

Greater Flagstone - Is this your vision for 50 – 70+ years?

LACA SUBMISSION WRITING WORKSHOP Tues 19/4/11

Submissions are being received until 20 May 2011
for public comment on the Greater Flagstone Development Scheme and the Yarrabilba Development Scheme

See link - http://www.ulda.qld.gov.au/01_cms/details.asp?ID=396

BACKGROUND

South-East Queensland Regional Plan 2009 - LANDUSES

Urban Footprint (Land to 2031)

1. Urban Growth Areas

- Key broad hectare areas
- Future urban development & subdivision & urban uses
- Usually surrounded by urban development or urban infrastructure
- Does not imply that all included land can be developed for urban purposes(eg flood constraints, land slope, scenic amenity, biodiversity values)
- Minister can add new areas
- Focuses urban growth in and around: existing centres and provide reliable and effective transportation , physically connect to existing communities , promote communities that support a wide range of services and facilities, include or have access to existing employment centres
- E.g. Flagstone, Yarrabilba(north only), Local Development area- Greenbank Central

2. Future Growth Areas

- Future urban infill
- Areas for future planning
- Minister can add new areas

3. Rural Living Area

- current rural residential development
- more rural residential development infill
- development for urban activities assessable

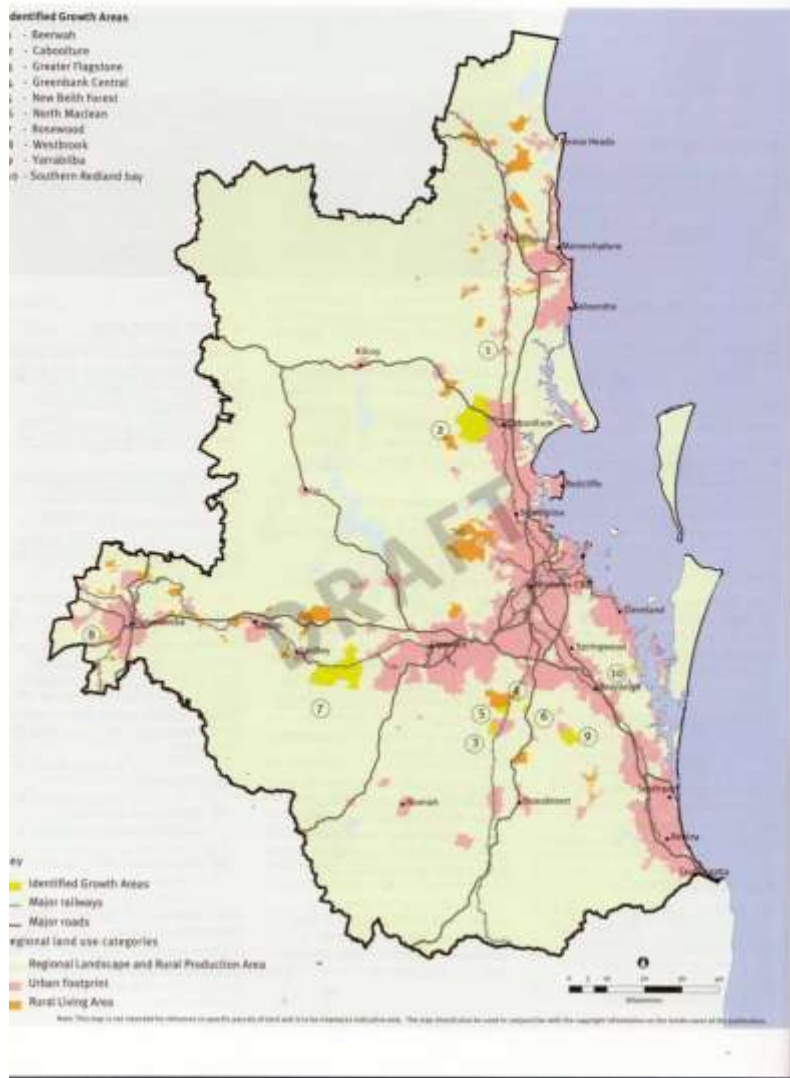
4. Rural Landscape and Regional Production

