Key Resource Area (KRA 70).

**TRANSPORT ROUTE:**

A transport route has been proposed from the northern section of the resource to the Pacific Highway via the Bermuda Street interchange. This would require grade separation from the proposed Tugun light rail corridor.

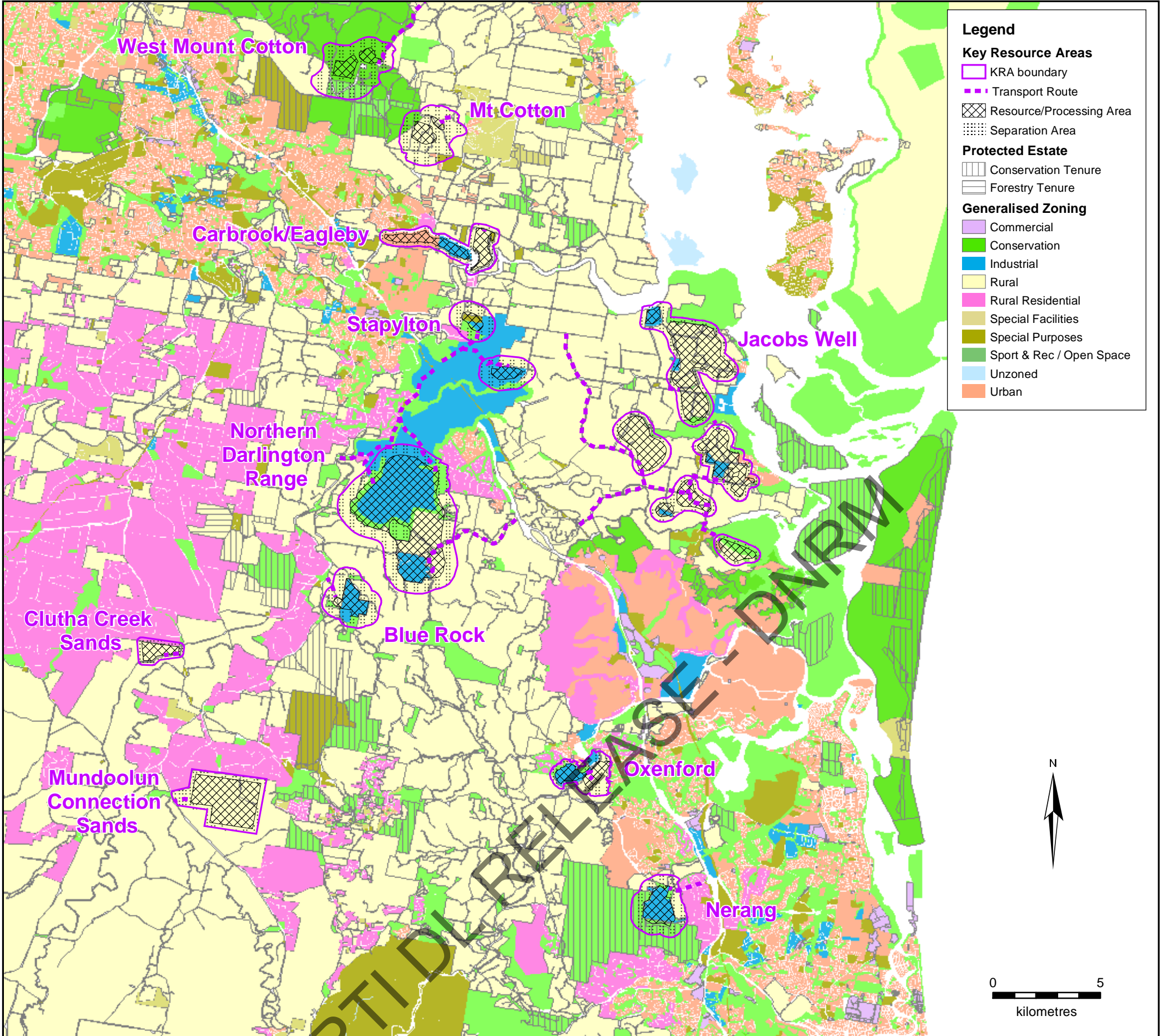
**SPECIAL CONSIDERATIONS:**

The KRA contains areas of vegetation having State biodiversity significance under the Environmental Protection Agency's Biodiversity Planning Assessment and forms part of the Burleigh Heads-Great Dividing Range bioregional wildlife corridor. The KRA also encompasses several cultural heritage sites of State significance.

A small area of 'endangered' vegetation under the *Vegetation Management Act 1999*, located within the resource/processing area, would be protected by approval conditions in the case of a development application proceeding.



# Gold Coast Region Key Resource Areas



RTI/DL RELEASE - DNRM



Boral  
Construction  
Materials



8 December 2004

SPP Extractive Resources  
Director-General  
Department of Natural Resources and Mines  
GPO Box 2454  
BRISBANE QLD 4001

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Dear Sir/Madam,

**DRAFT SPP FOR THE PROTECTION OF EXTRACTIVE RESOURCES  
SUBMISSION BY BORAL RESOURCES (QLD) PTY LTD**

Boral Resources (Qld) Pty Ltd (Boral) are the owners/lessees of properties throughout Queensland that will be affected by the implementation of a State Planning Policy for the Protection of Extractive Resources (SPP). Accordingly, we hereby provide a submission about certain aspects of the draft SPP for consideration by the Minister for Natural Resources and Mines and the Minister for Environment, Local Government, Planning and Women.

The proposed SPP will have to be taken into account during the preparation of planning schemes under the *Integrated Planning Act 1997* (IPA) and in the assessment of development applications where not already reflected in planning schemes. Accordingly, the policy will have a major impact on future extractive operations throughout Queensland.

Boral strongly supports the introduction of a State Planning Policy that will ensure the appropriate protection of extractive resources and associated transport corridors. However, Boral believes that the current draft is deficient in a number of aspects relevant to Boral's existing and future extractive resource operations and these are highlighted in this submission.

The grounds for the submission and the facts and circumstances relied upon to support these grounds are provided herein.

**GROUND 1: The Department of Natural Resources and Mines must become a Concurrence Agency under the *Integrated Planning Act 1997* for development occurring in a Key Resource Area.**

The Department of Natural Resources and Mines (DNR&M) should be recognised as a Referral (Concurrence) Agency in the IPA and thus be able to exercise concurrence agency powers in relation to any assessable development triggered by the draft SPP.

This would permit the DNR&M to direct a local government to refuse a development application, or to impose reasonable or appropriate conditions in relation to any such application, to ensure adequate protection for the relevant Key Resource Area.

Clause 4.16 of the draft Policy Guideline will need to be amended accordingly.

DG NO:	23480
DATE:	12/12/04

The argument that DNR&M does not fit the criteria for a Referral (Concurrence) Agency because it did not have an approval role before the introduction of the IPA is not compelling. With the development of a State Planning Policy for the protection of extractive resources the Queensland Government has recognised the significance of these resources to the State's ongoing development and accordingly, should put in place the appropriate mechanisms (and resources) to ensure the policy outcomes are achieved.

