



Autumn 2008

Newsletter

In this Newsletter

Proposal to sell sand as building material.....1

Water: Community Reference Panel third meeting.....2

Wildlife encounters.....2

Draft Moreton Bay Marine Park Zoning Plan.....3

More National Park for Stradbroke Island.....4

New mayor means promise of community equity.....5

Free Beach Bus at Easter

Koalas count.....6

Research shows 4WDs damage Stradbroke beaches.....7

Iconic Places Act.....8

SIMO is 30.....8

Selling sand in a nutshell

CRL intends to maintain a presence on the island after sandmining operations end in about 15 years, and it doesn't want to pay the cost of moving stockpiled sand around behind the mine path. So CRL has formed another company, Queensland Construction Materials. If the Application is allowed, CRL/QCM will be permitted to truck sand off the island for the next 100 years or more that it will take to remove stockpiled sand.

SIMO was formed in 1978 to stop a bridge from the mainland. Since then, SIMO has waged many campaigns to protect Stradbroke Island's environment and to lobby for conservation, sustainability and wise development.

Proposal to sell island sand as building material

SIMO opposes CRL's scheme to ship 500,000 tonnes of sand per year off the island, for years to come, to sell as construction material.

CRL calls the sand 'excess' and a 'waste' product from mining. SIMO disputes this fiction. On a sand island, the idea of 'excess' sand is an oxymoron. All the sand is integral to the island. Sand remaining after the extraction of minerals is required to be returned to re-form the landscape. The island is not a quarry.

CRL's sandmining operations at Enterprise mine site were always going to be difficult. Five years ago SIMO expressed a range of concerns in relation to the company's Baseline Environmental Studies regarding the **destruction of the ancient dune systems – listed as 'significant' on the National Estate Register** – in this area, and the potential negative impacts to the adjacent unique ecosystem of Eighteen Mile Swamp and its steep escarpment.

CRL has exacerbated the problems of postmine tailings placement and landforming by dredging very deep and on a very wide front, with dry mining pits to either side of the main face, all hard up against the back of the escarpment.

In essence the company has become too greedy. Economics seems to be the only factor pushing the mine path planning – not environmental impacts, progressive rehabilitation success or commitments to Environmental Management Overview Strategies.

As dunes are mined, the minerals (about 1%) are extracted from the sand, separated, stockpiled and trucked to the mainland for further separation. The remaining sand is supposed to be pumped along with water by pipe to areas behind the mine path and used to re-create the landform as closely as practicable to the premine topography. (But this is not happening – another issue.)

In the case of Enterprise, the mine path is wide and very deep, so sand is stockpiled in a cleared off-path area to await a time in the future when it can be put back behind the mine and contoured into hills and valleys. But CRL says that it has a problem 'fitting' this sand back into the area behind the mine path, because of 'swell'. All mining operations produce what is called 'bulking', which is dealt with by careful planning of the mine path and placement of tailings. Now, all of a sudden, instead of reconstructing the landform in the premine orientation and form but higher, or using the sand to fill the huge void/hole created at the end-of-mine path, CRL proposes to truck sand off the island instead, to sell to the construction industry, in the process creating an income from sand that otherwise would have had no value to the company as landforming material.

Wildlife encounters

Summer 2008: Seven Loggerhead turtle nests this season – very lucky to find these ones, as the huge seas and tides over the summer caused erosion on all the beaches and made it extremely difficult for the females to come ashore safely.

Most of the nests are on Flinders Beach, so along with the big seas they have had to contend with the holiday 4WD traffic.

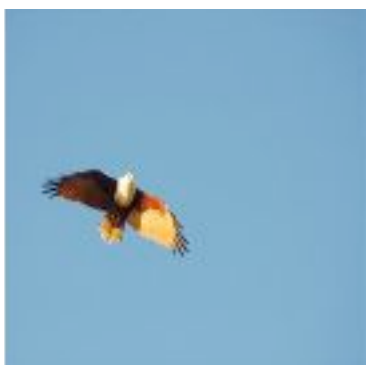
Most of the nests have now been tide-washed, and it will be interesting to see what the success rates are. The nest on Main Beach just north of the access is probably in the best position to survive.

