

Sandy Bolton MP - Member for Noosa. Kin Kin Pomona update as of 16 December 2020A1:C26

Note: Departmental responses provided below do not represent a final outcome as we are further questioning many ourselves. We will continue to update these as more information is available and also remove questions when no longer relevant.

Community Questions	Responses	Department
What outcome are the interested parties seeking to achieve?	To improve safety, amenity and well-being of residents impacted by the volume of heavy haulage vehicles on an unsuitable road. We have been, and will continue, investigating every option through every avenue possible, working together with the community and Noosa Council.	
Given comments made by Sandy Bolton, that this increased activity at Kin Kin is to supply aggregate for the M1 upgrade at Maroochydore and Forest Glen, from who and where will the aggregate for the Gympie by-pass be supplied (scheduled opening mid 2024)? (we note that the hill cut at M1 junction 244 has ceased operation).	STAGE D OF COOROY – CURRA BYPASS – TMR can confirm that this project has not sourced any materials from this quarry for its early works completed to date, and there is currently no proposal from the contractors to utilise the quarry for the construction works. However, as advised previously, sourcing of construction materials is a commercial decision for the construction contractors and as such TMR is unable to preclude the construction contractors sourcing material from the quarry.	TMR
Who is responsible and accountable for assessing the noise and the impact on residents? Why have they not been engaged?	Noise monitoring for the site itself is undertaken on a regular basis as part of its approvals, however there are no requirements within the operating approvals for noise monitoring along road networks. General noise is covered by operational under the Quarry Management Plan (QMP) with Noosa Council. In terms of blasting, the quarry has monitoring systems in place and the data is inspected on a regular basis by the Mines Inspectorate. Department of Environment and Science operates a Pollution Hotline for any pollution complaints including ‘noise pollution’. Residents can register complaints at any time via pollutionhotline@des.qld.gov.au or call 1300 130 372. Noosa Council is currently working on further options regarding this as part of building the legal case on behalf of the community.	Department of Environment and Science / Noosa Council

<p>What income does the state and/ or council receive as a result of the quarrying work and is this dependent on the volume extracted?</p>	<p>This quarry is not authorised under the Forestry Act 1959 as State do not own the quarry material. Therefore, no royalties are being paid to DAF as the State Department who administers the Act. In this case, the quarry material is owned by the freehold landowner. Noosa Council have also advised they receive no income from these operations.</p>	<p>Department of Agriculture and Fisheries / Noosa Council</p>
<p>Can we please receive an update on how much has been spent on maintenance and repairs on Kin Kin Rd over the last 12 months?</p>	<p>TMR remains committed to our responsibility to maintain Kin Kin Road and the state-controlled network in a safe and serviceable condition. TMR will undertake the maintenance required in line with the use and needs of the road. This is accommodated within North Coast Region’s maintenance budget.</p>	<p>TMR</p>
<p>What are the projected costs to make the route deemed to be safer for the volume of trucks now on it. What is the associated timescale with this?</p>	<p>Assessments of the road and bridges are still ongoing . Until this has been completed, projected costs can't be determined nor can timescales be considered.</p>	<p>TMR</p>
<p>During the construction of the M1 upgrade from Cooroy to Federal a number of houses in Pomona were coated in / contaminated by dust. For those most badly affected TMR deep cleaned their homes once construction was complete. Can and will this be offered on a regular basis to those on the route to and from the quarry?</p>	<p>This work in Pomona was undertaken as part of direct impact from a TMR construction/project site. TMR would not consider undertaking this activity in this instance. This request should be directed to NSC and/or the quarry operators for consideration.</p>	<p>TMR</p>

