

## Submission on Draft Planning Scheme 2012.

Kin Kin Community Group Inc  
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### **Key Resource Area 57 - Wahpunga Range.**

Extractive Resources Overlay Map, tile 6 (OVM06G.pdf)

The area protected as a resource in KRA-57 is excessive and only that part included in Lot 259 March 187 has been scientifically investigated by test drilling. The remainder has only ever been assessed by surface observation and has no proven reserves of quarry material.

Lot 259 is the only parcel of land within the KRA with current extractive industry approval (TPC 1899).

The KRA-57 Separation Area is excessive. It includes more than 20 properties which are greater than 1000 metres from the known resource on Lot 259. This has the effect of adversely effecting property values and potential development proposals well outside a reasonable distance from the approved quarry operation.

It is highly unlikely that any future application for extractive industry outside Lot 259 would be successful.

### Recommendations.

1. The Local Resource Area should be restricted to Lot 259, March 187, which is the only lot with extractive industry approval.
2. The Local Separation Area should be restricted, on the north-western and north-eastern boundaries of Lot 259, to land falling within a 1000 metre radius from the centre of Lot 259, and on the south-eastern and south-western boundaries, where adjoining properties are adequately separated by steep topography, it should be reduced to 500 metres radius from the centre of Lot 259.
3. Council should, as a matter of priority, make strong representations to the State government to have the boundaries of KRA 57 reduced to match this revised Local Resource and Local Separation area.

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### **Sheppersons Lane - Extractive Industry haul route.**

The draft planning scheme overlay map (OVM06G) indicates a haul route for the Kin Kin Quarry as already gazetted - following the north-western branch of Sheppersons Lane.

No planning scheme since TPC 1899 was approved in 1987 has shown the north-eastern branch of Sheppersons Lane as a quarry haul road.

Council has allocated \$500,000 to assist the Kin Kin Quarry operator to construct a quarry haul route along the north-eastern arm of Sheppersons Lane which joins Gympie Kin Kin Rd near Living Valley Springs Health Resort.

As Council has known since 2003 that the State Government intended gazetting the north-western arm of Sheppersons Lane as the quarry haul route and that it has since been gazetted three times along that route, it would be a gross miscarriage of justice to now afford the quarry owner and operator legislative protection for another haul route along the north-eastern arm. No buffer area should be indicated in the town plan along a north-eastern arm haul route as this would be seen as a retrospective planning decision.

As the quarry landowner and quarry operator made no objection to the location of the north-western haul road prior to its gazettal in Noosa Plan 2006, State Planning Policy 2/07 - KRA 57 2007 and Noosa Plan 2009, it has to be accepted that they were aware of and acknowledged the north-western arm of Sheppersons Lane as the protected haul route.

Council officers, in 2008, similarly accepted the gazettal of the north-western arm of Sheppersons Lane as the quarry haul road when recommending approval of a development application (MCU) for Living Valley Springs. No extractive industry or haul road was considered in those recommendations as they were not relevant to that application under Council's existing town plans.

The draft planning scheme 2012 - 2.2. Part 8.2.7.2 "Purpose and overall outcomes" includes the clause:

*(b) development occurring within or adjacent to a transport route for extractive resources does not constrain or otherwise conflict with the ongoing safe and efficient transportation of the extractive resource; .*

To apply this to the north-eastern arm of Sheppersons Lane in the forthcoming planning scheme would be seen as a retrospective planning decision for an existing development approval and would be unacceptable.

### Recommendations.

1. If Council continues to insist that the north-eastern branch of Sheppersons Lane is to be used as the extractive industry haul route it should be indicated as such in the planning scheme.
  2. Such a haul route should be indicative only, for information purposes, limited to the road reserve and should not impose any buffer, protection or separation area over adjoining properties.
  3. Buffered haul road protection along the north-western branch of Sheppersons Lane, as gazetted, has been accepted by the quarry operator without objection since 2006 and remains available to them if they require that protection.
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