Frigate birds and a Channel-billed Cuckoo are among some of the birds spotted over summer, along with a couple of families of kangaroos with young ones taking over the headland area and surprising tourists by jumping down the middle of the road.

Hairy Marys (Procession caterpillars) are along the Frenchman's tracks, auguring well for a good tailor season.

Mike Hines has spotted the baby beach ghost crabs that have been washing up on the beach again this year, to be eaten by the waiting line of Silver Gulls.

Jennie Truman



Brahminy Kite photographed by Stuart Patterson on Home Beach in March 2008

Under the Mineral Resources Act, sand is not a mineral: it is classed as a quarry material and comes under the Forestry Act. Under an Environmental Authority, the basis on which CRL operates all its mining leases, it is not permitted to extract sand. So QCM (see page 1 margin for note on CRL-owned QCM) applied for a Material Change of Use through Redland Council under the Integrated Planning Act last November, which is now open for public comment. [The Environmental Protection Agency is a concurring agency and has already approved the proposal. But EPA has set no restrictions on how long QCM can truck sand off the island, or placed any restrictions on the total amount of sand to be exported, or set any requirement to revegetate.](#)

Dunwich residents will suffer extra noise, dust and road danger from trucks rolling through the town roughly every two minutes.

The deadline for objections to the Application is 23 April 2008. SIMO will send members a summary of the main points to enable them to make individual submissions. Also, we are circulating a petition asking Redland City Council to refuse the Application. *Jennie Truman*

Water: Community Reference Panel third meeting

Although the State Government late last year cancelled the decision to take an additional 22 ML/day from the Stradbroke Island aquifer, the necessity remains to monitor and manage water extraction from the island, and also now to regulate groundwater use on the Bay Islands. Stradbroke continues to supply 70% of water used in the Redlands. On top of that, mining consumes even larger amounts, although most of the water is recycled back to the aquifer. But there are still many questions surrounding water used by the mines. For instance in the case of CRL, mining breaks up and homogenises all the layering in the dunes: how does this affect the flow of water through the ecosystem and into the aquifer? [The Water Resource Plan will set down management principles under which groundwater is to be extracted and used over the next ten years. These principles will be guided by the whole-of-island hydrological model of Stradbroke's aquifer that is still in development, and by reports being compiled for the WRP – environmental, hydrological, environmental, social-economic, cultural, heritage – and by a program of continuous monitoring.](#)

The CRP met again on 13 March. On the agenda was the economic and social assessment framework. A report is being developed that considers likely effects of different management options on current and future employment opportunities, educational, recreational and cultural activities, and island way of life. The focus is not purely economic but will also encompass environmental, indigenous, aesthetic and other qualitative values.

A range of different extraction scenarios is being produced for risk assessment. One possible scenario, of course, is taking no water from the aquifer. Another is taking the amount of water needed only for island use. Another maintains the current extraction rate. And other scenarios would examine the impacts of taking greater amounts. Each scenario has beneficial and negative impacts – economic and environmental. Whatever happens, there will be winners and losers. We don't know at this stage what scenarios and management options will be actively considered in the WRP. The CRP will be seeking to influence the scenarios selected for modelling and assessment, and we will be offering our comments on the adequacy and suitability of all the extraction scenarios.

The CRP will meet again in May when the Stage 2 Technical Advisory Report is ready for final comments. We also expect to critique the Stage 1 report soon and will ask for a meeting to explain the latest hydrological models *Jackie Cooper*

From submission by SIMO Committee member and marine filmmaker, Lucy Trippett

Reefs should not be subject to split zoning as they are relatively integral biological units. This principle makes sense due to the movement of marine life around reefs, yet it was not applied to the Moreton Zoning.