<p>What monitoring if any is being done to understand the impact of particulate contamination and its potential health impacts for those residents who live on the sections of unmade road from the quarry and along the designated route(s). If this is not being done, who is responsible and accountable for this and have they been engaged?</p>	<p>Vehicle operators are responsible for restraining their vehicle loads safely and appropriately. As any dust would likely be caused by the activities of the quarry, this is a matter for the operators of the quarry to address, along with NSC under the Quarry Management Plan. Additionally, policies for dust are based on both national and state standards/legislation. In Queensland, these activities are regulated by the Department of Environment and Science. Our understanding is that the quarry would be required to have an Environmental Authority (EA) to operate the quarry, which may have specific air quality targets within the conditions of the approval. This matter should be directed to the quarry operators and/or NSC for consideration, with the Department of Environment and Science (DES) as the appropriate state agency for these concerns. Noosa Council is currently working on further options regarding this as part of building their legal case.</p>	<p>TMR, Department of Environment and Science / Noosa Shire Council</p>
<p>When will we see speed reductions implemented on the fast sections of the road notably between Pomona and the range and on the Gympie Kin Kin section?</p>	<p>Further speed reductions are: 100km/h decreasing to 80km/h between the Kin Kin township and just north of the intersection with Paulsens Rd and Bunney Lane and from there, a further 5km length of Kin Kin Rd to the unsealed, gravel section will be reduced from 100km/h to 90km/h. These works were completed week commencing 7 December.</p>	<p>TMR</p>
<p>Is the Federal Quarry a possible option for relocation? If not, then are there any other suitable quarry sites which the Quarry could be relocated to where there are safer access routes?</p>	<p>We are awaiting further information on this site, including its purpose both past and current. From its location it is unlikely that this site has capacity to extract similar resources as the Kin Kin site. We will provide further updates as more information is received.</p>	<p>TMR</p>
<p>Why is Kin Kin Quarry allowed to facilitate the supply of materials for another shire, when other quarry options are closer? Namely re open the Bli Bli Quarry or others in closer proximity.</p>	<p>Suppliers of construction material operate in a competitive market, while customers may require specifications that can only be met by material from certain resources. Material extracted from this quarry include those used for road construction and concrete.</p>	<p>Dept of Resources</p>

Can the Council Partner with the State Government and buy out the Quarry as it has done with Yurol Forest?	No options are off the table; however this would require discussions between Council and State Government and also require the will of the leaseholder and landowner.	
What does the potential upgrade to a section of the haulage route propose to solve? The problem for the residents is not just the inadequate nature of the haulage route but the intensity and volume of the trucks passing by from 5 am until 6 pm six days a week.	Any proposed upgrades to Kin Kin Rd by TMR are to improve safety for road users. Haulage route and operational hours are matters under the QMP. Noosa Council have sought advise from a Barrister and are preparing to initiate legal proceedings.	TMR / Noosa Council
How many trucks have been tested by the State Department and what are the results?	TMR Transport Inspectors advise they have conducted 47.5 hours of static and mobile compliance operations over six days on Kin Kin Road. During that period, they intercepted 29 vehicles, finding 10 defects and two mass breaches (overloaded vehicles).	TMR
Doesn't a road carrying this type of Vehicle need emergency run offs?	Roads are designed and constructed to guidelines and standards that are current at the time of construction. These standards are again considered when significant road upgrades occur, where practical and achievable. There are other similar standard hinterland roads on the network accommodating heavy vehicles. General access vehicles (including truck and dog trailer combinations used by the quarry) are allowed to use all Queensland roads. TMR has not approved any vehicles above general access limits for Kin Kin Road.	TMR
Given TMR has acknowledged the route warrants an upgrade. Then, why hasn't TMR immediately imposed speed and weight restrictions on heavy vehicles to preserve the road in the interest of road safety for all road users as well viability?	TMR has undertaken speed limit reviews on Kin Kin Road, which have resulted in speed reductions on various sections. TMR is continuing to undertake assessments on Kin Kin Road, including of bridges, which will inform any future measures. TMR is starting pavement testing on Kin Kin Road in preparation for work to strengthen road edges and shoulders where significant edge damage is occurring. We are also investigating potential improvements for priority sections of the road.	TMR