There has been strong support by the extractive industry groups such as the Cement Concrete and Aggregates Australia (CCAA, formerly the Extractive Industries Association (EIA) Inc.) for the establishment of an appropriately resourced and proactive extractive industries unit within the DNR&M to assist in the management of what is an important community resource.

**GROUND 2: The "triggers" for assessable development within a Key Resource Area should include Building Work as defined in the *Integrated Planning Act 1997*. The level of assessment for development proposed in a Key Resource Area should be impact assessment in all cases.**

The draft SPP states in clause 3 and elsewhere that the triggers for assessable development with respect to development proposed in each component of a Key Resource Area (KRA) are "making a material change of use of premises" or "reconfiguring a lot" in a KRA. This is also stated in clauses 2.6 and 2.7 of the draft Policy Guideline.

"Building Work" as defined in the IPA should also constitute a trigger for assessable development. For example, the construction of a detached dwelling has the potential to put people at risk from adverse amenity impacts if it is constructed in a KRA.

Except for "Building Work", the form of assessable development should be impact assessment in all cases. It is essential that areas that have been identified as KRAs are protected through a proper impact assessment process. This will also ensure that Boral has the right to lodge a submission about any such development application. The lodgement of a properly made submission would also secure a right of appeal to the Planning and Environment Court.

With regard to "Building Work", in September 2003 the EIA produced a "*Guideline for the Protection of Extractive Resources and Transportation Routes*" based on work undertaken in mid 2002 in relation to the development of the Gold Coast City Planning Scheme. This Guideline was circulated to all Local Governments in Queensland to assist them in the preparation of their planning schemes.

Under this Guideline the acceptable solutions (indicators of compatibility) were -

- The development and use of premises are for purposes that are compatible with the winning of the entire extractive resource and the transportation of materials to the market in an efficient and effective manner.

OR

- The Building Work is for a Class 1 or Class 10 building.

AND

- Any building is located in a position that suitably/appropriately minimises the impacts on the future winning and processing of the resource.

Appendix 1 should be amended to include appropriate indicators of compatibility for "Building Work".

**GROUND 3: The Policy Outcome should be augmented to ensure that the protection of the community is taken into account in the application and implementation of the SPP.**

The draft SPP includes only one Policy Outcome, which may not be enough to achieve the intent of the SPP. The current outcome is rightly focused on the protection of extractive resources. However, other outcomes could include protecting the community from any adverse amenity and/or safety impacts of current or future extractive operations.

The statement *"The amenity of the community surrounding the extractive resource and transport route also needs to be protected from any potential adverse effects of extractive industry"* in clause 3.3 of the draft Policy Guideline gives weight to the recommendation that the Policy Outcome should be expanded to include a statement reflecting this intent.

**GROUND 4: In achieving the Policy Outcome through development assessment, the use of the word "associated" is too broad and will thus create the potential for uses not necessarily associated with extractive resource operations to establish in a KRA. Similarly, the use of the word "significantly" needs to be reconsidered and should only be retained where the level of significance is measurable.**

Clause 7(1) of the draft SPP states that the policy outcome is achieved when a use or a lot is compatible with all existing and future extraction, processing and transportation of extractive materials. It is stated in clause 7(1)(a) that this is achieved if a use or a lot in a resource/processing area *"is associated with either the extraction or processing of the extractive resource"*.

The clause should read *"is necessarily associated with either the extraction or processing of the extractive resource"*. It is considered that the use of the word "associated" on its own is too broad.

Similarly, the word "associated" should be changed in clause 4.8(a) of the draft Policy Guideline and in points 1.1, 2.1 and 3.3 of Appendix 1 of the draft Policy Guideline.

In clause 7(1) paragraphs (b), (c) and (d) the word "significantly" should be deleted and replaced by "in any way". If the word "significantly" is retained there will need to be measurable criteria provided that can be applied to measure significance e.g., dBA limits.

**GROUND 5: Clause 8(1)(1) of the draft SPP and clause 5.3 of the draft Policy Guideline should be deleted as it is not clear how a local government would reflect this provision in a planning scheme.**

Under the draft SPP and the draft Policy Guideline there are acceptable circumstances when the Policy Outcome will not be achieved.

One of those circumstances is where a use or a lot is consistent with the planning scheme, as set out in clause 8(1)(a) of the draft SPP. This is a nonsensical statement and it is not clear what is meant by it. Also not clear is how a local government would reflect this provision in its planning scheme. This exception would appear to allow most land use activities to override the KRA designation under the SPP.

This clause should be deleted along with 5.3 of the draft Policy Guideline.

**GROUND 6: Clause 8(1)(b) of the draft SPP should not permit local community benefits to override resources identified as being of State or regional significance.**

The second acceptable circumstance for not achieving the Policy Outcome set out in clause 8 (1)(b) of the draft SPP, is where the proposed use or a lot provides an overriding benefit to the State, region or local community in social, economic or ecological terms that outweighs the long term availability of the extractive resource, and it cannot be reasonably located elsewhere.

Whilst an overriding benefit to the State or to a region may be acceptable in certain circumstances, because the intent of the Policy is to protect State interests in terms of KRA (see clause 3.1 of the draft Policy Guideline), there should be no circumstances when the benefits to a local community overrides a resource of State or regional significance.

Accordingly, reference to "the local community" in the context of this provision should be deleted from both the draft SPP (clause (8)(1)(b)(i)) and the draft Policy Guideline (clauses 5.4 and 5.5).

Further, where it is proposed that a use or a lot cannot be located elsewhere and therefore has to locate in a KRA an environmental impact assessment must be undertaken.

Also, use of the word "reasonably" in clause 8(1)(b)(ii) of the draft SPP introduces subjective criteria into the assessment and application of clause 8. What will be reasonable will depend upon the facts and circumstances of each case. It is a term open to much interpretation, and no doubt will lead to much litigation, to the detriment and cost of the owners and/or operators of the KRA, which is what the draft SPP is designed to protect.

We recommend that the word "reasonably" be deleted from this provision.

**GROUND 7: It is inappropriate and unlawful for a local government to review the extent of a Key Resource Area and this provision should be removed from the draft Policy Guidelines.**

Pursuant to clauses 4.5 and 4.6 of the draft Policy Guideline a local government may review the extent of a KRA with regard to local circumstances.

There should be no power given to a local government to review the extent of a KRA, even though it is proposed that any such review would be undertaken by a local government as part of the planning scheme preparation and amendment process under the IPA.

The only circumstance in which the draft SPP can be amended is through the amending process set out in section 2.4.3 and Schedule 4 of the IPA.

In this regard the Footnote 8 to clause 4.5 of the draft Policy Guideline is incorrect. Under Schedule 4 of the IPA, which details the process for making or amending State planning policies, only the Minister is permitted to make or amend State planning policies.

Perhaps it was intended to call up Schedule 1 of the IPA, which comprises the process for making or amending planning schemes.

Notwithstanding what appears to be an error, the KRAs are designated by the SPP and thus any amendments required to the extent of a KRA would need to be made in accordance with Schedule 4 of the IPA, i.e., by the Minister and not the local government. The local government would then amend their planning scheme in accordance with Schedule 1 of the IPA to reflect the changes to the policy.

