

PLACE

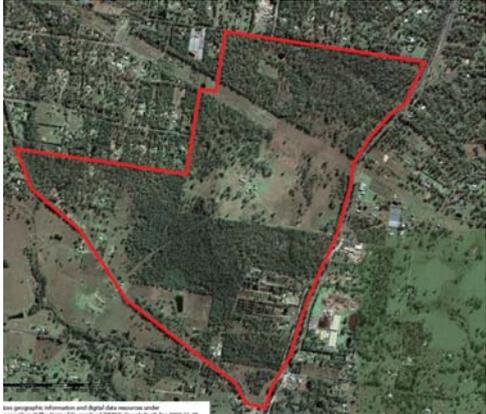
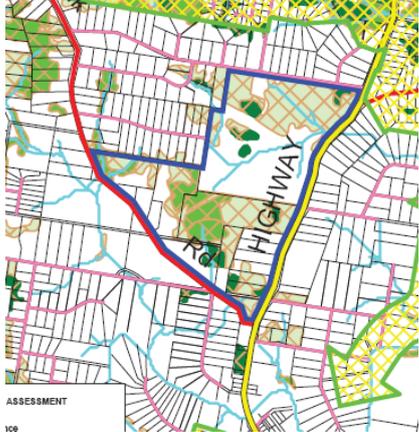
PLANNING
DESIGN
ENVIRONMENT

4 April 2011

GREATER FLAGSTONE URBAN DEVELOPMENT AREA – NORTH MACLEAN BALANCE AREA LOT 309 ON SP137557

The following table and figures summarises the relevant opportunities and constraints mapping for the site. Mapping sources included the Beaudesert Planning Scheme and State vegetation mapping provisions for the site. Where possible, identification of the site and resultant impacts or recommendations for future development has been made.

The resultant opportunities and constraints plan is provided in **Appendix 1** and a copy of relevant mapping as summarised in the following table is contained in **Appendix 2**.

Description Summary	Mapping
<p>Aerial Photograph</p> <p><i>Description:</i> The area identified as the site contains a mixture of rural residential uses to the north and north west and an established mushroom farm to the south east adjoin the Mt Lindesay Highway.</p> <p>Additionally consideration of the cadastral plan has been undertaken and it is evident that 15 properties make up the entire precinct area.</p> <p><i>Implications and Recommendations:</i> Consideration of property ownership should be undertaken to ascertain ability for development to occur in response to phased property acquisitions and development of consolidated parcels.</p>	 <p>Source: Near Map</p>
<p>Biodiversity Planning Assessment</p> <p><i>Description:</i> North east of the site is identified in the State Significance Special and State Significance area.</p> <p><i>Implications and Recommendations:</i> The mapping aligns with state mapping and that part of the site identified as dark green should be retained. Vegetation shaded as light green may be suitable for removal subject to site survey and investigations. Where removal is proposed offsets may be required and could be considered within the smaller vegetated areas as shaded green where the shape is required to be regulated to accommodate a development layout.</p>	 <p>Source: Beaudesert Planning Scheme</p>

Description Summary	Mapping
---------------------	---------

Nature Conservation Overlay Map

Description:

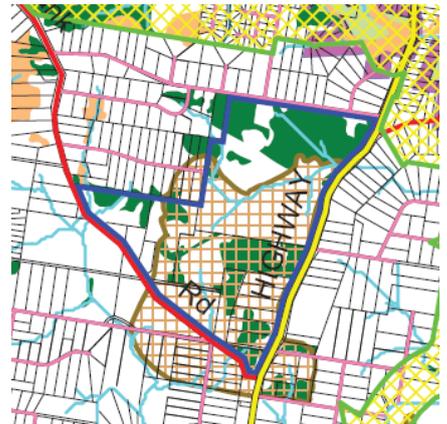
The dark green shading represents a Local Nature Conservation Area

Implications and Recommendations:

The brown crosshatching identifies an Irbyana Sensitive Area. This appears to indicate that this area of the site has the required soil types to support this species.

Irbyana is identified as an endangered ecological community under the EPBC. Consequently as this is federal legislation this could trigger referral.

We therefore would strongly recommend a site visit is undertaken to ascertain if Irbyana is present on the site.



Source: Beaudesert Planning Scheme

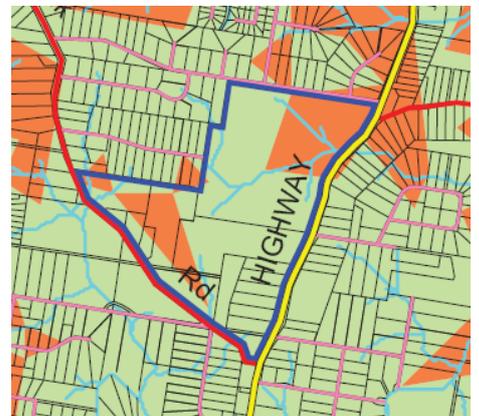
Bushfire Hazard Area

Description:

The north east corner of the site is identified in the medium bushfire hazard risk area.

Implications and Recommendations:

The proposed layout exit points and buildings should give regard to the State Planning Policy (SPP) 1/03 Guideline: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide.