<p>Can TMR implement signage prohibiting the use of 'Jake Brakes' forthwith at designated intervals?</p>	<p>TMR recognises the issue of noise from heavy vehicles, especially when using exhaust/compression brakes. However, it is important to note that auxiliary braking systems, such as compression brakes, are a key safety design feature on heavy vehicles, as they significantly reduce brake wear, assist the vehicle to stop or reduce speed safely, and can prevent heat-induced brake failure. Recent reviews have also shown these signs to be ineffective. On this basis, TMR does not have any plans to install advisory 'Limit Compression Braking' signage on Kin Kin Road.</p>	<p>TMR</p>
<p>Is it possible to enforce the use of headlights during the day for heavy haulage vehicles as a safety measure?</p>	<p>Even though there are provisions in the Heavy Vehicle National Law and Regulations that do require drivers of oversize heavy vehicles, agricultural vehicles and combinations to have their vehicle headlights on low beam in the daytime, this does not apply to the heavy haulage vehicles in question. Although not mandatory, all Australian jurisdictions, including Queensland, strongly support the fitting of special front lamps called daytime running lamps (DRLs) as standard by new vehicle manufacturers. DRLs operate with the appropriate brightness and illumination pattern to improve the vehicle's frontal visibility during daytime including at sunrise and sunset.</p>	<p>TMR</p>
<p>Environmental Authorities</p>	<p>EA EPPR00792413 for a hard rock quarry in Kin Kin. We have been advised that surrounding road networks and trucking is not considered for an EA as they only relate to the lot on plan and those activities. We are further advised that an EA does not have a process of automatic review. Instead the only circumstances in which an EA would be revised is if the applicant applied for changes, there was a compliance or enforcement issue that the department took action against or that there was an issue with misinformation from the applicant and the department took action. Neither is there an end date or timeframe on EA's, it is instead about when they cease operating for whatever reason.</p>	<p>Department of Environment and Science</p>

<p>Key Resource Areas</p>	<p>This quarry is known as KRA57 Whapunga Range Key Resource Area. Whilst the quarry operation may cease if considered no longer commercially viable by an operator, KRA 57 would not be deleted from State Planning Policy until the resource is effectively exhausted, in which case quarrying operations would no longer be feasible.</p>	<p>Department of Resources</p>
<p>What are the results from traffic loops placed on Kin Kin Road?</p>	<p>Traffic counting tubes were temporarily installed at various locations on Kin Kin Road for a period of about six weeks to collect a sample of data, and we are continuing to assess the data collected. New data was extracted for a period in late October 2020 that aligns with the implementation of the new 70km/h speed zone between the Kin Kin range and Kin Kin township. Preliminary indications show a very high level of speed compliance from truck and dog trailer combinations, and a lower level of compliance by other vehicle classes. During the period from 16 September 2020 to 29 October 2020, the traffic counters detected 2771 truck and trailer combinations travelling over the Kin Kin range. This equates to an average of around 70 vehicle trips per day based on a six-day week (Sundays excluded).</p>	<p>TMR</p>
<p>What is the expected finish date for the contract that is causing excess volume?</p>	<p>Commercial supply contracts and the volume of extraction from the quarry are decisions for the commercial owners and operators of the quarry and, as such, this query should be directed to them.</p> <p>With regard to the Bruce Highway Upgrade – Maroochydore Road and Mons Road Interchanges Project (BHMIP), it is estimated that the contractor will source material from the quarry for this project over the next approximately 18 months (weather and construction conditions permitting), in accordance with the Quarry Management Plan, to meet the project’s needs. TMR is unable to prohibit contractors from sourcing materials from a legally operating quarry.</p>	<p>TMR</p>

