

LOGAN AND ALBERT CONSERVATION ASSOCIATION

PARK RIDGE CONNECTOR ROAD

The Logan and Albert Conservation Association (LACA) does not support the use of critical ecosystems and habitat, wetland areas or areas of biodiversity for transport infrastructure corridors.



LACA does not support the degradation or loss of habitat, wetlands, biodiversity, or ecological corridors. For these reasons, LACA does not support any road corridor or any other infrastructure corridor that would degrade and remove the biodiversity, habitat or ecosystem functions and services for the area between the Logan Motorway and the Logan River.

LACA recognizes the value of protecting critical habitats, ecosystems, wetlands, riparian areas and biodiversity assets such as those at Karawatha Forest, Berrinba, 'Rosicrucian' land, Scrubby Creek, habitat that remains south of the Logan Motorway, Jerry's Downfall Reserve, Chambers Creek and the Logan River and its tributaries .

LACA understands that

- the Park Ridge Connector Road investigations so far is possibly looking at a corridor through areas that currently retain habitat, biodiversity, wetlands, and critical ecosystems (riparian, wetlands and connectivity to the Logan River) and any future proposed corridor alignment will need to take into account any possible future considerations for routes to extend south from Granger Rd
- Jerry's Downfall Reserve is part of a state government (DERM) declared bioregional corridor which recognizes its biodiversity and habitat values in the SE Queensland region as well as its importance to local ecological corridors and the Logan River ecological corridor.
- Jerry's Downfall Reserve has reserve parcels that lie to the north of Granger Rd
- Jerry's Downfall Reserve is the largest area of core habitat in the whole Mt Lindesay North Beaudesert area outside the Greenbank Military Training Area
- Jerry's Downfall Reserve consists of local council and state government reserve
- Sightings of endangered and threatened species have occurred at or within close proximity to Jerry's Downfall Reserve (e.g. spotted tail quolls, yellow bellied gliders, wallum froglets, wedge tail eagles)
- Historically, there have been limited on ground and long term surveys of flora or fauna especially in the area south of Rosia Rd to Logan River. Any limited investigations to date have been prepared predominantly on desktop surveys with limited long term and seasonal field surveys conducted.

LACA has been asked to prepare a list of values by 19 August 2011 to submit as part of the Community Reference Group Stakeholders discussions.

VALUES

LACA recommend that the following values be included in the Park Ridge Connector Road Investigations -

1. Protect and improve all wetlands
2. Provide and protect buffers to all wetland areas and areas of significance, such as Jerry's Downfall Reserve
3. Protect and improve water quality and riparian areas for all creeks and rivers
4. Protect and improve biodiversity (including common species and endangered, vulnerable and threatened species) e.g. spotted tail quolls, koalas, reptiles, birds, mammals, flora
5. Protect and improve habitat connectivity (including but not limited to state bioregional corridors, Logan River and its tributaries, other creek and river systems , wetlands, all fauna habitat , ensuring wetlands and waterways include dry land connectivity, upland to lowland connectivity, including regrowth and not of concern vegetation as well as of concern and not of concern vegetation)
6. Protect and improve ecosystem functions and services (air quality, water quality, vegetation, remnant habitat, wetlands, etc)
7. Protect and improve all habitat values e.g. koala habitat
8. Protect and improve all landscape values
9. No increase in erosion or sediment – working towards reducing and having nil human activity caused erosion
10. Fauna and flora surveys to be conducted over different seasons and over longer time frames (EVT and common species) e.g. quolls, koalas, gliders, glossy black cockatoos, powerful owls
11. Fauna and flora surveys will include recent field survey assessment that has been reviewed and updated prior to the finalization of any road design or road construction.
12. Any offsets should be provided locally to maximize consolidation of local and regional corridors , habitat connectivity and biodiversity
13. Any future proposed offset planting needs to be provided years in advance of any commencement of construction
14. Protect all conservation values and assets e.g. Jerry's Downfall Reserve
15. Protect and improve hydrological functions

16. Reinstate, improve and protect the Logan River and its tributaries , its biodiversity infrastructure and habitat connectivity

17. Calculate the potential future carbon footprint and offset that now and in the future and provide this information to the community for accountability.

18. Any offset areas should be protected for the consolidation of habitat and protection of local and regional biodiversity.

19. Investment should also be made in reducing dependency of local population on the private vehicle trips e.g. rail and bus

20. Investment should be made in reducing dependency on heavy freight vehicles traveling by road and to reduce the carbon footprint of heavy freight movement e.g. rail

21. Investment in school and community education / awareness of values of intact functioning biodiversity infrastructure

22. Investment in establishing local business / community nursery to supply only locally endemic species for all landscaping design and revegetation e.g. Any landscaping or revegetation is to use locally endemic species suitable to that habitat or ecosystem - no exotic or native plants from other areas

23. Investment in research to determine better understanding of migratory species and home ranges of local fauna which may not be daily users of habitat. Part of that investment to provide access to data to local council and local community

24. Investment in and support and commitment for Logan's Waterways summit outcomes – council and huge community commitment to REBUILD THE RIVERS also needs support and commitment from state and federal government

25. Investment in rehabilitation of any and all fauna injured / displaced by transport infrastructure – this may mean providing rescue support, veterinary care, and support for wildlife carers and long-term habitat reserves.

26. Investment in developing a SUSTAINABLE TRANSPORT PLAN which will reduce need to construct any further roads for motor vehicles including public transport options, comprehensive bicycle / motorized scooters/wheelchair lanes and independent mobility devices for disabled

27. Application of ***The Economics of Ecosystems and Biodiversity [TEEB] PRINCIPLES*** to account for real cost of exploitation of natural environment for built infrastructure. These reports are available at www.teebweb.org.

28. Disclosure of all documents research and reports to community by having freely available on government website/s upon which decisions are based

29. Commitment by TMR to re-evaluate road design / transport infrastructure corridors which currently are not fauna permeable

LACA thanks you for the opportunity to participate and look forward to ongoing discussions with this process.