Flinders reef is home to 120 species of coral, and is an important link between reefs on the southern Great Barrier Reef and coral reefs in NSW. If we destroy Flinders there could be negative repercussions to the replenishment of coral stocks further south.

Studies all over the world have found that fish stocks increase within and around no-take zones within a few years. Where the zones are of optimum size and correctly spaced, the increase in fish stocks can be marked. Recreational fishers have by far a greater impact on fish stocks than commercial fishers in the Moreton Bay Marine Zone, yet the commercial fishers are being restricted more. If you want to reduce the fishing effect in the bay, you have to apply restrictions to those who have the greatest impact.

The rezoning plan needs to include multiple habitat types within a single no-take zone. Sea creatures regularly move around multiple adjacent habitats during the day and in their lifetimes. In general, adjacent mangrove and seagrass habitats around the bay should be further protected, as 75% of commercially caught fish depend on these habitats.

Some no-take zones are too small and should be combined with proposed protected areas close by to reduce the likelihood of negative edge effects.

There should be somewhere, particularly on North Stradbroke Island, where the fish are protected along the beach.

Draft Moreton Bay Marine Park Zoning Plan

In February, SIMO submitted comments on the Draft Plan. Our principal concern is that the Marine Park should be enlarged to 30%. According to the scientific standard advocated by scientists and marine park planners internationally, a minimum of 20-40% habitat protection is required to ensure species biodiversity and fisheries productivity. The Draft Plan advises extending the existing 1% protected area, but only to 15%. There is still a way to go.

Summarising SIMO's submission: The Plan does not tackle protection from boat strike, loss of food abundance and disturbance by jetskis affecting the Moreton Bay and North Stradbroke Island dolphin populations. The Point Lookout Bottlenose dolphins are the largest population of dolphins in the smallest area in the world. They prefer inshore waters and do not travel outside the area from Amity Spit to about the Causeway on the east coast beach. The Plan needs to deal with threats to this unique population from overfishing in this area, and to injury, death and disturbance caused by increased jetski use by tourists in the inshore waters.

The Conservation Zone does not preclude use of jetskis in the Point Lookout area. SIMO considers this to be a major failing of the Plan. Special protection areas should be included to encompass areas of high use by Bottlenose and Indo-Pacific Humpback Dolphins and Humpback Whale inshore migratory routes. This protection area should include a No Go area surrounding Point Lookout for commercial and private boat-based whale watching, to protect what is the best land-based viewing area for Humpback whales on the east coast of Australia.

The Plan does not address management issues regarding protection of endangered and vulnerable marine turtles. Loggerhead and Green turtles nest on Point Lookout beaches and use the inshore waters around the island for mating, feeding and migration paths. Turtles are particularly vulnerable to strikes by boats as they do not hear the high pitch of the motors and are slow to move away. Turtles with obvious propellor and boat strike damage are regularly washed ashore on North Stradbroke Island beaches. Research on mortality rates through boat strikes is progressing, but research about disturbance by boats on feeding habits of dugongs and dolphins is poor.

Habitat Zones are not adequate to protect turtles and dugong habitat from disturbance by jetskis. Conservation Zones and Habitat Zones that permit jetskis in inshore waters along nesting beaches will not protect these species.

Some of the No Take zones are fragmented and should be combined with areas close by to ensure better monitoring and protection of the species habitat that the zone aims to protect. Crab Island zone could be linked with the Middle Moreton zone to the west to protect the seagrass beds in between. MNP16 could link with Flat Rock to the south. The Amity Banks dugong and turtle areas need to be extended to include the area of highest population of dugong and turtles and seagrass meadows.

Go Slow areas and boating lanes should be enforced in these areas, and the top speed limited to 7 knots.