**GROUND 8: General amendments to the draft SPP and draft Policy Guideline text are required to provide clarity to the reader and to ensure that the Policy Outcome is achieved.**

Application of Policy

To provide clarity, the meaning of "Separation area" in clause 2.4 of the draft Policy Guideline should be amended to read *"This indicates the separation area around the extractive resource processing area within which material change of use, reconfiguring a lot and building works are assessable development"*.

Requirements to be Mandatory

Throughout the draft Policy Guideline, the word "must" is used in many instances to express a clear intention when something must be done. For example, in clause 4.1 it is stated that a local government with a KRA in their local government area, when making or amending its planning scheme, must appropriately reflect the SPP. The use of the word "must" on many occasions has been held to be a mandatory requirement.

However, in many other instances in the draft Policy Guideline, the word "should" is used. The use of this word indicates that there is clearly a discretion in respect of the thing to be done. This significantly detracts from the effectiveness of the draft Policy Guideline and the draft SPP.

The following changes to the draft Policy Guideline are necessary to ensure the Policy Outcome is achieved.

- In clause 4.2, replace the word "should" with the word "must". This will ensure that the planning scheme does reflect the Policy.
- In clause 4.3, replace the word "should" with the word "must". This will ensure that the planning scheme does identify each KRA. Likewise in the last sentence, replace the word "should" with the word "must".
- In clause 4.7, replace the word "should" with the word "must". This will ensure that a use for a lot is compatible in the respective element within a KRA.
- In clause 4.8(a), in the second paragraph, first line, replace the word "should" with the word "must".
- In clause 4.8(b) in the second and third sentences, replace the word "should" with the word "must". This will ensure the least degree of incompatibility between the KRA and uses of lots in a KRA.
- In clause 4.10, replace the word "should" in the second sentence with the word "must". This will ensure that planning schemes are required to make assessable development, and preferably impact assessment, development in a KRA.
- In clause 4.20 in both sentences, replace the word "should" with the word "must". This will ensure that planning schemes must protect locally significant extractive resources and associated transport works.
- In clause 5.7, the words "are unlikely" should be replaced by the words "should not".

Making or Amending a Planning Scheme

Clause 4.2 of the draft Policy Guideline appears to allow a local government to not reflect the whole of the policy in their planning scheme so long as the Minister is satisfied with the degree to which the policy is reflected. This has the potential to lead to inconsistency with respect to the extent to which the policy is reflected under each of the local government planning schemes throughout the State.

If there is a specific extent that would satisfy the Minister, which is less than reflecting the whole of the SPP, then this should be explicit in the SPP and Policy Guidelines (e.g., expressing mandatory requirements for inclusion in planning schemes).

With regard to clause 4.4 of the draft Policy Guideline, this clause should indicate that, at a minimum, there must be an Extractive Resources Overlay Map and a Transport Infrastructure Map included in the planning scheme.

#### Compatible Uses for Lots in a KRA

In clause 4.8(b) of the draft Policy Guideline under the heading of "Separation area", there are listed certain compatible uses. One of those uses listed is "recreational uses such as passive open space".

This use implies that land would become publicly accessible. All other compatible uses are of a type that would remain out of the public domain, i.e., would not be publicly accessible. Passive open space available for use by the general public has the potential to expose the public to adverse amenity and safety impacts and therefore expose the extractive industry operator to liability for any harm that occurred.

Also listed as a compatible use in clause 4.8(b) of the draft Policy Guideline are "*uses that operate outside the regular hours of operation of the extractive industry*".

There could well be instances where the extractive industry may be required to operate for extended hours or even on a 24 hour basis, for example, the construction of the Gold Coast Motorway, and again there is the potential to expose the public to adverse amenity and safety impacts.

The inclusion of such uses is highly undesirable and should be deleted.

Similarly, there should be the same amendments to clause 4.8(c) of the draft Policy Guideline.

#### Incompatible Uses for Lots in a KRA

Clause 4.9 of the draft Policy Guideline lists various incompatible uses for lots in a KRA.

Clause 4.9 states that uses for lots that would result in a significant increase in the number of persons living or working or congregating on the premises exposed to the adverse affects of extractive industry are likely to be incompatible uses in a KRA. The words "likely to" should be deleted and replaced by "will". In fact, any increase should be considered to be incompatible with the use of a KRA.

#### Appendix 1 of Draft Policy Guideline

Appendix 1 should be amended to include appropriate indicators of compatibility for "building works". See previous discussion on this point, above.

In paragraph A1.5, there is mention of "bounded assessment" and "unbounded assessment". It is unclear what these words mean. These words should be defined or their meaning clarified so that it is clear in clause A1.5 of the Policy Guideline when code assessment will apply and when impact assessment will apply.

#### Use of the Term "Premises" as opposed to "Lot"

Throughout the documents, sometimes the word "premises" is used whereas other times the word "Lot" is used. It would be preferable for consistency if the word "Lot" was used throughout.

**GROUND 9: Amendments are required to KRA Maps 46 and 96 to more adequately protect these KRAs.**



73(2)

KRA 96 – Reedy Creek

The designated Transport Route on KRA Map 96 traverses private property which may not result in secure tenure for the transport route. To ensure the protection of the Reedy Creek KRA we recommend that a second Transport Route be added to KRA Map 96, which follows Old Coach Road north-west to the Pacific Highway. We have included an annotated version of KRA Map 96 illustrating this alternate Transport Route.

If you have any queries please contact the undersigned.