<p>What are the options to reduce the current volume?</p>	<p>The quarry site at Kin Kin is a historical local government development approval, and TMR has no authority to retrospectively place conditions on an existing approved development application.</p> <p>As council approved the Development Permit and Quarry Management Plan, which established Kin Kin Road as the primary haul route, this query should be directed to Noosa Shire Council for consideration and reply who are currently preparing to initiate legal proceedings.</p> <p>General access vehicles, including truck and dog trailer combinations used by the quarry, are permitted to use all Queensland roads. TMR has not approved any vehicles above general access limits for Kin Kin Road.</p>	<p>TMR</p>
<p>Can a weighbridge be installed?</p>	<p>It has been advised that a weighbridge is not required as the loads are weighed on exit of the quarry, and on receipt at destination signed off. As client is paying per tonne, and has legislative requirements to report, there is a double check.</p> <p>In addition, TMR bring a mobile weighbridge into the area as part of their ongoing compliance activities for heavy vehicles.</p>	<p>TMR</p>
<p>What are the current bridge capacities along the Kin Kin Range?</p>	<p>Our small bridges currently have a 42.5T capacity, which accommodates those 'As of right' trucks under 19m loaded which these are. These bridges are undergoing further engineering investigation and further information is expected when completed.</p>	<p>TMR</p>
<p>Will speed cameras be installed?</p>	<p>Police have been undertaking operations along the road networks and report that although they have issued infringements to a very small number of trucks for speeding, they have issued a greater number to regular vehicles. Please be aware that as these operations increase at the request of the community, the use of hidden cameras and unmarked vehicles will be used more frequently and infringements will be given equally to all road users.</p>	<p>QPS</p>

Road Maintenance	TMR remains committed to our responsibility to maintain Kin Kin Road and the state-controlled network in a safe and serviceable condition. TMR will undertake the maintenance required in line with the use and needs of the road. This is accommodated within North Coast Region's maintenance budget.	TMR
Is it possible to widen Kin Kin road?	Due to the road environment and terrain, it is not possible to widen sections of the road at this current stage. In addition, this is a complex issue as many residents have indicated that they do not want the road upgraded, they just want the volume of trucks stopped/quarry closed which historically has not been possible.	TMR
Will TMR continue investigation into the speed and volume of trucks?	TMR will continue to consider speed limits along the road to determine if further changes are needed. Police continue to conduct speed operations and these will continue and also increase. Please be aware that infringements must be issued to all road users speeding and not only trucks. Volumes of heavy vehicle movements from the quarry is a matter for the commercial owners and operators and Noosa Shire Council. TMR has no authority to retrospectively place conditions on an existing approved development application. Noosa Council are preparing to initiate legal proceedings to address some of these issues.	TMR / QPS / Noosa Council
Permits for heavy vehicles on state-controlled roads	General access vehicles within the mass and dimension guidelines (including rigid trucks, semi-trailers and truck and dog trailer combinations) are allowed to use all Queensland roads. Permit applications for vehicles above the general access limits are assessed based on National Heavy Vehicle Regulator requirements and TMR's excess mass and dimension guidelines and include assessment of the proposed vehicle loading and route of travel. TMR has not approved any vehicles above the general access limits for Kin Kin Road.	TMR
Load rating and road width for truck and dog trailer combination	Truck and dog trailer combinations (depending on the configuration) have a maximum load limit of 42.5 tonne under general access conditions, irrespective of the road. Roads are constructed in accordance with technical design standards applicable at the time of construction.	TMR

<p>Permits for heavy vehicles above load limits</p>	<p>Any vehicle in excess of the general access limits requires a permit. However, up to four axles are permitted on a dog trailer. It is generally considered that the more axles, the less damage to the road because the load is more evenly distributed.</p>	<p>TMR</p>
<p>Potential longer-term solutions for road improvement</p>	<p>Resurfacing (our term for 're-sheeting') the existing road pavement to achieve improvements to the road surface condition is possible; however, a resurfacing project alone would not provide road widening opportunities to reduce the stress and damage to the road edges from heavy vehicles or give vehicles more room to pass each other. Due to the road environment, terrain and property boundaries, road widening would be a difficult and very expensive road reconstruction project, potentially requiring significant excavation works. A project completed in 2012 provided widening at key points (where practical) on the 1.5-kilometre section of the range between Kin Kin and Pomona.</p> <p>At this time, there is no funding allocated to undertake major resurfacing or reconstruction work on Kin Kin Road. TMR will continue to investigate suitable treatments and funding opportunities for longer-term improvements to reduce the frequency of routine maintenance on Kin Kin Road.</p>	<p>TMR</p>
<p><i>Motorists are encouraged to call 13 19 40 to report any road incidents, hazards or potholes impacting traffic and requiring urgent attention. Unsafe and illegal driving behaviour should be reported to Police via Policelink</i> https://www.police.qld.gov.au/units/policelink-131-444</p>		