



PORT of TOWNSVILLE
Nexus North Queensland

Appendix AA Social Impact Assessment Report

Townsville Marine Precinct Project
Environmental Impact Statement



SOCIAL IMPACT ASSESSMENT REPORT

TOWNSVILLE MARINE PRECINCT PROJECT ENVIRONMENTAL IMPACT STUDY

FINAL DRAFT

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PREPARED FOR:
PORT OF TOWNSVILLE LTD



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EXECUTIVE SUMMARY

Port of Townsville Limited (POTL) is undertaking an Environmental Impact Study (EIS) and associated planning for a 34 hectare facility at the mouth of Ross River, adjacent to Benwell Road. The project is known as the Townsville Marine Precinct Project (TMPP). POTL engaged Environment and Behaviour Consultants (EBC) to undertake community consultation and a social impact assessment for the EIS. The outcomes of the community consultation are reported in a separate report¹

The key objectives for the social impact assessment were to describe the existing social environment, including an assessment of:

- Social amenity and use of the project area,
- Population, demographic, social and cultural profiles,
- Community infrastructure and services,
- Recreational, natural, cultural, leisure and sporting facilities, and
- The integrity of social conditions.

The social impact assessment methodology was based on information derived from

- Community consultation notes,
- Written submissions and completed questionnaires,
- Australian Bureau of Statistics Census data, and
- Other available background information and reports.

Local residents and businesses, general community, interest groups and local, State and Commonwealth Government Departments provided input to the social impact assessment over a five month period from November 2008 to March 2009.

Both positive and negative impacts were identified as potentially arising from the TMPP. These included impacts on local businesses, employment and property values, impacts on the character and amenity of the suburb of South Townsville, impacts on resident's lifestyle, health and wellbeing and access to essential services, and impacts on the natural environment.

Table A provides a summary of the potential impacts and the stakeholders to which they apply.

¹ Community Consultation Report Townsville Marine Precinct Project Environmental Impact Study (EBC, March 2008)

Table A: Summary of Potential Impacts

Stakeholder	Potential Impacts								
	Business	Services	Character	Beach	Boating	Environment	Traffic	Pollution	Property
Local Community									
Residents - South Tsv.	ü	ü	ü	ü	ü	ü	ü	ü	ü
Businesses (river)	ü				ü				
Businesses (other)	ü						ü		
General Community									
Interested public			ü	ü	ü	ü			
Traditional Owners			ü	ü	ü	ü			
River users				ü	ü	ü			
Conservation groups			ü			ü		ü	
Other interest groups	ü	ü	ü	ü	ü	ü			
Stakeholders									
Local Government	ü	ü	ü	ü	ü	ü	ü	ü	
State Government	ü	ü		ü	ü	ü	ü	ü	
Commonwealth Govt						ü		ü	

The social impact assessment also includes a description of potential mitigation and management measures as proposed by participants in the consultation process.

1. INTRODUCTION

The Townsville Marine Precinct Project (TMPP) is a proposal for a 34ha commercial marine precinct at the mouth of Ross River adjacent to Benwell Road South Townsville (Lot 773). The development of the TMPP will allow a number of marine activities from sites upstream of the proposed Townsville Port Access Road (TPAR) bridge (7 metres above Highest Astronomical Tide (HAT)) across the Ross River to be relocated prior to the completion of the TPAR.

Port of Townsville Limited (POTL) envisages that the relocation of these activities will form Stage 1 of the Marine Precinct Development. The Queensland Government outlined the Terms of Reference (ToR) for the proposed Marine Precinct project in November 2008 under Part 4 of the *State Development and Public Works Organisation Act 1971* (Queensland Government 2008).

GHD Ltd has been contracted by POTL to undertake an Environmental Impact Study (EIS) for the TMPP. The objective of the EIS is to identify potential environmental impacts of the TMPP and propose measures to manage or mitigate any potential environmental impacts.

The Terms of Reference for the EIS state that an appropriate public consultation process should be undertaken. Environment and Behaviour Consultants (EBC) has been contracted by POTL to undertake the community consultation and social impact assessment for inclusion in the EIS.

While the objectives of the community consultation and social impact assessment differ in some areas, it was recognised that there was considerable overlap in both the information to be gathered and also the stakeholders to be consulted. Therefore, the information gathering phase of the community consultation and social impact assessment processes were largely undertaken jointly, and occurred between November 2008 and March 2009. A separate Community Consultation report has been compiled to report on the findings and outcomes of the consultation activities².

2. OBJECTIVES

The objective of the social impact assessment for the TMPP is to describe and assesses the potential impact of the proposal on the objective social environment. It has excluded any detailed assessment of the economic impacts of the proposal which is being undertaken separately by AECGroup³.

The description of the existing social environment included an assessment of:

- the social amenity and use of the project area and adjacent areas for fishing, recreational, tourism, industrial, residential and educational purposes;

² Refer to EBC's Consultation Report Townsville Marine Precinct Project Environmental Impact Study for detailed information on the consultation outcomes.

³ Refer to the AECGroup's Economic Impact Study Report for further information.

- the population, demographic, social and cultural profiles at the local level with regional and state relative comparisons;
- the community infrastructure and services, access and mobility;
- the recreational, natural, cultural, leisure and sporting facilities;
- the integrity of social conditions, including amenity and liveability, harmony and wellbeing, sense of community, access to social and community services and infrastructure; and public health and safety.

Where potential social impacts were identified, possible approaches to mitigating and monitoring these impacts have also been described.

3. METHODOLOGY

The methodology that has been used to undertake this social impact assessment is based on:

- Community consultation notes taken as part of the one-on-one community consultation and social impact assessment for the EIS;
- Written submissions and completed questionnaires received as part of the community consultation and social impact assessment for the EIS;
- Australian Bureau of Statistics Census data; and
- Other available background information and reports (GHD Ltd Report for the Proposed Townsville Port Marine Precinct (Lot 773 and Benwell Road) Public Use and Traffic Surveys (June 2008)).