- regional landscape, rural or non urban values
- eg areas of conservation significance, good agricultural land, water resources
- maintains existing land use rights
- allows tourist activities, industry, sport and recreation facilities

5. Identified Growth Areas

- Being considered for future development subject to further investigation
- Further investigation is needed – suitability, infrastructure, other relevant
- Examples: North Maclean, Greater Yarrabilba, Greater Flagstone, Greenbank East , New Beith – Round Mountain
- (NOTE: Greater Flagstone used for additional areas in Flagstone south – not for including North Maclean, Greenbank East)

Map 3: Identified Growth Areas



SOURCE: SEQRP 2009-2031

GREATER FLAGSTONE (ULDA 2011) – CURRENT PROPOSAL



SOURCE: ULDA Proposed Development Scheme 2011

ZONES (in current Draft Greater Flagstone Proposed Development Scheme)

- Urban Living
- Major Centre
- Industry and Business
- Environmental Protection

ROADS (to be upgraded to 4 or more lanes)

- Teviot Rd (Middle Rd - Kilmoylar Rd)
- Homestead Dr (to Teviot Rd)
- Cusack lane (Teviot Rd - Johanna St)
- Johanna (Cusack Lane - Mt Lindesay Hwy)
- Camp Cable Rd (Mt Lindesay - WTamborine Rd)
- Crowson Lane (Greenbank - Mt Lindesay Hwy)
- Greenbank Rd (Corwson Lane – Mt Lindesay Hwy)
- Stoney Camp Rd (Teviot Rd – Mt Lindesay Hwy)
- Mt Lindesay Hwy (Johanna St to Logan Mway)
- Chambers flat Rd (Chambers Flat to WTamborine Rd)
- Goodna Rd – Springfield Greenbank Arterial – Middle Rd

STATE LANDSCAPE/WILDLIFE CORRIDORS THREATENED

- bioregional corridors (see green arrows in map below) -recognised for biodiversity values (eg endangered and threatened fauna) and remnant endangered and of concern vegetation.
- Land corridors - approximately 4 km wide
- Logan River corridor - approximately 1 km wide
- All fragmented by existing and future major arterial roads (e.g. Mt Lindesay Highway to be 10 lanes wide, Middle Rd, Goodna-Springfield Rd, Waterford- Tamborine Rd, Camp Cable Rd, future Gateway Motorway Extension through Park Ridge/Chambers Flat/Stockleigh) and proposed future urban development
- **Future local and regional extinction of species is being intended** eg koalas, spotted tail quolls, glossy black cockatoos, rare frogs (eg wallum frog and green thighed frog) , powerful owls, and many others
- Fragmented bioregional and local corridors, and NO protection of large core habitat areas **will reduce species resilience and biodiversity , especially under climate change**



Source : OUM 2005

ENVIRONMENTAL ISSUES

- NO protection of bioregional corridors (no legislation or guidelines for current or future management or protection) eg Karawatha to Greenbank to Flinders Peak Corridor
- NO large core habitat areas are being preserved anywhere inside Greater Flagstone – it all hinges on the survival of only ONE core protected area – Greenbank Military Training Area (future road and rail upgrades will reduce connectivity to this area)
- NO connectivity for local, regional and state ecological corridors
- NO current or future security for local, regional and state ecological corridors (eg no legislation or guidelines to assist in their protection)
- NO quoll, koala or other fauna studies EVER conducted for Mt Lindesay North Beaudesert Area
- State Koala mapping in 2009 visited only 1 site in the Greater Flagstone area
- NO updated of mapping of Melaleuca irbyana or other vegetation areas of high conservation value
- State Govt has had 6 yrs to do environmental and fauna studies – not done
- Narrow green space corridors only – where do they go to? What protection do greenspace corridors have to the west and east of Greater Flagstone?
- Roads conflict with greenspace eg Flagstone and proposed greenspace corridors – some are crossed 3 to 7 times by arterial roads (4-6 lanes wide)