Very few of the No Take or conservations zones extend to the shoreline; they mostly begin half a kilometre offshore.

SIMO commends and encourages the installation of moorings all throughout the park. Moorings should be installed at Flat Rock, Flinders Reef, Hendersons Rock and Myora Reef. No anchoring zones should be extended to cover much more of Flinders Reef.

Jennie Truman

This beautiful stranger was snapped by local Bill Lowe on Main Beach in late December, after heavy winds. Bill knew at once that it was not one of the regulars he is used to seeing on the island. He had only a moment to take the picture before the bird was off. This is believed to be the first photograph taken in Australia of a Grey Ternlet (Procelsterna albivittata). Its usual habitat is the islands in the subtropical Pacific Ocean, the nearest colonies being on Lord Howe Island and Norfolk Island. Bill's picture is in the Queensland Museum. Copyright Bill Lowe



More National Park for Stradbroke Island

Inspired by the National Parks Association of Queensland president, John Bristow, who gave an address at the AGM last August, SIMO has resumed the campaign for more National Park on Stradbroke. While sister sand islands, Fraser and Moreton, are National Parks, Stradbroke still has only a tiny fraction of its total area of 27,500 ha gazetted: Blue Lake National Park, which was declared in 1962 and extended in 1969 to include Tortoise Lagoon. In 1992, 16,000 ha of additional National Park on the island, running from north to south in an unbroken corridor (see map, left) was ready to be gazetted. SIMO advocates the realisation of this visionary proposal.

SIMO and FOSI met Sustainability Minister Andrew McNamara to talk over this matter in mid-December, on the day after Peel Island was declared Teerk Roo Ra National Park. Interestingly, Peel Island is also part of the current Native Title claim that includes Stradbroke Island, and we are pleased to note that National Park status has not conflicted with Native Title.

The Minister, who is sympathetic, advised us that he intends to commence a process of declaring more National Park on Stradbroke during 2008. Consultation will take place with all stakeholders.

Eighteen Mile Swamp is an obvious candidate for protection, and so too is Brown Lake. SIMO urges that many locations of environmental, scientific and cultural significance should be included, as well as the crucial habitats of koala and other rare and endangered species, and all places of great beauty, including wildflower tracts, the many waterbodies and peat swamps, and the forests and high heathlands. We advocate a north-south corridor that will protect the island's remaining environmental treasures and enable people into the future to enjoy the quintessential experiences of Stradbroke's varied wild terrains and different moods.

Queensland still has only 4.8% of its total area protected as National Park, the smallest percentage of any state or territory. The national average is 8.3%. Meanwhile, parks visitation is growing by 8% a year, putting pressure on existing parks. The State Government is now considering how to increase Queensland's National Parks to at least 5%. **Stradbroke Island – on the doorstep of the most populous region of South-East Queensland, semi-wild, possessing a proud, ancient Aboriginal identity and with a rich future in ecotourism – is prime territory for declaring National Park.** *Jackie Cooper*



Schematic map showing the 1992 proposed 16,000 ha of National Park that did not eventuate (in green, with ore bodies shown in red, from north to south: Yarraman, Vance, Bayside, Herring Enterprise, Ibis Alpha, Gordon). Yarraman, Vance and Enterprise are still being mined. It is critical to retain intact the north-south environmental corridor. With 70% of Stradbroke Island currently under mining lease, some areas that have been mined would be incorporated in new National Park.



Cr Craig Ogilvie is congratulated by SIMO member Elinor Drake. Craig won 70% of the vote. The island gave Melva Hobson the strongest vote of all the precincts in the shire.



Free Beach Bus at Easter

The free shuttle bus ran again at Easter. The bus is provided by the Surf Life Saving Club, with the service administered by Redland City Council from funds raised by SIMO and FOSI.