A number of community involvement techniques were used in the community consultation and social impact assessments. These techniques included:

- Development and distribution of fact sheets, letters and questionnaires;
- Establishment of a dedicated project 1300 number with recorded message service;
- Establishment of a project website with on-line submissions form;
- Establishment of a project email address; and
- Newspaper stories and advertorials

At the time of consultation, artists impressions and detailed layouts of the TMPP (as appear throughout the draft EIS report) were not available, and only an early conceptual diagram was used to assist community and stakeholders visualise the likely layout and footprint of the TMPP (see Appendix A) It is therefore

likely that on review of more detailed visual representations of the TMPP, there may be some changes to the type and extent of social impacts identified by community and stakeholders to date.

Community and stakeholders will have an opportunity to review the artists impressions and more detailed layouts of the TMPP when the draft EIS report is released for public comment and in the public displays that will be held as part of that process.

4. DESCRIPTION OF COMMUNITY

At the outset of the project EBC identified “community” in the context of the TMPP as including property owners, businesses and residents with geographic proximity to the project, as well as those with an interest in the project generally, including residents of Townsville, community interest groups, Traditional Owner groups, regional industry and businesses. State Government Agencies and Departments, Commonwealth Authorities and Local Government were also identified as key stakeholders in the project.

Community in Adjacent Suburbs

The suburb of South Townsville is located in direct proximity to TMPP. Residents of South Townsville have a keen interest in the activities at the mouth of the Ross River from an employment, recreation and amenity perspective. Local residents were classified as those living in streets proximate to the TMPP or the areas currently occupied by marine industries likely to relocate into the TMPP. For the purpose of community consultation and social impact assessment those streets were identified as:

Boundary Street	Eighth Avenue
Seventh Avenue	Sixth Avenue
Fifth Avenue	Fourth Avenue
Comet Street	Cape Street
Sixth Street	Morey Street
Bell Street	Martin Street
Allen Street	Nelson Street
Hubert Street	Cannan Street
Archer Street	

123 South Townsville residents were personally interviewed as part of the community consultation and social impact assessment for the TMPP.

Demographic Analysis

It was recognised that residents of the broader Townsville region also have an interest in the South Townsville area, particularly in the commercial and employment opportunities relating to the marine industries operating from Ross River and recreational values of the beach at Benwell Road. Twenty-one public inquiries were received from local residents and Townsville regional residents during the course of the study.

Table 1 shows key demographic indicators for the South Townsville statistical local area (SLA) relative to the same indicators for the Townsville Local Government area and Queensland. Table 2 shows the same demographic indicators and identifies trends in these indicators across the three census periods of 1996, 2001 and 2006.

In 2006 the resident population of South Townsville was 2,378 people, which represented a decline of 4% since the 2001 census period. The occupancy rate for South Townsville in 2006 was also slightly lower than that of the Townsville Local Government area and the State of Queensland.

South Townsville also has a relatively lower percentage of separate houses (60%) when compared to Queensland and the Townsville Local Government area, and a significantly higher percentage of flats, units and apartments (35%). The decline in separate houses and corresponding increase in flats, units and apartments has been a general trend evident in South Townsville at least since the 1996 census period.

Table 1 also shows that South Townsville has relatively fewer private dwellings that are fully owned (20%) or being purchased (23%) and a relatively high percentage of dwellings that are being rented (40%).

The age profile of the South Townsville population (Table 1) shows that while the percentage of the population over 65 years is similar to that of the Townsville Local Government area and Queensland, the percentage of the population aged 14 years and below is significantly lower than that found in Townsville and Queensland. As a consequence the age dependency ratio, which is the proportion of the dependent population (aged below 14 years and over 65 years) to the working population (aged 15 to 64 years), is lower than that found in the Townsville Local Government area or Queensland. Table 2 also shows that lower age dependency in the population is a trend which has continued since the 1996 census period.

Although the labour force participation rate is similar to that found in Townsville and Queensland, the unemployment rate in South Townsville is marginally higher. In addition, while household incomes are similar to Townsville and Queensland, individual incomes are significantly higher than that found in Townsville and Queensland.

In comparison to the Townsville Local Government area and Queensland (Table 1), South Townsville is relatively more 'white collar,' with a relatively higher percentage of managers and professionals and a relatively low percentage of workers in clerical, administrative and sales occupations or who were machinery operators and labourers.

As also shown in Table 1, South Townsville has relatively fewer children attending pre-school, primary and secondary school and in comparison to the Townsville Local Government area, relatively fewer people attending university or other tertiary institutions.

In relation to family structure, South Townsville has a relatively higher percentage of couples with children and relatively fewer one parent families. However the percentage of people who were separated or divorced in South Townsville is higher than that found in Townsville or Queensland.

The socio-economic indexes for areas (SEIFA)⁴ shows that relative to other locations across Australia, South Townsville is only slightly more advantaged (6th decile).

The Index of Economic Resources reflects the profile of the economic resources of families and the income and expenditure of families, such as income and rent. The relatively low score on this index in the South Townsville area (2nd decile) indicates a relatively high proportion of households on low incomes and living in small dwellings.

The relatively high score on the SEIFA index of education and occupation indicates a high concentration of people in South Townsville with higher education qualifications or undergoing further education, with also a high percentage of people employed in more skilled occupations.

⁴ Australian Bureau of Statistics (2008). Socio-Economic Indexes for Areas (SEIFA) – technical paper. Australian Bureau of Statistics, Canberra.