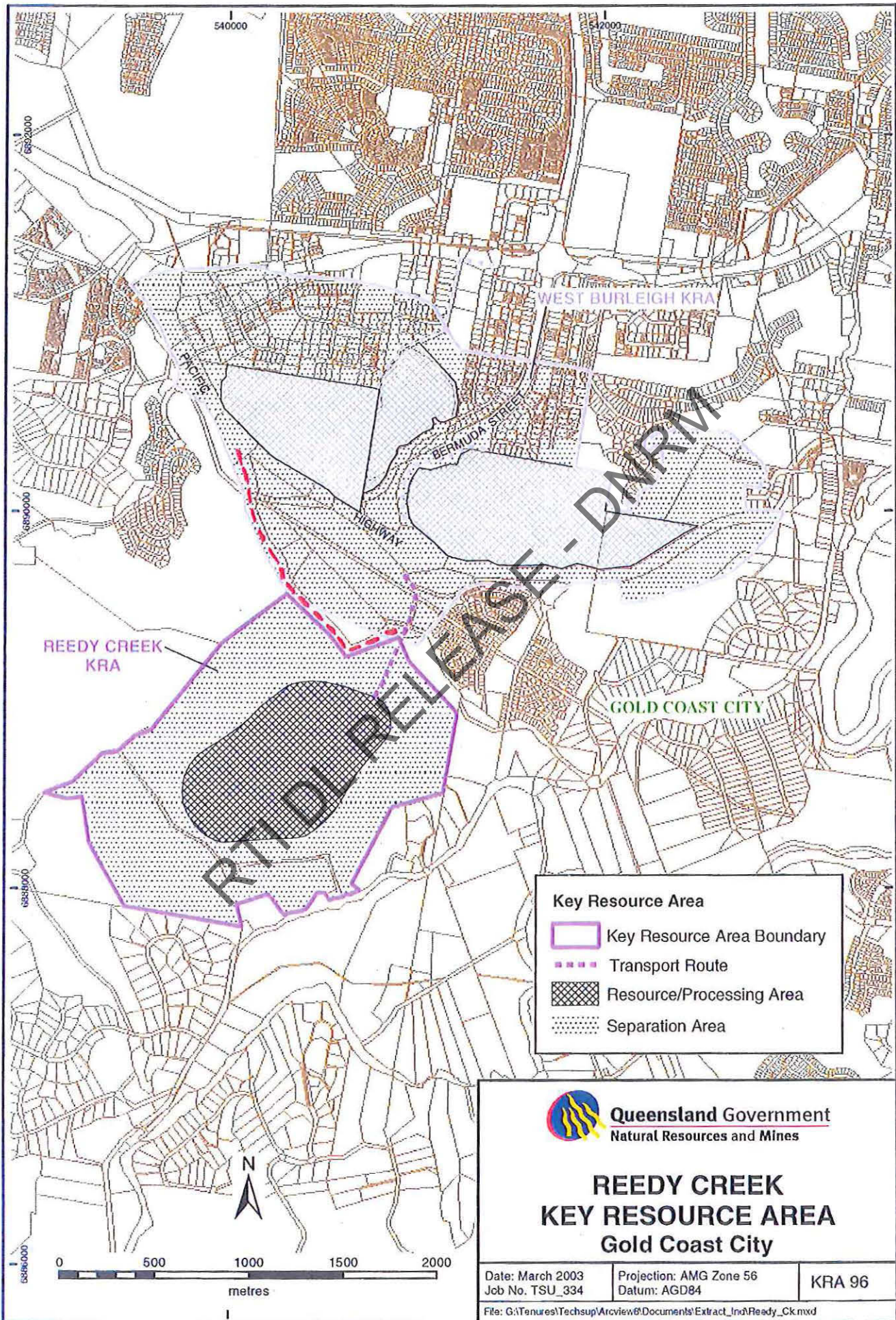
Yours faithfully,

49-Sch4 - Signature

**PAUL WEST**  
**Planning and Development Manager – ACM Qld / NT**

enc     Annotated KRA Map 96









- 9 DEC 2004

Queensland Transport

Mr Andy Stephens  
 Manager, Mineral and Extractive Planning  
 Department of Natural Resources and Mines  
 GPO Box 2454  
 Brisbane Qld 4001

Dear Mr Stephens

**Draft State Planning Policy: Protection of Extractive Resources**

I refer to your letter dated 8 October 2004 requesting comments on the draft *State Planning Policy: Protection of Extractive Resources* (SPP).

Queensland Transport (QT) supports the draft SPP in maintaining the long-term availability of extractive resources. However, as detailed in comments below, the route of the proposed extension of the Gold Coast Railway passes through the proposed resource area of the West Burleigh Key Resource Area (KRA). It will therefore be necessary to amend the proposed boundary of the resource area of this KRA.

**WEST BURLEIGH KRA (KRA 70)**

A current priority under consideration by the Queensland Government is extending the heavy rail line south of Robina to service growth in population and tourism. Cabinet endorsed *Transport 2007*, a medium term action plan that complements the *Integrated Regional Transport Plan for South East Queensland*, identifies the need for a rail extension from Robina to Coolangatta.

QT is currently conducting a two-part study that investigates the feasibility and impacts of an extension of the passenger rail line south from Robina. Part A covers from Robina rail station to Stewart Road, Tugun. Part B will cover Stewart Road, Tugun to Gold Coast Airport. This study is directly linked with the Tugun Bypass (road) planning.

The draft Robina to Tugun Rail Impact Assessment Study (IAS) (Part A) was released to the public for consultation on 17 March 2003 with consultation closing on 17 April 2003. With the Tugun Bypass alignment being resolved, this report will now be finalised. The discussion in the IAS (Part A) relating to the alignment of the proposed rail corridor in the vicinity of the proposed West Burleigh KRA, is attached.

Rail, Ports and Freight Division  
 Rail Network and Strategy Branch  
 Floor 11, Capital Hill Building  
 85 George Street Brisbane Queensland 4000  
 GPO Box 1549 Brisbane Queensland 4001  
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Our ref P16516 E15186 695/00008  
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Telephone +61 7 3306 7438  
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 Website www.transport.qld.gov.au

As noted in the IAS, the preferred rail corridor alignment, Option 1, has a lesser impact on the quarries than the other options (which is consistent with Gold Coast City Council comments on the IAS).

Furthermore, the railway alignment immediately south of Reedy Creek Road has been moved further south to reduce the severance of properties in this area including the northern quarry. Preliminary drawings PLS04, PLS05 and PLS06 attached show the latest proposed alignment. Plans detailing property impacts are being prepared and will be forwarded to you as soon as possible.

As the proposed rail corridor provides an overriding benefit to the State, regional and local community in social, economic and ecological terms, QT believes this outweighs the long-term availability of the extractive resource.

As noted above, it is requested that the proposed southern boundary of the resource area of the proposed West Burleigh KRA be adjusted to north of the boundary of the proposed rail corridor as defined on preliminary drawings PLS04, PLS05 and PLS06.

73(2)

#### REEDY CREEK KRA (KRA 96)

Under the heading of TRANSPORT ROUTE in this KRA there is a comment "This would require grade separation from the proposed Tugun light rail corridor". The reference to Tugun light rail corridor can be deleted from this KRA as it is no longer proposed in this location. Regarding the location of heavy rail refer to the comments above on the West Burleigh KRA.

#### GENERAL COMMENTS


While railway corridors pass within the separation areas of several proposed KRAs, as long as these railways are accepted as a compatible use, QT has no objections to these separation area boundaries.

Likewise, the Mt Cotton Driver Training Centre is partly within the separation area of the proposed Mount Cotton KRA. The centre includes private roads including a heavy vehicle manoeuvring area within the proposed separation area. As long as driver training is accepted as a compatible use, QT has no objections to the boundary of this separation area.

If you require any further information, please contact Mr Kel Marsden on telephone 3306 7438.

Yours sincerely

49-Sch4 - Signature

 Helen Stehbens  
**Executive Director (Rail, Ports and Freight)**

Enc (6)

Tracking Numbers:	RPF P16516 E15186
File Number:	695/00008
Author of letter	Kel Marsden
Date:	8 December 2004 (kw)

RTI DL RELEASE - DNRM

## EXTRACT FROM THE ROBINA TO TUGUN IAS (PART A)

"The rail is required to cross Reedy Creek Road adjacent to the Pacific Highway. The alignment of this crossing is constrained by the proposed location of the Reedy Creek Rail Station to the north of Reedy Creek Road, the proposed upgrading of the road interchange with the Pacific Highway and the location of privately owned properties to the south of Reedy Creek Road. In consideration, consideration of these constraints, two options for the location of this crossing have been considered (refer to Figure 3.2):

1. a grade separated crossing where the rail passes over Reedy Creek Road and partly over the ramps to/and this road; and
2. a more easterly alignment which is clear of the ramps, hence reducing the width of the crossing, but is higher and impacts on a larger proportion of the area of properties to the south of Reedy Creek Road.