SPOTTED TAIL QUOLLS (ENDANGERED)

- (See Quoll map)
- Listed as endangered species under Environment Protection and Biodiversity Conservation Act(Federal), vulnerable under the Nature conservation Act (Qld)
- Community Sightings in the areas of Greenbank, Spring Mountain, Munruben, North Maclean, Chambers Flat, Park Ridge South, Logan Reserve, along Camp Cable Rd west of Yarrabilba
- NO state government studies EVER conducted to confirm the presence of this species, or the habitat it may be utilising.

KOALAS

- (See koala map)
- **Koalas in SE Queensland are in decline**
 - 2004 koalas in SE Qld Bioregion listed vulnerable to extinction
 - 26% decline in Koala Coast Survey 2005-06
 - Declines in koala populations - Redlands 27%, Logan 26%, Brisbane 21%
 - Largest declines have occurred in Urban Footprint
 - Causes – habitat loss, car strikes, dog attacks, disease
 - Importance of urban and bushland koalas (QPWS 2007)
 - 46% decline in Pine Rivers' urban koala population density (in 6 years)(2008 GHD Report for Moreton Regional Council)
- NO koala surveys EVER conducted for Mt Lindesay North Beaudesert area

- State government koala mapping visited only 1 site in the whole Greater Flagstone Area (was near Flagstone)
- Teviot Downs DA north of Pub Lane , Greenbank– biodiversity assessment report by an ecologist for the developer falsely claimed that “ koalas were locally extinct”. Community sightings revealed 29 koala sightings – 12 koala sightings since 2010. ULDA wants to allow developers to do their own self-assessment and do their on surveys and studies if it is decided that they are needed.
- LACA has been collecting community reported sightings of koalas since 2005 to report to DERM

<ul style="list-style-type: none"> • Park Ridge • Park Ridge South • Greenbank, New Beith • Munruben Woods and Munruben Forest • Flagstone – Round Mt, east and west of Teviot Rd • North Maclean • Chambers Flat • Logan Reserve • South Maclean • Stockleigh • Jimboomba – Camp Cable Rd, Jimboomba Ck, Edelsten Rd, Henderson Ck, Mundoolun Rd • Cedar Vale 	<ul style="list-style-type: none"> • Veresdale • Birnam Range • Buccan • Waterford • Logan Village (BSC Fauna Sanctuary) • Yarrabilba – north, west, south, Waterford – Tamborine Rd • Tamborine • Beaudesert • Bromelton • Border Ranges • Mt Barney • Rathdowney • East and west Albert River
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COMMUNITY ISSUES

- Total future population – approx 262 000 (in 50 years)
- Major high density urban and industrial development planned
- Road upgrades – many local roads to be 4-6 lanes eg Olson Rd, Mountain Ridge Rd, Homestead Dr
- Passenger rail – 2031+
- Hospitals? Schools? (see p 18 in Report)
- No Social Impact Survey or Report
- No infrastructure or implementation timelines
- All the detail is suppose to be in the Context Plans and DA stage – to be done by the developer. Each stage of past consultation has stated this – but the detail is still not there and the studies still have not been done.
- No cultural heritage surveys (indigenous)

STRUCTURE PLANNING BY LOGAN CITY COUNCIL (Nov 2009)

- The ULDA states that their current draft development scheme for Greater Flagstone was based on the recommended preferred option arrived at by Logan City Council through the Greater Flagstone Structure Planning.
- The Logan City Council consultation for the Greater Flagstone Structure Planning offered 3 options for the community to comment on in November 2009. On these 3 options the proposals for Greenbank and North Maclean were identical - giving residents NO CHOICE between the 3 options. Only 125 submissions were received by Logan Council with only 100 of these being privately made submissions. There are approximately 3 500 people living in Flagstone, over 5 000 people living in Greenbank and more people at North Maclean and Munruben. The submissions indicated a close preference for Options 1,2 and 3 (see Logan City Council website Appendix 5 on <http://www.logan.qld.gov.au/planning-and-building/planning/major-new-cities/greater-flagstone>)