Table 1. Demographic profile of South Townsville relative to Queensland and Townsville LGA (2006)

Profile	Queensland State	Townsville LGA ¹	South Townsville
Resident population	3,904,534	95,464	2,378
Number of occupied private dwellings	1,391,632	34,138	938
Occupancy rate	2.8	2.8	2.5
Percent separate houses ^(c)	79.4	74.9	59.6
Percent flats, units or apartments ^(c)	11.2	18.5	35.2
Median housing loan repayment (\$/month)	1,300	1,200	1,200
Median rent (\$/week)	200	180	180
Percent of dwellings fully owned ^(c)	31.6	27.2	20.2
Percent of dwellings being purchased ^(c)	33.8	31.7	22.9
Percent dwellings rented ^(c)	31.1	37.5	40.2
Percent aged 14 years and below	20.7	19.1	11.1
Percent aged 15 to 64 years	66.9	70.0	77.8
Percent aged 65 years and above	12.4	10.9	11.1
Mean age of persons (years)	36	34	41
Age dependency ratio ^(h)	49.5	42.9	28.5
Unemployment rate	4.8	4.3	5.2
Labour force participation rate ^(e)	61.8	64.2	63.0
Median individual income (\$/week)	476	529	653
Median household income (\$/week)	1,033	1,065	971
Percent managers and professionals ^(a)	29.5	29.2	38.4
Percent clerical, administrative and sales workers ^(a)	25.1	23.7	20.8
Percent machinery operators and labourers ^(a)	19.2	17.5	14.0
Percent attending pre-school ^(b)	4.9	4.0	1.6
Percent attending primary school ^(b)	29.1	24.4	18.1
Percent attending secondary school ^(b)	19.8	18.0	8.3
Percent attending technical or further education ^(b)	5.7	5.2	6.0
Percent attending university or other tertiary institution ^(b)	11.5	18.5	12.2
Percent couple family with no children ^(d)	39.1	39.5	38.2
Percent couple family with children ^(d)	43.3	41.1	52.6
Percent one parent families ^(d)	15.9	17.3	9.2
Percent separated and divorced ^(a)	12.3	12.7	19.1
Percent speaking English not well or not at all ^(f)	5.1	3.4	0.4
Percent Australian born	75.2	79.4	71.9
Percent Indigenous	3.3	5.2	5.4
SEIFA indices ^(g)			
Relative socio-economic advantage and disadvantage			981(6)
Economic resources			936(2)
Education and occupation			1001(7)

Notes: ¹ Prior to Local Government amalgamations

(a) Percent based on persons 15 years and over; (b) Percent based on all persons attending an educational institution; (c) percent based on the number of occupied private dwellings; (d) percent based on number of families in family households; (e) the number of persons in the labour force as a percentage of persons aged 15 years and over; and (f) percent based on persons born overseas

(g) Three SEIFA indices are shown with the raw score and decile score in parentheses. High decile scores indicate (i) socio-economic advantage, (ii) greater access to economic resources and (iii) many people with high qualifications and/or highly skilled jobs.

(h) The dependency ratio is a measure of the portion of a population which composed of dependents (people who are too young or too old to work) to the working population. Scores below 50.0 indicate less age dependency.

Table 2. Demographic profile of South Townsville (1996 - 2006)

Profile	South Townsville		
	1996	2001	2006
Resident population	2,059	2,477	2,378
<i>Percent change</i>	-	+20.3	-4.0
Number of occupied private dwellings	754	1,007	938
<i>Percent change</i>	-	+33.6	-6.9
Occupancy rate	2.7	2.5	2.5
Percent separate houses ^(c)	72.9	54.9	59.6
Percent flats, units or apartments ^(c)	16.7	31.6	35.2
Median housing loan repayment (\$/month)	865	750	1,200
Median rent (\$/week)	110	140	180
Percent of dwellings fully owned ^(c)	34.3	24.9	20.2
Percent of dwellings being purchased ^(c)	20.2	17.0	22.9
Percent dwellings rented ^(c)	39.3	41.9	40.2
Percent aged 14 years and below	12.4	12.0	11.1
Percent aged 15 to 64 years	74.0	74.4	77.8
Percent aged 65 years and above	13.6	13.6	11.1
Mean age of persons (years)	38	38	41
Age dependency ratio	35.1	34.4	28.5
Unemployment rate	15.8	14.1	5.2
Labour force participation rate ^(e)	58.2	60.8	63.0
Median individual income (\$/week)	290	369	653
Median household income (\$/week)	542	668	971
Percent managers and professionals ^(a)	36.6	34.9	38.4
Percent clerical, administrative and sales workers ^(a)	20.5	22.3	20.8
Percent machinery operators and labourers ^(a)	16.5	15.3	14.0
Percent attending pre-school ^(b)	2.4	2.6	1.6
Percent attending primary school ^(b)	17.9	12.7	18.1
Percent attending secondary school ^(b)	11.7	8.5	8.3
Percent attending technical or further education ^(b)	2.6	4.8	6.0
Percent attending university or other tertiary institution ^(b)	13.2	12.2	12.2
Percent couple family with no children ^(d)	42.7	38.2	38.2
Percent couple family with children ^(d)	51.5	43.5	52.6
Percent one parent families ^(d)	5.8	18.3	9.2
Percent separated and divorced ^(a)	16.9	15.6	19.1
Percent speaking English not well or not at all ^(f)	0.9	0.3	0.4
Percent Australian born	73.1	66.1	71.9
Percent Indigenous	5.9	6.6	5.4

Notes: ¹ Prior to Local Government amalgamations

(a) Percent based on persons 15 years and over; (b) Percent based on all persons attending an educational institution; (c) percent based on the number of occupied private dwellings; (d) percent based on number of families in family households; (e) the number of persons in the labour force as a percentage of persons aged 15 years and over; and (f) percent based on persons born overseas

(g) Three SEIFA indices are shown with the raw score and decile score in parentheses. High decile scores indicate (i) socio-economic advantage, (ii) greater access to economic resources and (iii) many people with high qualifications and/or highly skilled jobs.

(h) The dependency ratio is a measure of the portion of a population which composed of dependents (people who are too young or too old to work) to the working population. Scores below 50.0 indicate less age dependency.