The second option has implications on the location of Reedy Creek station, considering issues such as locating the station on a straight section of track with a vertical grade of less than 0.5%.

Based on the relative assessment of environmental, engineering, community, transport and land use impacts, the preferred option is Option 1. This is essentially due to lesser vegetation removal required under this option and a lesser impact on approved developments.

The Bermuda Street interchange with the Pacific Highway involves a *table-top* roundabout with Bermuda Street passing over the Pacific Highway. The rail vertical alignment in this area is such that the rail will need to cross over Bermuda Street, some 10-12 m higher than the Pacific Highway surface. Two options have been considered in this area, namely:

1. locating the rail alignment as close as possible to the Pacific Highway to minimise land requirements on sites either side of Bermuda Street. This would require the table-top roundabout to be crossed by a single, long and relatively high bridge to accommodate the rail; and
2. locating the rail alignment further away to the east to significantly reduce the length and height of the rail bridge required and improve the rail alignment into Andrews Station whilst increasing the land requirements of adjoining property.

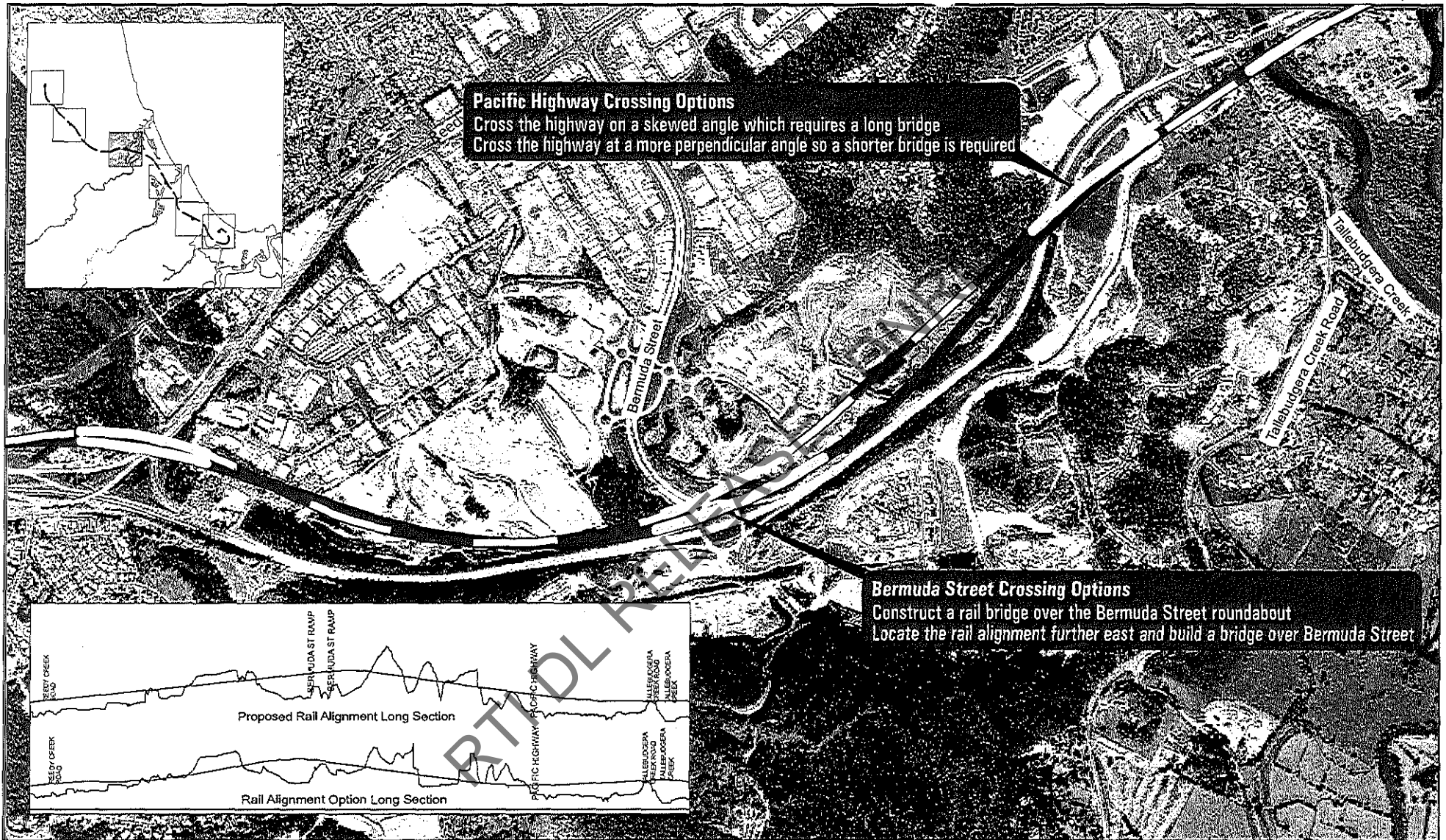
The second option has implications on options for the rail alignment across Reedy Creek Road to the north and the location of the crossing of the Pacific Highway to the south. (Refer to Figure 3.3).

Based on the relative assessment of environmental, engineering, community, transport and land use impacts, the preferred option is Option 1. This is due to the greater property impacts associated with Option 2 being valued higher than the visual impacts associated with Option 1."