The bus runs every half hour in a loop taking in Tramican and the headland. The shuttle bus should become a regular fixture at Point Lookout and an integral part of the holiday experience, encouraging more people to leave their cars at home. Statistics for the Christmas holiday indicate that during the 14-day period the service ran, the bus carried approximately 1574 passengers. The busiest day was 30 December, with 140 people waving a ride; and the day when fewest travelled by bus was 3 January, when only 80 made use of the service. The average number carried per day was 122.4.

New mayor means promise of community equity

At the local election held on 15 March, the old order was decisively toppled. Out went the pro-development bloc of former mayor, Don Seccombe, to be replaced by [pro-environment and pro-community mayoral candidate Melva Hobson](#) and a bevy of new, [pro-environment councillors](#).

Cr Craig Ogilvie consolidated his Division 2 seat, while all but two of the former majority of pro-development councillors lost theirs. Craig's strong advocacy for the island over the past four years helped to ensure that he was never in danger of being ousted by a pro-development pretender.

This rout was no local aberration. The pro-environment revolution was repeated in shires up and down the coast. In demonstrating the clear desire to call a halt to over-development, the voters of Redlands were in lock-step with voters from Noosa to the Gold Coast.

What does the new order mean for us on the island? Ms Hobson's electoral promises include: ['completion of the Dunwich Streetscape project...a collaboratively developed plan for a cultural/learning/tourism/community centre in Dunwich...the best outcome for the Amity Point Boat Ramp...upgrade of the Point Lookout Hall...Local Area Plans for Amity and Dunwich...Masterplans for the Point Lookout Headland and the "flat" areas'](#). SIMO congratulates Mayor Hobson and endorses every item of her Stradbroke agenda.

And beyond these significant initiatives that are so important for all islanders, SIMO also wants to change the way we do business with the Council in the future: a new community partnership. [We have written to the mayor requesting a community meeting 'to discuss ways to transform the current very limited level of community consultation and participation to a much broader, positive and creative degree of community empowerment and partnership with Council'](#).

In April 2004, following the previous Council elections, Dr Wendy Sarkissian, planner and community facilitator, and Paul Summers, former planner with Noosa Shire Council, held a workshop on ways the community can influence the decisions of Council. One of the topics was: 'how the island communities can achieve their goals through Council policy'. (The workshop was attended by Crs Ogilvie and Karen Williams.) At that time, the Council had a prior agenda that stymied community participation: development at all costs. With the new Council, we hope now that dysfunctional and negative policies can be unpicked and new policies enacted that reflect the strong desire to protect the island's environment and way of life.

SIMO has drawn up a provisional list of outstanding unresolved matters from the old Seccombe era for Council's attention:

- 1 Complete the Minjerribah Report
 - 2 Review/update/activate the Redlands Tourism Development Strategy prepared by ATS, 2003
 - 3 Build the bike path from Dunwich linking Amity and Point Lookout
 - 4 Release and implement findings of the 2003 Movement Study Report for Point Lookout that advocates greater pedestrianisation
 - 5 Respond to the Point Lookout Slow the Road petition of 2007
 - 6 Re-convene the Cylinder Beach Community Reference Panel, scrapped by Cr F Bradley, to oversee restoration of the beach
 - 7 Disclose Council costs in the hotel redevelopment case, and debrief Council officers so that future approvals will take account of the important lessons of that case
 - 8 Develop the Management Plan for the Heritage-listed Reserve at Point Lookout
 - 9 Implement a mandatory tourism accommodation code of conduct
- SIMO now hopes to see progress on these issues. *Jackie Cooper*



Koalas count

A new koala mapping program is to be conducted by Redland City Council, partly funded by an Environmental Protection Agency grant. Some koalas will be collared and tracked by GPS. RCC Senior Environment Adviser, Dan Carter, says that the aim is to determine where the koalas are on Stradbroke, and establish the numbers, as the basis for a management plan to ensure the survival of what is likely soon to become the last koala population in South-East Queensland. Although CRL did not acknowledge the existence of koalas on its leases until 2001, for the past five years the company has run a koala monitoring program,