Source: Beaudesert Planning Scheme

Flood and Landslide Hazard Area

Description:

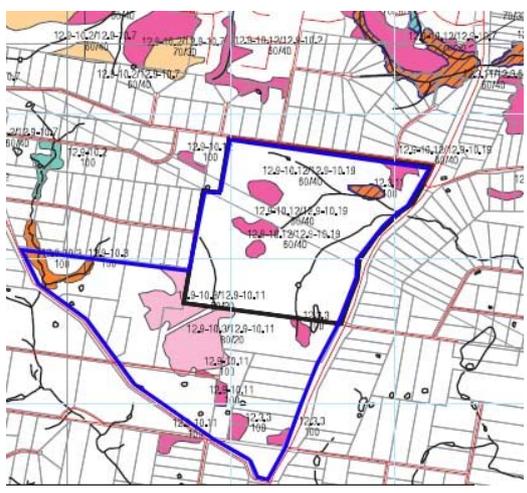
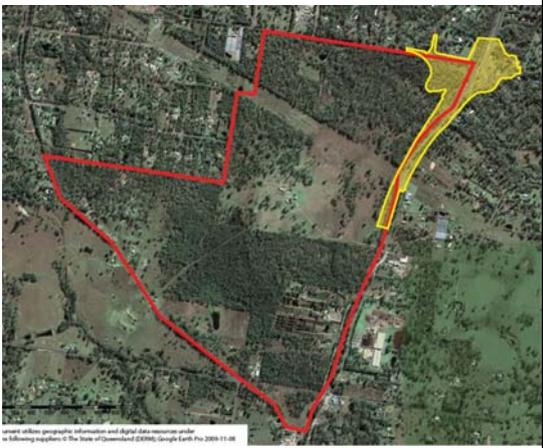
North eastern portion of the site adjacent to Mount Lindesay Highway is identified within a Flood Affected Area.

Implications and Recommendations:

This area aligns with the proposed TMR interchange and consideration of any studies undertaken as part of that project in relation to flood, overland flow and drainage out of the site should be considered.



Source: Beaudesert Planning Scheme

Description Summary	Mapping
<p>Infrastructure Overlay Map</p> <p><i>Description:</i> A 133-275kV powerline easement traverses the site from east to west.</p> <p>Local roads of significance are identified on the northern and southern boundaries of the site.</p> <p><i>Implications and Recommendations:</i> All development excluding limited access roads should be located outside the easement. Where roads are proposed public access to the easement should be controlled by a gate or other structures so as to enable access by relevant agency only.</p>	 <p>Source: Beaudesert Planning Scheme</p>
<p>Vegetation Management Act Regional Ecosystem and Remnant Map – Version 6</p> <p><i>Description:</i> That part of the site identified as dark pink contains endangered (dominant) vegetation, orange contains of concern (dominant) vegetation. The black line identifies a defined watercourse. Please note this mapping differs amongst the various sources which may identify inaccuracy.</p> <p><i>Implications and Recommendations:</i> Consider the endangered dominant parcels (dark pink) for retention Consider the remnant veg endangered (orange) for retention Consider the endangered sub dominant (light pink) for retention and or offsets</p> <p>Waterway line – consider if this is an accurate waterway line or depression in the land through a site visit. If a waterway corridor is on site, clearing should be limited to 10m either side of the defined bank.</p>	 <p>Source: DERM</p>
<p>Proposed TMR Interchange Concept</p> <p><i>Description:</i> The yellow area identifies that part of the site which contains the proposed interchange.</p> <p><i>Implications and Recommendations:</i> As part of the road planning for the interchange TMR would need to consider vegetation offsets and the waterway corridors. Findings of investigations may provide additional information of benefit to the site.</p> <p>Access to the site via the proposed roundabout would provide efficient access and remove the need to access the northern parcel via Crowson Lane.</p>	 <p>Source: TMR/Buildev</p>

Summary Recommendations

- A site visit should be undertaken to confirm the presence of Irbyana on the site and the status of the mapped waterway corridors to ascertain the accuracy of corridors and requirements for setbacks.
- Vegetation mapped as endangered should be considered for retention in consolidated parcels or the ability to be offsets as required.
- Upon resolution of a layout concept for the site consideration of the SPP 1/03 (Bushfire) should be incorporated into building design, road layout and site egress where required.
- All development excluding limited access roads should be located outside the easement. Where roads are proposed public access to the easement should be controlled. Consultation with the relevant entity should be undertaken to consider this issue further as there may be opportunity for road design in this area subject to risk assessment.
- Investigation of traffic impacts, access and movement needs to be undertaken by suitably qualified traffic engineer considering
 - o Transport and Main Roads interchange arrangement
 - o Restricting industrial traffic westbound on Crowson Lane
 - o Access point to the site along Greenbank Road
 - o Determine if direct access to lots can be obtained along Greenbank Road frontage
 - o Further hydraulic engineering input to determine if off site drainage can be accommodated within Transport and Main Roads culvert (located under Mt Lindesay Highway) and whether detention and stormwater treatment would be required.