Figure 3.2  
Rail Alignment Options - Robina Parkway to Reedy Creek Road



  
 Not to Scale




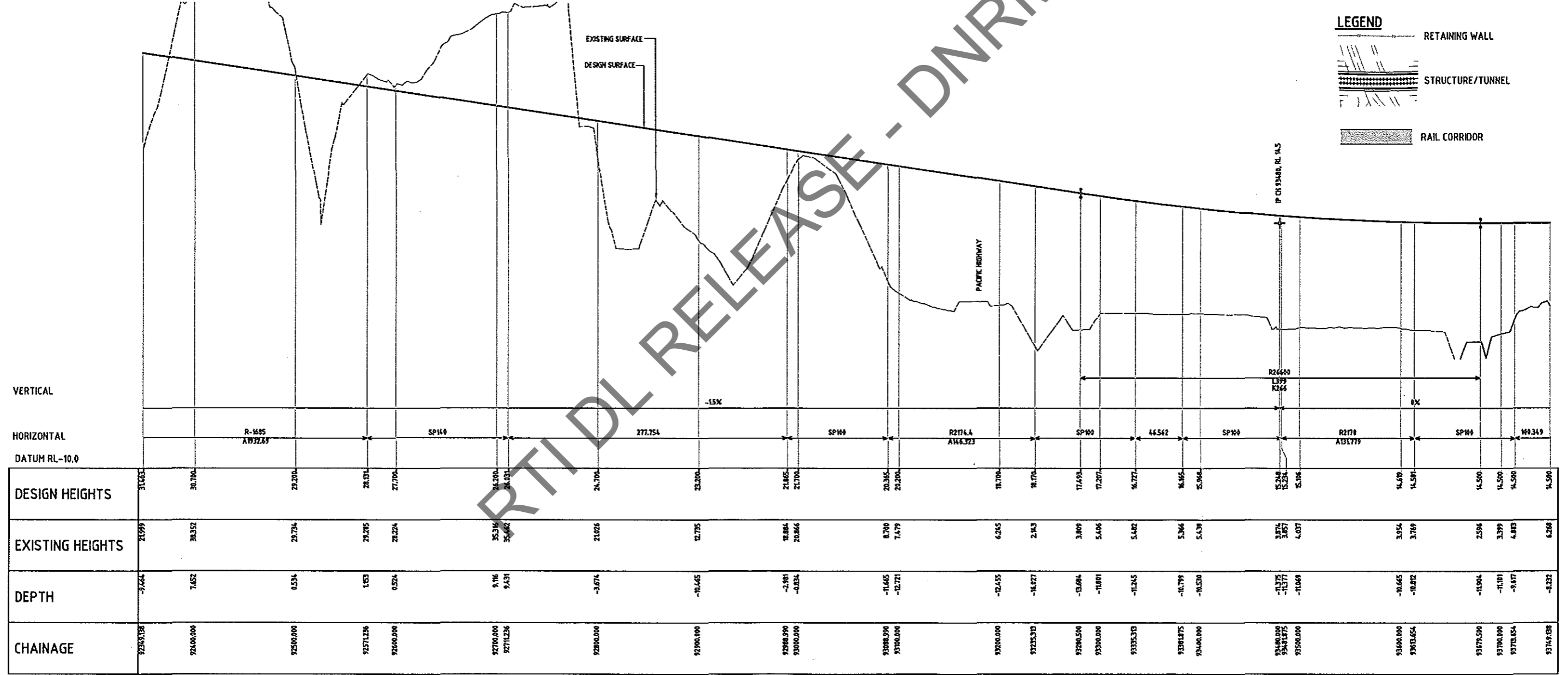
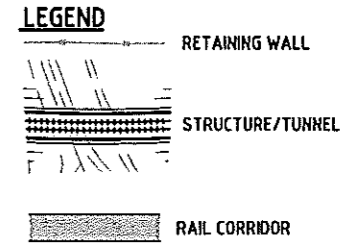
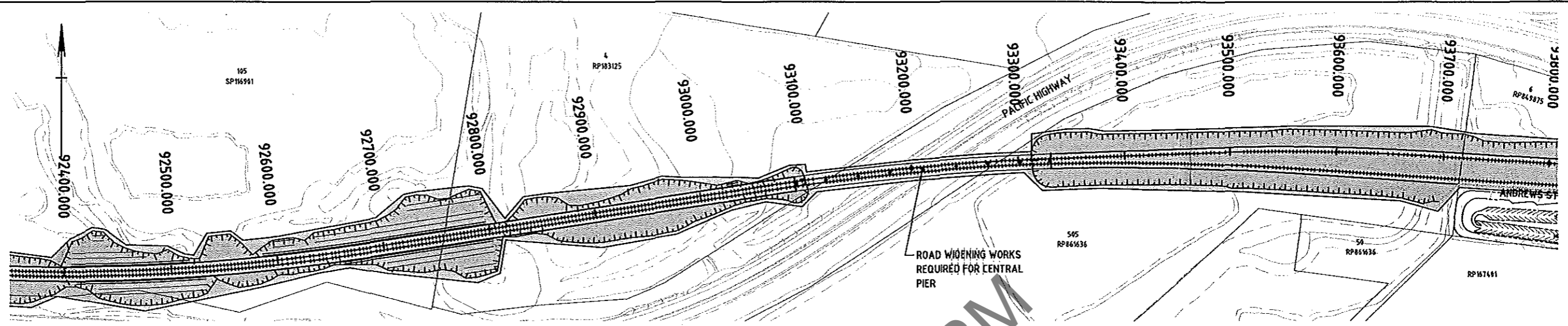
-  Proposed Rail Alignment
-  Rail Alignment Option
-  Proposed Bridge

Figure 3.3  
 Rail Alignment Options - Reedy Creek Road to Tallebudgera Creek



DESIGN HEIGHTS	EXISTING HEIGHTS	DEPTH	CHAINAGE
13.11E	6.991E	6.119E	92400.000
30.700	30.352	0.348	92500.000
29.200	29.754	0.446	92600.000
28.031	29.285	1.254	92700.000
27.700	28.274	0.574	92800.000
24.200	20.212	4.088	92900.000
23.200	12.735	10.465	93000.000
21.865	18.884	2.981	93100.000
21.700	20.846	0.854	93200.000
20.365	8.700	11.665	93300.000
20.200	7.479	12.721	93400.000
18.700	6.245	12.455	93500.000
18.170	2.143	16.027	93600.000
17.473	3.889	13.584	93700.000
17.297	5.416	11.881	93800.000
16.727	5.482	11.245	93900.000
16.165	5.366	10.799	94000.000
15.966	5.439	10.527	94100.000
15.248	3.857	11.391	94200.000
15.106	4.077	11.030	94300.000
14.679	3.954	10.725	94400.000
14.581	3.769	10.812	94500.000
14.500	2.982	11.518	94600.000
14.500	3.399	11.101	94700.000
14.500	4.883	9.617	94800.000
14.500	6.268	8.232	94900.000

LONGSECTION FOR STRING : CL STH

PRELIMINARY

REV	DESCRIPTION	DATE	APPROVED
D	PLAN VIEW AMENDED	3/02	
C	LONG. SECTION AMENDED	2/02	
B	REVISED ISSUE	9/01	
A	ORIGINAL ISSUE	12/00	