SIMO Committee member Susan Martin writes: 'The koala in the photograph was taken by Bruce Martin on Good Friday (21 March) 2008. The Martin family was pushing along Clayton's road alongside the Four Mile Swamp which backs Flinders Beach. At a point where a small isthmus enters the swamp, there is a stand of young swamp mahogany; this koala was in one tree near the track, comfortably sitting in a fork with his arms around the trunk. He watched us for a short while before falling asleep with his chin tucked into his chest; not an old animal. There were at least two others in this area. We could locate them in the trees due to the light breeze blowing. When it stopped and the tree didn't cease to sway, we found a koala gently rocking. It is so good to see these fellows safe and well on the island.'
Footnote: The Australian newspaper, 26.3.2008, reported 'German supermarket shelves have been stocked with koala-shaped biscuits in a bid to lure more big-spending tourists to Queensland...to visit the koalas...last year's 74,000 [German tourists] spent \$143 million.'

conducted by Dr Frank Carrick; monitoring data are not yet available to the public. RCC is making use of baseline information provided by CRL, as nothing else is known of the island's koala population. Koala surveys and policies have been promised in the past but little has eventuated; and despite SIMO's best efforts, most Redlands koala surveys have left out Stradbroke Island.

Estimates put Stradbroke's koala population at between 1000 and 2000. Habitat is in areas where trees get plenty of water. Threats include foxes and domestic dogs, car strikes (half of which occur on mining leases), and the loss of food trees and habitat corridors. SIMO has asked CRL to maintain koala corridors on their leases, but to date the company has not embraced this important conservation policy.

*'The Stradbroke koalas prefer as food trees Blue Gum (*Eucalyptus tereticornis*) and the Swamp Messmate (*E. robusta*). A small koala colony in the Ibis Lagoons area [is this colony still there in 2008?] also feed on the Paper Bark (*Melaleuca quinquenervia*).*

'...It is important that the mining company re-establish this corridor [Myora-Amity] after mining. Blue Gums should be planted rather than the company adopting their usual practice of rehabilitation with pure stands of Acacia.' (from SIMO's 1991 submission to the Council)

The prospects for koalas on the mainland are devastating. In the Redlands – where 57% of the so-called Koala Coast population is located – 50% of koalas are dying from chlamydia. This endemic disease presents when koalas are under stress from habitat loss, predators, or starvation. Chlamydia renders the females sterile..

In the past ten years, 5000 koalas were killed on roads in SEQ; 1750 of these roadkills were in the Redlands. There were also 1750 dog attacks in the Redlands; koalas have an 80% chance of dying if attacked by a dog. In 2007, the population on the Koala Coast slipped under the critical survival figure of 5000. Now it seems only a matter of time before they are all gone.

No one quite knows what to do to save Queensland's state emblem from extinction. State Governments blame local councils, and vice versa. But the State Government has the power to step in and declare all the areas where koalas live on the island National Park.

Ten years ago RCC failed to follow EPA's recommendations to save koalas by protecting habitat. Now with the change of mayor and a new line-up of councillors, there could be the political will in Council to reverse its destructive pro-development policies. *Jackie Cooper*



*Making tracks on Main
‘Published evidence on vehicle effects on beaches does...clearly show that physical disturbance of the beach environment is a form of severe environmental degradation...that has ramifications for the biota..., the economic values of beaches linked to tourism and other uses..., and environmental management.*

‘...Impacts caused by vehicles range from the destruction of dune vegetation...and direct crushing of intertidal invertebrates causing lower population sizes...to reduced reproductive success and hatchling survival in shorebirds... A particularly poignant illustration of the negative impact of beach traffic on wildlife is the significantly lower rate of newly hatched turtles that reach the surf on beaches with vehicle ruts: freshly hatched turtles have a slower rate of movement when travelling over beach sections rutted by cars, which makes them more vulnerable to predation.