Businesses and Other Land Owners

There are a number of general and marine based businesses that operate in the suburb of South Townsville which may be affected by the TMPP. These include a range of businesses operating from Boundary Street, Cannan Street, McCrossen Street and surrounding streets. These businesses include:

- Seabourne Electronics
- Seafood on Boundary
- South Townsville Take-away
- The Navigation Centre
- Tom's Fruit and Mini Mart
- Victoria Park Hotel
- Security Office Shredding
- Sheetmetal SSAF
- Sims Metals
- South Townsville Professional Offices
- South Townsville Self Storage
- Suga Dollz
- Supreme Pet Meats
- The June Marie Hair Salon
- The Players Palace
- Townsville Storage and Shelving Systems
- Tropic Distributors
- Tropical Containers Sales and Rentals
- U-Store
- VIP Gourmet Cellar
- Visual Signs and Print Design
- Wild Gravity (Prolighting and Sound Equipment)
- Wiltrading Global Logistics

These businesses were provided with information on the TMPP and offered a consultation interview. Seven businesses participated in the consultation with most preferring to use other means to provide comment on the project such as email or web-page submissions.

Other organisations operating in South Townsville include:

- South Townsville State School;
- St Johns Anglican Church;
- St Patricks Catholic Church; and
- Village Kids Children's Centre.

There were also a number of marine based industries which operate on the north bank of the Ross River.

These businesses include:

- Townsville Ross River Marina and commercial trawler fleet (marina facilities for commercial trawler fleet, includes a seafood outlet);
- Ross Haven Marine (slipway and hard-stand facility for commercial and recreational vessels, includes a chandlery);
- Pacific Marine Group (commercial marine construction and maintenance) ;
- Riverside Marine (Palm Island barges and Australian Institute of Marine Science research vessels);
- Harbourside Coldstores ;
- Curtain Brothers.

The Australian Defence Force Ten Terminal Regiment also operates from Ross River, as does the Townsville Region Water Police.

The Australian Institute of Marine Science (AIMS) loads passengers and supplies from Fisherman's Wharf.

All these marine industries and organisations were interviewed as part of the community consultation and social impact assessment process.

Community Interest Groups

There are a number of community groups in the broader Townsville Region which have shown an interest in the TMPP from an environmental or community amenity perspective. These include:

- North Queensland Conservation Council;
- Coastal Dry Tropics Landcare Inc.;
- SUNFISH (recreational fishing);
- Commercial Fishers Association;
- Townsville Bird Observers' Club;
- Townsville Local Marine Advisory Group (to GBRMPA);
- Seagrass Watch;
- Wildlife Preservation Society of Queensland (NQ Branch);
- Townsville Wildlife Carers;
- Birds Australia NQ.

All these groups were offered a consultation meeting and/or provided comment via written submissions.

Ross River Users

There are a number of recreational and commercial users of Ross River and surrounds. These include:

- Owners/operators of vessels currently occupying pile moorings (commercial and pleasure-craft).
- Owners/operators of vessels undergoing maintenance/repairs at Ross Haven Marina.
- Owners/operators of vessels located at Fisherman's Wharf.
- Owners/operators of recreational vessels using public boat ramp facilities in Ross River and Ross Creek (speed boats, jet skis, trailer-sailers).
- Owners/operators of kayaks, other water sports equipment.
- Recreational users of the Benwell Road beach.
- Townsville Wooden Boat Club.

Of the 52 vessels currently leasing pile moorings in Ross River, 24 were interviewed. 35 people using the Benwell Road Beach were interviewed and 20 recreational boat users using either Ross River or Ross Creek public boat ramps provided input to the study.

Other Project Stakeholders

In addition to community interest groups listed above, there were also a number of other key stakeholders with an interest in the TMPP.

These included:

- Burdekin Dry Tropics NRM;
- Aboriginal Traditional Owners;
- Members of the Port of Townsville's Community Partnerships Forum.

Traditional Owners were recognised as an important stakeholder within the broader Townsville community with an interest in the project. While a separate cultural heritage management planning process was undertaken, Traditional Owners were also invited to provide input to the community consultation and social impact assessment. Nine individuals provided input via completed questionnaires.

Key Project Partners and Government Stakeholders

Key project partners for the TMPP included primarily State Government Agencies and Authorities, and Local Government:

- Townsville Enterprise Limited;
- Townsville City Council;
- Queensland Department of Main Roads;
- Queensland Rail;
- Queensland Transport;
- Queensland Department of Infrastructure;
- Queensland Department of Regional Development, Tourism and Innovation.

There were also a number of other government agencies and authorities, both State and Federal, who had an interest in the TMPP either directly through statutory approval responsibilities or from an interest in the integrity of adjacent land or marine environments. These included the Great Barrier Reef Marine Park Authority, Queensland Environmental Protection Agency, Queensland Department of Primary Industries and Fisheries, Department of Natural Resources and Water and the Federal Department of Environment, Water, Heritage and the Arts.

Government agencies and authorities were invited to provide input to the study through Whole of Government meetings held by POTL.

5. REVIEW OF POTENTIAL SOCIAL IMPACTS

Population and Demographics

The population and demographics of South Townsville is not expected to change significantly as a result of the construction or operation phases of the TMPP. As the construction workforce is expected to be sourced locally there will not be a significant influx of personnel from outside the region into the local suburbs of South Townsville, or surrounds as most of the workforce will already be established elsewhere within Townsville. In the operational phase of the project, particularly in phases 1 and 2, the workforce is expected to be similar in composition to what it is currently, particularly if the existing Ross River marine industries relocate to new premises within the TMPP. In phase 3 of the TMPP there may be an increase in the marine industry and associated workforce however it is not expected to result in any significant changes to the population and demographics of the local area.

Business and Employment⁵

The majority of small businesses operating in Boundary Street or surrounding streets were more interested in aspects of the Townsville Port Access Road, which was perceived to more directly impact their businesses due to changes in traffic flow along Boundary Street, than the TMPP. The only concern raised by some businesses was if the existing marine businesses in Ross River were forced to relocate or close there may be negative flow-on impacts to local businesses such as hotels, maritime equipment suppliers and seafood outlets which relied on the custom from those industries. One business claimed that 90% of their business was from the marine industries located on the Ross River.