FLAGSTONE

- Heavy freight rail – Bromelton & Ebenezer (1.8 km long, double stacked, traveling at 100 km/hour); Bromelton to have 24 hour operations
- Loss of habitat & biodiversity eg koalas, kangaroos, wallabies, gliders ,birds, frogs etc
- Flood impacts
- Roads – traffic, noise, heavy vehicles, wildlife roadkill
- Odour – only 2 industries at Bromelton now with odour problems – who will check compliance concerns?
- Air pollution – air quality is a concern now during temperature inversions with minimum local development
- Tank water – air pollutants will contaminate water tank supplies for residents
- Road & other infrastructure
- Lighting and loss of amenity and night sky views
- Sewerage treatment plant to be located next to Cedar Grove Weir
- Bromelton Industry located upstream of Cedar Grove Weir – a major flood event on the Logan River ,like Brisbane River floods in January 2011 ,could result in toxic sludge entering the Cedar Grove Weir water supply.
- Health effects from noise pollution include: increased stress levels, reduced concentration, reduced workplace productivity, increased fatigue, reduced sleep, increased heartbeat and high blood pressure, increased nervousness, anxiety and depression.
- Noise disrupts fauna behaviour (e.g. feeding, resting, dispersing, increased levels of activity) which impacts negatively on fauna survival.
- Loss of rural character and rural amenity

NORTH MACLEAN

- Proposed Industrial, offices
- No public consultation pre 2005
- No business needs assessment
- No background documents eg planning and suitability of location against alternate sites
- Federally endangered Melaleuca Irbyana communities (EPBC Act) on site
- Endangered remnant vegetation areas on site
- More than 50 % of proposed area is endangered regrowth vegetation
- Federally endangered spotted – tail quolls (EPBC Act) sighted around proposed site – Crowson Lane (live), Greenhill Rd (dead specimen), Rosina Rd and Greenbank Rd (live), Scotts Lane (historic sighting)
- NO fauna surveys EVER done - Real Habitat and Biodiversity Values unknown
- Koalas (Vulnerable Qld), Glossy Black Cockatoos (Vulnerable Qld), gliders (yellow, squirrel, sugar, feather tail) , Frogs, Reptiles
- 2006 community survey by North BEaudesert Shire Action Group – only 11% support for proposed North Maclean Precinct
- Residents - Loss of rural-residential lifestyle, water quality (eg tank water and Logan River catchment , increased runoff and flooding ,air pollution, 4 lane roads and heavy vehicle traffic, heavy vehicles – noise
- Fragmenting habitat for connectivity to Bioregional corridor & Logan River
- March 2007 Beaudesert Shire Council withdrew support (unanimous council vote), BSC letter written in May 2007 requesting the removal of the North Maclean precinct from the SEQRP
- 2008 – Council amalgamations and Logan Council Growth Core matters Report retained North Maclean as a proposed industry site
- SEQRP 2009 – 2031 – North Maclean described as an identified growth area – for further investigations – still NO fauna surveys conducted

GREENBANK

- Transit Oriented Development (TOD)
- High density development proposed
- Many Road upgrades – eg New Beith Rd 4 lanes
- Loss of quality of life, privacy, habitat, 300 m² lots
- Biodiversity – spotted tail quolls (federally endangered), koalas (vulnerable) , glossy black cockatoos (vulnerable) , platypus, gliders, frogs (green thighed frog and tusked frog), birds eg powerful owls, brush-tailed phascogale (near threatened IUCN Red list)
- Bioregional corridor linkages already fragmented, need to protect all remaining habitat and core habitat areas, roads and infrastructure need to be specifically designed to connect habitat and incorporate fauna movement solutions into all designs