‘...On Stradbroke Island densities of ghost crabs are lower on beaches with ORVs... [I]t has been suggested that nocturnal ORV traffic may be responsible for killing large numbers of surface-active crabs... [or that] habitat suitability is lowered by ORVs.’

‘...On Stradbroke Island densities of ghost crabs are lower on beaches with ORVs... [I]t has been suggested that nocturnal ORV traffic may be responsible for killing large numbers of surface-active crabs... [or that] habitat suitability is lowered by ORVs.’

Research shows 4WDs damage Stradbroke beaches

When the Flinders Beach Land Management Plan 2005-2009 was produced, it was constrained by the lack of research specifically relating to beaches on the island. Now that information is coming through. RCC has commissioned Dr Thomas Schlacher and Luke Thompson from the Sunshine Coast University to conduct research into the impacts of 4WDs on Flinders and Main beaches.

A recent report by them, *Physical Impacts Caused by Off-Road Vehicles to Sandy Beaches: Spatial Quantification of Car Tracks on an Australian Barrier Island*, was published in the *Journal of Coastal Research*, Florida, USA, in March 2008.

‘Driving of off-road vehicles (ORVs) on beaches is mostly done in the context of leisure activities, but this specific beach use is not without controversy. While most tourism has some undesirable environmental consequences, it is environmental degradation attributed to beach traffic...that is more readily perceived by the public because of the visually and audibly highly disturbing nature of ORVs on beaches...[There is a growing body of evidence on the nature and extent of environmental degradation caused by ORVs on beaches, including geomorphological changes...; destruction of dune vegetation...; and impacts on wildlife such as turtles...and birds...and invertebrates...](#)

‘Beach traffic can cause ecological degradation via direct destruction of plants and animals (eg, crushing of organisms under vehicles) or indirect effects such as behavioural changes and habitat destruction. One mechanism that may alter the habitat suitability for beach organisms is physical disturbance to the sand matrix that serves as habitat for a range of invertebrate species. Often, such physical disturbance is clearly manifested by vehicle tracks cut into the beach face...

‘...Specifically, we quantified disturbances of beaches by vehicles in terms of: (i) the distribution of vehicle tracks across the beach face (dune to swash), (ii) the area of beach visibly corrugated by vehicle tracks, (iii) the depth to which the sand matrix is disrupted, and (iv) the volume of sand displaced by vehicles.

‘Physical impacts of ORVs were measured on North Stradbroke Island...[Of the 46 km of open, oceanic beaches on the eastern and northern side of the island, 40 km \(89%\) are open to ORVs. This traffic is concentrated on Flinders Beach \(8.4 km\) and Main Beach \(34.5 km\); only small sections on the northern end of these two beaches are closed to vehicular traffic...](#)

‘...Traffic volume can reach up to 500 cars per day during peak tourism season [*2700 vehicle trips were clocked on a single day on Flinders, Easter 2001: Flinders Beach Management Group stats*].

‘...A total of 398 vehicle ruts...were mapped, comprising a minimum of 2078 individual tyre tracks... On Flinders Beach, 61% of the beach surface was affected by vehicle tracks. Similarly, cars had rutted 54% of the sand surface on Main Beach...

[‘Vehicles caused deep corrugations on the beach surface. The mean depth of ruts was 5.86 cm, but many ruts were considerably deeper. 57% of vehicle ruts were deeper than 5 cm, 21% were deeper than 10 cm, and the maximum recorded rut depth was 28 cm.](#)

‘...It was estimated that beach traffic disrupted 38,018 m³ of sand in a single day on Main Beach, and 12,573 m³ on Flinders Beach. These volumes of displaced sand represent approximately 1.3-2% of the total sand wedge of the unvegetated beach... [From an ecological and conservation perspective...ORVs were estimated to have disrupted 5.8% \(Main Beach\) and 9.4% \(Flinders Beach\) of the faunal habitat matrix in a single day.](#)