The marine industries and businesses operating from the northern bank of Ross River either directly or through flow-on businesses employ over 600 staff. All of these businesses will be affected by the TMPP, with most expecting to relocate to the TMPP as the TPAR bridge will prevent most watercraft from accessing the current premises upstream (Townsville Ross River Marina, Rosshaven Marine, Pacific Marine Group, Riverside Marine, Water Police and AIMS would all have to relocate. Harbourside Coldstores could remain at their current site but would need alternative seafood unloading facilities located in proximity to the trawler fleet. The Department of Defence Ten Terminal Regiment facility would also remain at its current location).

While the TMPP is viewed positively by these industries and businesses (without which they would be forced to relocate elsewhere or close their businesses once the TPAR bridge is operational), there was concern about the potential negative impacts to business in relation to timing and relocation arrangements. If the Ross River marine industries and businesses do not relocate into the TMPP, they would be forced to cease business or relocate to other areas in the region (most likely outside of Townsville) as the opportunities for relocation elsewhere in Townsville are considered very low. This would result in loss of

⁵ Please refer to *AECGroup* Townsville Marine Precinct Economic Impact Assessment for more detail on the potential business and employment impacts of the TMPP.

employment for those local residents employed by the marine industries and flow on impacts to local businesses in South Townsville, some of which rely on the marine industries for much of their business.

Most businesses felt that this was a very real possibility if suitable arrangements could not be reached for the timely and cost effective relocation of their business operations into the TMPP. There was an expectation that existing marine industries and businesses should be guaranteed a lease in the TMPP without having to tender or compete with other entities for it. However in the absence of any such agreements with POTL there was a high level of uncertainty as to whether they would relocate into the TMPP. This uncertainty was affecting employee morale as well as potentially jeopardising future contracts for a number of the businesses whose clients were expressing concerns about whether the business would be able to honour contracts into the future.

The potential for negative impacts to business arising from delays in the construction of the TMPP and subsequent delays in the relocation of businesses was also considered high. The costs of relocating plant and equipment, re-establishment costs and business down time during relocation and re-establishment were of major concern to business owners and there was uncertainty as to whether they would be compensated for such costs or whether the business would bear the loss. Furthermore, there was uncertainty as to whether the relocation arrangements would be 'like-for-like' in terms of land area and facilities provided (for example exclusive use of wharf areas). Marine businesses were of the opinion that any decrease in facilities, in comparison to what is available to them currently, could result in negative impacts to the business.

In terms of workforce and employment associated with the TMPP, AEC Group estimated that 410 full time equivalent years (272 FTE direct employment positions and 138 flow on) would be created over the 9 year (2009-2018) construction phase of the TMPP. It is expected that during the construction stages of the TMPP the majority of the required workforce will be sourced locally. There are a number of local construction firms and associated sub-contractors already established in Townsville and North Queensland, therefore the additional employment from the construction phase of the TMPP is likely to be met from within the region's existing labour force. The current easing in the job market due to the economic downturn and the fact that a number of prominent construction firms in the region, with established local workforces, have recently completed large State and Commonwealth funded projects locally means that a local workforce will be available.

In the construction phase it is not anticipated that new skills and training will be required as most of the construction related activities will be able to draw upon an existing workforce and skills base. The operational phase of the TMPP in the initial stages (Stages 1 and 2) will not require an additional workforce with specialised skills not already available locally as it will most likely house the existing marine industries of Ross River. However if there is an expansion of existing marine industries or new marine industries establish in Stage 3, there may be demand for additional employees with specialised

skills. The demand is not anticipated to be large enough to result in a skills shortage or the need for specialised training initiatives.

The construction phase of the TMPP will most likely result in positive flow on impacts to existing local and regional businesses, particularly in the manufacturing, whole-sale and retail industries. Businesses located in the South Townsville area will likely benefit from increased patronage due to proximity to the project site. AEC Group provides detailed estimates of flow on of service revenue and work to existing communities in the area in the Economic Impact Report.

Housing and Essential Services

It was acknowledged if the existing marine businesses were not relocated and were forced to close there would be a flow on affect into South Townsville in relation to essential services such as schools and corner stores. A decrease in demand could lead to the services closing or relocating out of the suburb to the detriment of the people currently using those services, especially the elderly.

One resident indicated that student numbers at the South Townsville State School were very low and any decrease in numbers could lead to the school closing and students being required to relocate to other schools further from home.

The most common response from residents was that hotels and smaller grocery and take-away shops would be impacted the most if marine businesses were no longer operating in South Townsville. The majority of residents felt that for these reasons it was essential that marine industries were relocated to the TMPP. The TMPP was considered to likely have a positive impact on local businesses and employment in the local area and therefore support existing services and even potentially lead to an increase in services.

In terms of housing and accommodation, there is unlikely to be a significant impact of the construction workforce on housing demand, community services or other essential services as the majority are expected to already be based in Townsville. Because of the central location of the project it is unlikely that the established workforce would seek to relocate from other areas of Townsville into South Townsville or surrounding suburbs and thereby place demand on the existing housing and accommodation availability in those suburbs. Even if a portion of the workforce was required from outside the region, and were relocated into Townsville, it would most likely have a negligible affect on housing and accommodation availability as there has been a downward trend in accommodation and housing demand across Townsville.

The TMPP construction and operation phases are not anticipated to have an impact, directly or indirectly on local health and educational facilities. The majority of the workforce for both phases will be drawn locally and therefore it is not expected that there will be a significant influx of workers to Townsville or South Townsville in particular, requiring additional health or educational services.