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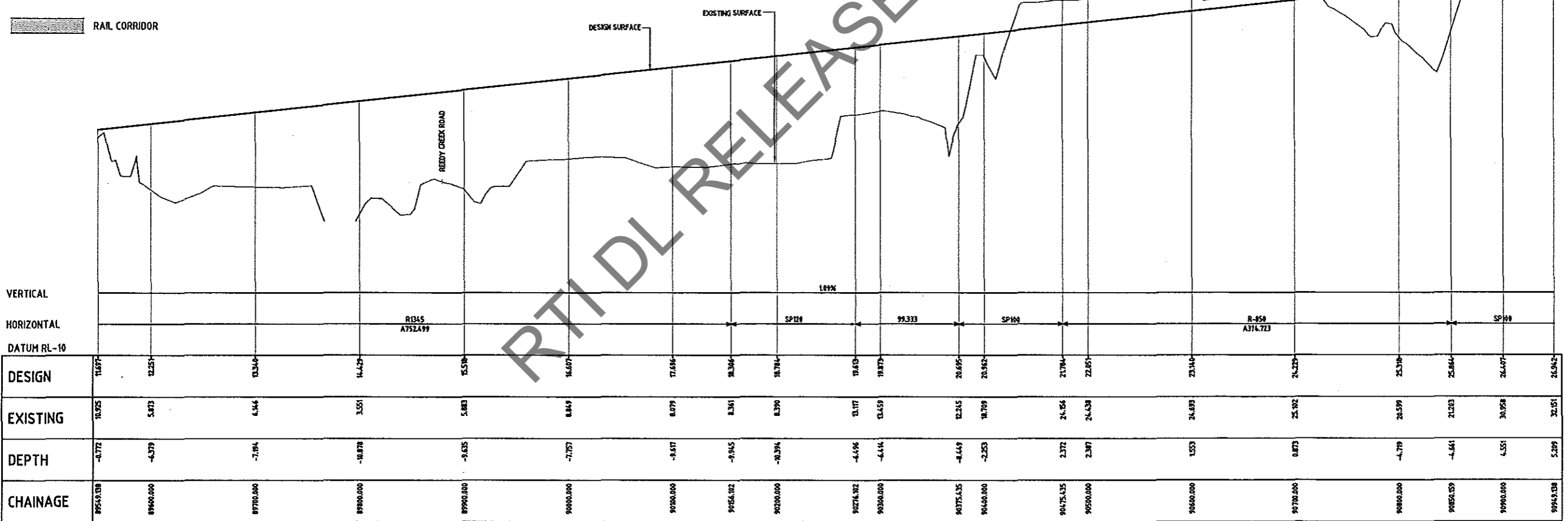
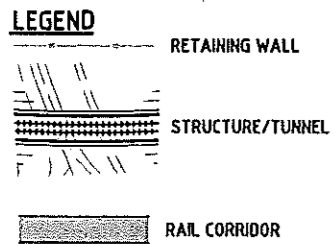
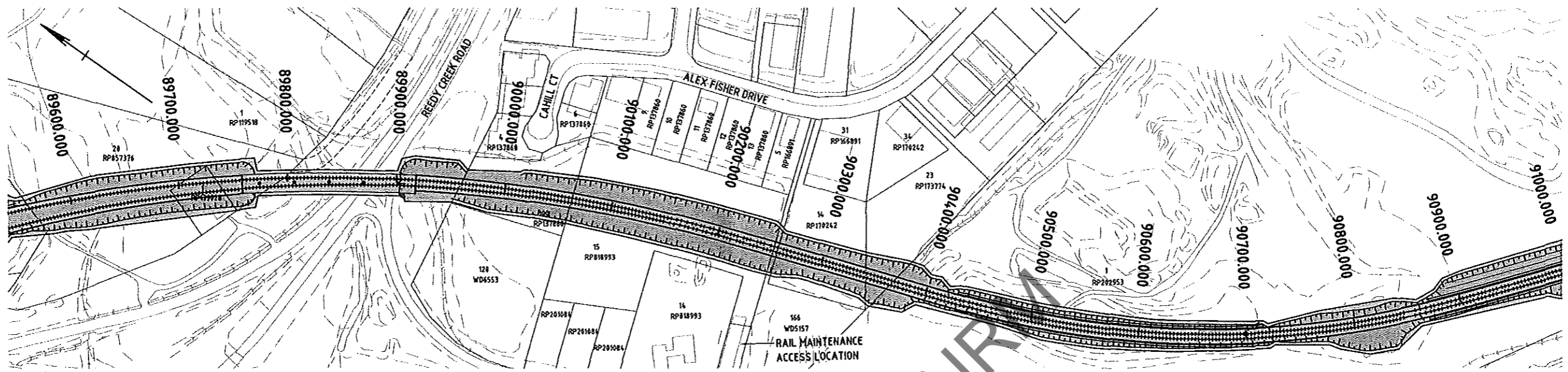


Designed BSB	11/00	Project Approval	
Design Check			
Drawn FG	11/00	Scale	HOR 1:2000 VERT 1:200 @ A1
Drawing Check			A1 ORIGINAL

**PPK**  
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 A Parsons Brinckerhoff Partnership

**ROBINA STATION TO STEWART ROAD RAIL ALIGNMENT**  
 PLANNING LAYOUT AND LONGITUDINAL SECTION  
 SHEET 6 OF 10  
 CH 92350 TO CH 93750

Job No: 83L002A  
 Drawing No: PLS06  
 Rev: D



LONGSECTION FOR STRING - SOUTH BOUND

**PRELIMINARY**

REV	DESCRIPTION	DATE	APPROVED
E	DESIGN AMENDED CH 89200 TO 91300	11/05	
D	PLAN VIEW AMENDED	3/02	
C	LONG. SECTION AMENDED	2/02	
B	REVISED ISSUE	9/01	
A	ORIGINAL ISSUE	12/00	

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Drawn BSB	5/05		A1 ORIGINAL
Drawing Check BJK	11/05		

**PPK**  
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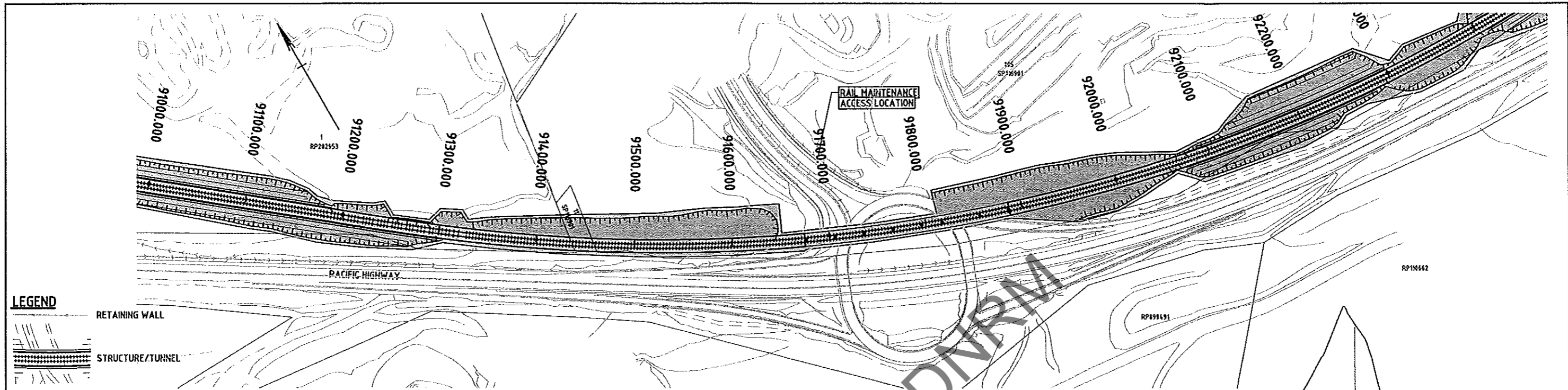
PPK Environment & Infrastructure  
12th Floor IBM Centre  
348 Edward Street  
Brisbane QLD. 4000  
GPO BOX 2907  
Brisbane QLD. 4000