Excerpt from SIMO's Iconic Place submission:
'Stradbroke Island is in need of official recognition as an Iconic Place to protect the townships from exploitative forms of development and tourism. At present the tourism industry is poorly regulated. Holiday letting occurs in areas zoned residential, resulting in serious loss of amenity. Large tour coaches are encouraged, even though this sector contributes no economic return to island businesses. Many 4WD enthusiasts drive on the beaches and destroy turtle nests and other dune inhabitants. We welcome visitors, but with so many coming, tourism on Stradbroke Island needs to be redirected along sustainable lines in order to protect the environment and the iconic values that attract visitors in the first place.'

SIMO is 30

Did the founding members of SIMO imagine in 1978 when they set out to stop the bridge that 30 years later they would still be so busy fighting for the island?

SIMO membership

Anyone wanting to join SIMO should send their contact details and payment.

Membership

Single \$11.00
Family \$13.20
Concession/student \$5.50

Send payments to:

The SIMO Treasurer
PO Box 4

Point Lookout 4183

For membership forms, information on what we do, or for email receipts, contact Fran:
3831 6735 (M-F),
quinnbris@optusnet.com.au
SIMO ABN 89 682 323 435

Contact SIMO:

PO Point Lookout 4183
ume@umemagazine.com

Iconic Places Act

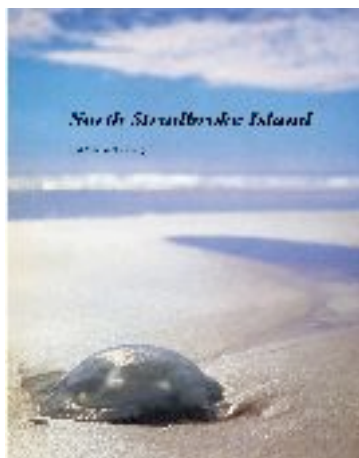
The State Government has introduced the Iconic Queensland Places Bill 2008 'to protect places with characteristics or qualities in their natural or built environment that reflect or contribute in a substantial way to Queensland's character'. The Bill establishes places considered 'iconic' (although this quality is not defined) and also gives the Minister the power to declare Iconic Places before 30 June 2008.

SIMO has lodged a preliminary submission asking for Stradbroke Island as a whole as well as its three townships individually to be considered Iconic Places. The objective is to ensure that planning principles as they relate to the island and the townships will protect the sense of place of each town and the characteristic island values even as development takes place.

Unfortunately, recent development has often trampled island character, usually in numerous small ways that go mostly unnoticed until it is too late to rescue what has been lost. Mainland banality, concrete driveways (on a sand island), street fences, and the Council's vague, inconsistent application of the planning provision for native vegetation to screen buildings are some of the ways that the island's distinctive natural character leaches away bit by bit.

Dunwich and Amity Point are yet to get Local Area Plans. Point Lookout is protected by a Local Area Plan, but the Council has ignored it more often than not. SIMO would like to see the new Council earnestly redress this and apply the planning provisions consistently.

If Stradbroke Island is recognised as an Iconic Place in Queensland, that will go a long way to helping raise awareness of the importance of protecting all that is left, built and natural. *Jackie Cooper*



Two good books for island bookshelves

The revised *North Stradbroke Island* (\$20) and *A Taste of Stradbroke. A flavour of the island, its cuisine and cooking community* (\$19.90), are both available. If you don't have copies yet of these two essential and useful island books, please contact SIMO. Funds from both books go to help SIMO.

STOP PRESS: SPOT THE KOALA

Please send your koala observations to SIMO, giving your name and contact details, date of sighting, time, location (as precisely as possible), number of animals, gender and condition if known, and any other details to jan@wildlifefilms.com.au. We will ensure this gets into the official EPA database. The information is important.