Likewise, the fact that the workforce for the TMPP is expected to be locally sourced means that an influx of large numbers of employees is highly unlikely and therefore additional demand is not expected on recreational, cultural, leisure and sporting facilities. The loss of the Benwell Road beach, however may

have an indirect, localised impact on recreational facilities in that people who use the site for exercise and recreation will be displaced to other facilities in and around Townsville. However this is not expected to result in a significant increase in demand for existing facilities.

It is also anticipated there would be little affect of the project, or associated workforce, on community infrastructure, services, access or mobility in South Townsville and elsewhere in the Townsville region.

AEC Group provides a detailed description of the housing market and accommodation needs of the workforce in the Economic Impact Report.

Attachment to Place

When residents were asked why they chose to live in South Townsville the following reasons were provided:

- Proximity to parks.
- Character of the suburb such as wide streets, old Queenslander style buildings, fisherman's wharf.
- Family history, birth place.
- Safe place to bring up children.
- Good house values or cheap rent.
- Proximity to the CBD, restaurants, hotels.
- Close to river and beach for recreation and access to pile moorings.
- Quiet.
- Ocean breezes, cool.
- Close knit community.

A strong attachment to South Townsville was demonstrated by many residents, including both long term residents and new arrivals. One resident of Boundary Street captured the feeling many residents had about their suburb:

"I love the breezes, [and socially] it's an eclectic mix, a melting pot of cultures, socio-economic, old and young, everyone co-exists, that is why South Townsville was chosen in the Building Better Cities program."

Character of South Townsville

Many residents commented on the character and heritage charm of South Townsville and that the suburb was at risk of becoming over industrialised. The TMPP was seen to contribute to this issue:

1. *Development at all costs will mean a loss of lifestyle for locals.*
2. *Any development will change the place.*

3. *Townsville City Council said no more industry for South Townsville, look what happens. Really disappointed they have back-flipped on no development for South Townsville.*
4. *So many places are taken over by development and the port doesn't do enough to stop it, in the 1990s they encouraged people to move here, now the port development is out of control.*
5. *The TMPP is not good environmentally or socially, this area is hemmed in by development i.e. Palmer Street, the port and the V8's.*

Many residents believed that if the TMPP was to proceed it would give other developers and the port the opportunity to continue further development:

1. *Once the marine precinct goes in it gives developers an opportunity to put more commercial things into South Townsville.*
2. *The port will get bigger and bigger, dust from the phosphate might become a problem.*

Some residents were disillusioned with the actions of the port and felt powerless to influence decision making:

1. *The port doesn't care about people here, they want our houses gone.*
2. *They will do what they want anyway.*

Others were more accepting of the project and with one resident commenting “*We live in a place where there are already ports and things, so there's not much we can do about it*”.

Lifestyle and Amenity

Benwell Road Beach

One of the principal features of South Townsville that was perceived as contributing to local resident's quality of life was the Benwell Road beach. The beach adjacent to Benwell Road is reclaimed land permanently leased to POTL for port-related uses. POTL has allowed continued public access to the beach until such a time the land is required for development.

The main activities undertaken at the beach were exercising, walking dogs and fishing, although people undertook other activities such as beach games, yabbing, and participating in water sports. A South Townsville resident commented:

1. *The nice thing about that beach is you can walk dogs and it's casual, everywhere else is so controlled.*

2. *I've seen at least 20 sea eagles at the beach, I've not seen that many in one area ever and I come from Sydney.*

The beach was not only seen by local residents as a place to pursue recreational activities, it was also seen as a focal point for the community to congregate and socialise, a place to simply admire the view, enjoy nature, relax and a place to let children experience a natural environment. Comments about the value of the beach included:

1. *It's nice having it [the beach] as a community area, it's a social meeting point and you get to know your neighbours more.*
2. *I've got cancer, the beach is my exercise and it's keeping me alive.*
3. *We use the beach as growth for our daughter, letting her watch life in the water. It's a big part of our life and a big drawcard of being here.*
4. *The beach is quite a unique area, it's not like The Strand and Rowes Bay, it's raw. It's good to go there and look and wildlife. It's close to the city, but untouched.*
5. *We use the beach daily with the dog, it's one of the positives of living here.*

The Benwell Road beach was not only used by locals, but also frequented by other residents of the broader Townsville region.

The beach also has a special significance for Traditional Owners, who said they casted for bait, collected shell fish, relaxed and enjoyed the fresh air and taught children how to get bush tucker, shellfish, and a comment to reflect this significance “*Took grandchildren there to teach them about country and bush tucker*”.

Other comments from Traditional Owners included:

1. *Beaches and sea air are healing and calming, and spiritual places.*
2. *Meeting place to yarn and meet family members.*

The majority of people who regularly used the beach indicated they would be very upset if the beach was reclaimed as part of the TMPP. Many felt that they had no other beach area to go to either because of distance to travel, restrictions on dogs at other beaches or the lack of natural environment at the other beaches. For many people the reclamation of the beach was the most significant negative impact of the TMPP. Comments included:

1. *We have begun our grieving by visiting the beach less and less, it would be too painful to lose otherwise.*

2. *It would be a shame to lose the beach, that's my greatest concern.*
3. *A big draw-point is the beach, we built our first sandcastle there so would be sad to see it go.*
4. *I would be extremely upset if the beach was lost. I would have nowhere to go. I would really, really miss it. I've been coming here for 20 years.*
5. *The beach was part of growing up for my so, we would access the beach and river. You need to think about kids in these things.*

While some residents did not use the beach for reasons including their age or that they did not have a dog to walk, many empathised with others in the community who did use the beach or just did not want the beach lost. Comments included:

1. *I'm not concerned for myself, but for the families who use the beach.*
2. *Although we don't use the beach, I'm not a hippy, but I don't want to see the beach go.*

People were concerned they were losing more public places and that something should be given back to the community to compensate for this loss Statements included:

1. *The biggest social impact will be the loss of public space, I'd prefer to see the new zone rehabilitated and turned into public space. They can't take everything and give nothing back.*
2. *You can't put all that commercial there and not give us anything back; it's got to be an equal compromise.*
3. *Surely there would be a compromise between the commercial developments. You just can't lock everyone out of it, we need to cater for the public.*

The findings of a public use count that GHD Ltd undertook at Lot 773 Benwell Road in early 2008⁶ found that the most popular activities were boating, walking dogs, walking, jogging and fishing. These activities were more frequently undertaken on Saturdays, Sundays and Mondays. Other activities (such as eating take-away meals and enjoying the view) were undertaken at similar proportions throughout the week.