**ROBINA STATION TO STEWART ROAD**  
**RAIL ALIGNMENT**

PLANNING LAYOUT AND LONGITUDINAL SECTION  
SHEET 4 OF 10  
CH 89550 TO CH 90950

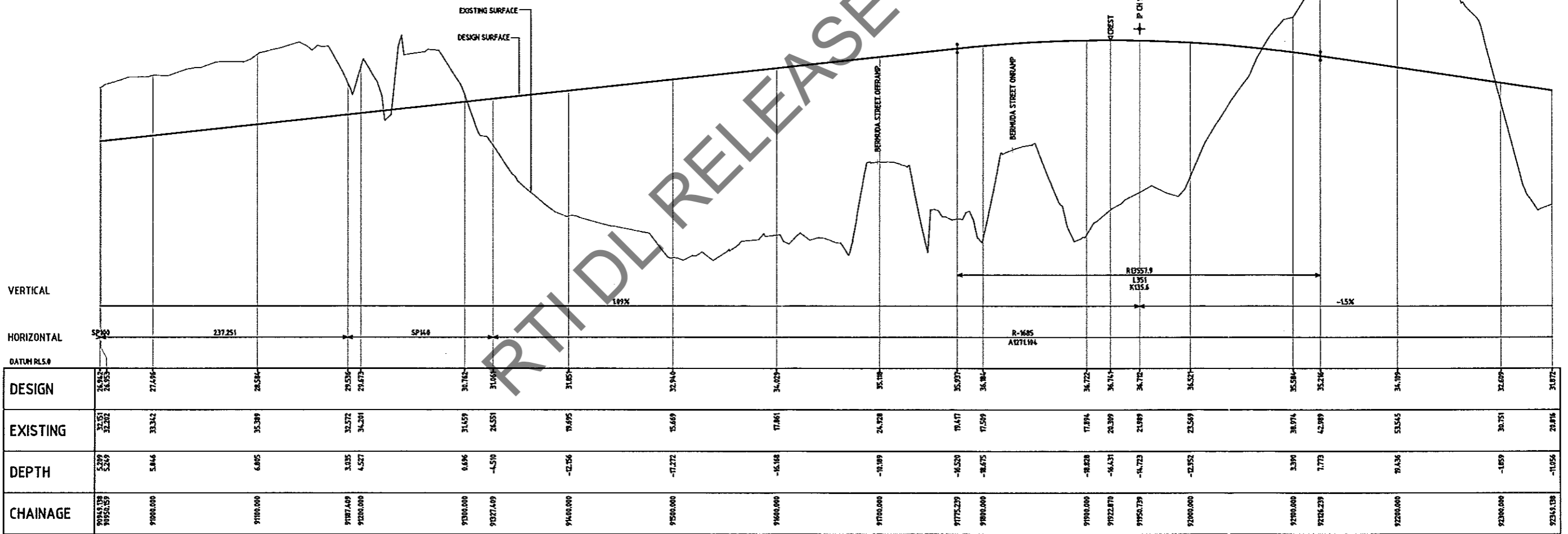
Job No	Drawing No	Rev.
83L002A	PLS04	E





**LEGEND**

- RETAINING WALL
- STRUCTURE/TUNNEL
- RAIL CORRIDOR



LONGSECTION FOR STRING - SOUTH BOUND

**PRELIMINARY**

REV	DESCRIPTION	DATE	APPROVED
F	DESIGN AMENDED CH 89200 TO CH 91300	11/05	
E	PLAN VIEW AMENDED	3/02	
D	CH. 91600 FILL LOCATION AMENDED	2/02	
C	LONG. SECTION AMENDED	2/02	
B	REVISED ISSUE	9/01	
A	ORIGINAL ISSUE	12/00	

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Designed BSB	5/05	Project Approval	
Design Check GPR	11/05	Scale	HOR 1:2000 VERT 1:200 @ A1
Drawn BSB	5/05		
Drawing Check BJK	11/05		<b>A1 ORIGINAL</b>

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**ROBINA STATION TO STEWART ROAD RAIL ALIGNMENT**

PLANNING LAYOUT AND LONGITUDINAL SECTION  
 SHEET 5 OF 10  
 CH 90950 TO CH 92350

Job No	83L002A
Drawing No	PLS05
Rev.	F

File: 32047

Loose  
Doc: MI04/ 09155

### Departmental Correspondence Action Sheet

1

A. STEPHENS

LAM00011

- For necessary Action
- For Advice
- For Information
- Prepare Draft Reply
- Prepare Draft Reply my Signature
- Prepare Draft Reply D/G Signature
- Prepare Departmental Minute
- Prepare Ministerial Briefing
- No Action
- Copy Provided
- Please Discuss

Date of Entry: 14/12/04

Urgent

Signature: 49-Sch4 - Signature

Routine

#### ACTION OFFICER USE

DUE DATE: / /

SPP submission no. 76  
reply sent 22/2/05 AP

RTI DL RELEASE - DNRM

Comments (if any)

#### DESIGNATED OFFICER

Signature:

Date: / /

Received in  
Document Management



#### FINAL ACTION

Departmental Minute Prepared

Yes  No

Comments

Signature:

Date: / /



Date: 10 December 2004  
 Contact: Carie Morris  
 Location: Nerang Office  
 Telephone: (07) 5582 8731  
 Your Reference: Ref Number 32047  
 Our Reference: PD98/837/03(P4)



Attn: SPP Extractive Resources  
 Director-General  
 Department of Natural Resources and Mines  
 GPO Box 2454  
 BRISBANE QLD 4001



Dear Sir/Madam

### GOLD COAST CITY COUNCIL SUBMISSION TO THE SPP PROTECTION OF EXTRACTIVE RESOURCES

A review of the draft SPP has determined that the Key Resource Areas nominated by the SPP are generally consistent with Gold Coast City designations for Extractive Industry.

However, Council at its Strategic Growth Committee meeting held on 30 November 2004 (Minute No.SG04.1130.003) recommended that the Department of the Natural Resources be advised that Gold Coast City Council has a number of concerns regarding the draft SPP Protection of Extractive Resources. These concerns are as follows:

#### KEY RESOURCE AREA 65

73(2)

#### KEY RESOURCE AREA 96

The draft SPP indicates in the Reedy Creek area an additional area of extractive resources that is not currently acknowledged within the Planning Scheme. KRA 96 of the draft SPP overlays an area identified in the Gold Coast City Planning Scheme Conservation Strategy Plan as a Major Linkage. The future utilisation of the extractive resource conflicts with the Conservation Strategy Plan's intent to conserve significant ecological networks.

KRA 96 of the draft SPP overlays an area subject to the Vegetation Management Act 1999. The Vegetation Management Act (VMA) identifies the area as having remnant vegetation, including an 'endangered' regional ecosystem. In accordance with the VMA, clearing of remnant vegetation identified as 'endangered' is not permitted. Therefore the area effected by KRA 96 is inconsistent with the State's intent to conserve endangered remnant regional ecosystems.

Further, the area affected by KRA 96 of the draft SPP, is included within the South East Queensland Bioregional Corridor identified by the Environmental Protection Agency and is an area within which EVR (endangered, vulnerable and rare) species have been recorded. The inclusion of KRA 96 within the draft SPP conflicts with the State's intention to protect significant ecological corridors being fragmented by development.

Gold Coast City Council requests that the inclusion of KRA 96 within the draft SPP be reconsidered due to the area's substantial ecological values as indicated above.

#### HAULAGE ROUTES

A review of the draft SPP has determined that the haulage routes associated with the Key Resource Areas nominated by the SPP are generally consistent with Gold Coast City designations for Haulage Routes.

RTI DL RELEASE - DNRM

73(2)

Should you wish to clarify any issues contained in the above letter please do not hesitate to contact Carie Morris on (07) 5582 8731.

Yours faithfully

49-Sch4 - Signature

David Corkill  
MANAGER STRATEGIC & ENVIRONMENTAL PLANNING & POLICY  
for the Chief Executive Officer

RTI DL RELEASE - DNRM

West Burleigh


1	Reedy Creek	105/SP144215	CASTALIA HOLDINGS PTY LTD
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73(2)