The total number of users for the eleven weekdays and six weekend days that GHD surveyed was 3,432 people. On an average day, almost half of all people undertaking an activity in the investigation area were boating. Based on these counts, GHD estimated the daily use of Lot 773 (including boating) was approximately 193 people and that equated to a projected annual number of more than 70,000 visitors (GHD, 2008).

⁶ GHD, Report for the proposed Townsville Port Marine Precinct (Lot 773 and Benwell Road) Public Use and Traffic Surveys, June 2008.

Recreational Boating

GHD Ltd's public use count found that on an average day 48% of all activities at Lot 773 were boating. Most of these were recreational boats with a minor proportion made up of commercial vessels (GHD Ltd, 2008).

Owners of recreational vessels were concerned about whether public pile moorings and boat ramps would be included in the TMPP. While many acknowledged the fact that the predominant activities at the site should be commercial and industrial, there remained a view that it also needed to cater for recreational water pursuits that would be affected by the TPAR and the low level bridge across Ross River.

Owners of vessels on the pile moorings upstream of the future bridge across Ross River felt that the port was obligated to provide similar facilities downstream, possibly as part of the TMPP. Many were faced with selling their vessels or moving to another town if they were unable to obtain suitable pile moorings in Townsville. Pile moorings were often the only option for safe mooring of vessels for owners who couldn't afford marina berths.

Trailer boat users felt that any new marine facility in Townsville should include public boat ramps because of the shortage of such facilities in the Townsville area. Others in the community also felt that a public boat ramp could provide some compensatory access to public infrastructure in lieu of losing the beach.

Impacts on the Natural Environment

Residents, beach users, conservation interest groups and Traditional Owners spoke of their concern that the TMPP could have an adverse affect on the surrounding natural environment. This in turn could affect their ability to pursue recreational and traditional activities such as bird watching, fishing, crabbing, boating and swimming.

The breakwaters associated with the TMPP were of concern to some in relation to sand movement and sand build up. Some were worried that in a king tide event, if sand was built up at the mouth that the tide could not flow out and would bank up into the smaller creeks increasing flooding levels in residential streets.

There were also concerns about the breakwaters affecting the wildlife habitat at the mouth of Ross River. Not only is the South Townsville beach used regularly for recreation, the bank of Ross River and the sand spit on the southern side are local attractions with several people saying they visited the area regularly to look at marine life such as birds, turtles, dolphins and dugongs and to fish, crab and enjoy the peace and quiet. There was concern that the breakwaters could alter the natural systems governing sand accretion and potentially erode or accumulate sand at the mouth of the River, altering the habitats.

Residents and boat owners also spoke of their concerns regarding noise and boating traffic impacting on fish numbers.

Another comment was that *“The trawlers shouldn’t be relocated, their diesel and effluent contaminate the water”*.

Many people did not state specific problems they saw in relation to the environment, instead they made general comments:

1. *I have concerns about environmental impacts.*
2. *All that reclaim cannot be a good thing on the environment.*
3. *Will make life better if it gets rid of the big trucks off Boundary Street, but I don't want that to be at the expense of harming the environment.*
4. *Hopefully environmental stuff will be looked after, no pollution.*

Health and Wellbeing

Noise and Air Pollution

Many residents were concerned about pollution from industrial development at the Port and in South Townsville generally. Many residents in streets closer to the TMPP site expressed anxiety about the potential for an increase in airborne pollution, in particular dust, paint and chemicals and noise from industrial activities from the slipway or boat building operations within the TMPP. This was thought likely to be exacerbated by the prevailing ocean breezes which come to the suburb from the direction of the TMPP.

1. *It will impact too much on my house noise, pollution and dust. We will cop all the dust, that's the way the breeze comes from.*
2. *It's becoming an increasingly industrial area with the associated pollution and noise.*
3. *We get enough black dust here already, we don't need more dusty things.*
4. *A lot of people will be concerned about pollution, noise, air, smells and contaminants floating around.*
5. *There had better be some decent sound-proofing of operations with the winter acoustics it will sound like they're working in Flinders Street.*
6. *Concerned about antifouling dust and sandblasting.*
7. *Our houses are covered in dust, like a giant vacuum cleaner for the port.*

Of concern to residents in close proximity to the proposed development was the risk of large buildings or sheds blocking the sea breeze.

Another common concern was the uncertainty of exactly what activities would take place in the precinct, the description “commercial activities” was seen as being very broad with a resident commenting “*I’m interested to know exactly what industry will go in*”.

Traffic

Depending on where residents lived in South Townsville the impact from traffic was of differing concern. Some residents believed if only the existing upstream marine businesses were relocated into the TMPP, those living on Boundary Street east of 5th Avenue, would see an increase in traffic accessing the marine precinct with a comment received “*It will make the traffic worse, we bought here three months ago because we thought traffic would be reduced significantly*”.

Others in quiet side streets were concerned about the potential for more through traffic, or dead end streets being reopened.

1. *I am concerned about Archer Street, leaving it open will allow transit traffic from the south to the city.*
2. *If the activities don’t generate adverse affects I don’t see a change in values in this area, unless they open up the traffic in a different way. It’s a nice quiet area.*
3. *We don’t want any more traffic on this street.*
4. *It will create more traffic down the streets.*

Boundary Street residents assumed any traffic that would be accessing the precinct would be smaller commercial and passenger vehicles, unlike the heavy vehicles that currently pass their homes.

1. *I am concerned about any more noise, the house shakes with the traffic.*
2. *The public should be kept out of the facility, it will create more traffic.*
3. *I would rather the beach be dredged than have all those trucks through South Townsville.*
4. *Perhaps more traffic, going to and from work to the marina, it will be more than what it is now so more people will be stopping across road at shops and potentially blocking my driveway.*

Property Values

Property owners were undecided when asked if they thought the marine precinct development would have an impact on property values, this was further complicated by the present uncertainty surrounding the global economic crisis.

Issues likely to impact on property values either negatively or positively were raised. Positive impacts included:

- If the precinct was going to house new businesses and enable the existing businesses to expand there would be increased demand for housing by employees close to the precinct.
- Increased traffic in Boundary Street as a result of the marine precinct, a positive for small businesses.

Potential negative impacts included:

- With no access to the beach and pile moorings South Townsville is no longer draw-card for people seeking water access.
- Potential of increased traffic both in side streets and on Boundary Street.
- The more commercial and industrialised the precinct becomes, the less attractive the suburb will be for potential residents.
- Noise from the marine precinct and the EAC would decrease property values.

When asked about what kind of development should be considered for areas on the bank of Ross River which may be vacated by marine industries, the majority of respondents indicated that they felt that it should be redeveloped into low density, residential housing with areas of public space and access to the river. Most residents felt that any development of the site should be in keeping with the character of South Townsville and they would not be in favour of high density residential development or commercial or industrial development. Most felt that the appropriate redevelopment of the site could enhance property values throughout the rest of South Townsville.

However, the Department of Defence was very concerned about any residential development potentially occurring adjacent to its facility. Any residential development adjacent to the facility was considered incompatible with defence activities and likely to result in security issues and problems with noise and visual impacts.

The TMPP is not anticipated to have any direct significant positive or negative impacts on current property values in the area. It is located in an industrial area, proximate to the Port of Townsville. However the loss of the Benwell Road beach as a local recreational site may be perceived to indirectly affect nearby residential property values as it is recognized to be a draw-card for many people to choose to move into the area. However this is likely to be more than offset by the re-development of the vacated lands upstream into residential lots. This would be further enhanced if the redevelopment of the area included community infrastructure, recreational areas and retail outlets.

Properties in the general vicinity of the project have the potential to be impacted by noise, dust and visual impacts. The redevelopment of the vacated lands upstream of the TMPP in most cases would be considered likely to have a positive impact on local residential areas in comparison to the existing use of

the land by marine industries. However, should high density residential development occur in this site, there may be visual amenity impacts, traffic and congestion impacts to adjacent residential areas.

Many residents indicated that if the TMPP included provision for boardwalks, picnic areas and cafes, it would likely have a positive impact on local residential and retail property values, as it would serve a function as a community and retail area, not just an industrial and commercial site.

6. MITIGATION AND MANAGEMENT OF NEGATIVE IMPACTS

During the course of the community consultation and social impact assessment, participants provided suggestions for the mitigation and management of potential negative impacts associated with the TMPP. These are discussed below along with commentary by POTL.

Business and Employment

Many local residents believed that the marine industries upstream of the future TPAR bridge should be relocated at government expense into the TMPP and compensated for any losses. They believed that the marine industries were essential to the suburb and the region and were being impacted by the TPAR through no fault of their own.

While it is accepted that businesses may feel a need to be compensated for any inconvenience or business impacts that may result from construction of the TPAR bridge, POTL believes that care needs to be taken not to confuse the potential impacts of construction of the bridge, with those of the development of a Marine Precinct, which is the subject of this EIS.

The matter is further complicated by legal action that is currently underway and this limits the amount of information that can be presented in this public document. POTL has been and will continue to undertake individual negotiations with POTL lessees who wish to participate in an open negotiation process. The aim of this negotiation process will be to obtain the most efficient arrangement for obtaining a lease in the proposed TMPP.

It is not expected there will be any employment losses as a result of development of the TMPP. In fact economic modelling conducted by AEC and explained further in their economic impact assessment report suggests an approximate growth in employment of 24% at the completion of the Marine Precinct. There will also be creation of construction and related jobs during construction of the TMPP and redevelopment of vacated upstream lands.

The developer of the TMPP will be obliged to make provision for training and employment of indigenous workers in their contract labour force in accordance with commitments made by POTL in the Cultural Heritage Management Plan negotiated between POTL and Endorsed Aboriginal Parties.

Housing and Essential Services

A number of residents expressed concern that if any businesses were not relocated and were forced to close there would be flow-on effects into South Townsville in relation to essential services such as schools and corner stores.

POTL advises that a key purpose in developing a Marine Precinct is to provide an alternative purpose-built location for businesses who may be affected by construction of the TPAR bridge, and to provide an opportunity to grow their businesses (or for other related businesses to establish in the Precinct). If this is achieved, the resultant construction workforce and employment opportunities in the TMPP will provide flow-on benefits to South Townsville, rather than negative impacts.

The first stage of the TMPP will specifically allocate space for existing commercial marine capabilities. That is, space for businesses if they choose to relocate, space for trawlers and provision for essential services such as power, water, fuel and vessel lift-out facilities. Later stages will provide opportunities for diversification and/or expansion.

The AEC economic report has indicated there should be no impact on housing stock in South Townsville. In their view the construction workforce can be filled by existing workers already located in Townsville with no need to make specific allocation for construction housing.

Character of South Townsville

During the consultation phase residents commented on the character and heritage charm of South Townsville and expressed concern that the suburb may become over-industrialised.

POTL considers it is likely that the reverse may occur if existing commercial marine businesses, currently located in residential areas, relocate to the TMPP. The site for the TMPP is located further towards the Port, away from residential areas, thus concentrating industrial activities closer together and reducing the impacts on residential areas that currently occur.

If redevelopment of vacated upstream land occurs, it is envisaged that it will be required to meet the planning objectives for the South Townsville Precinct as identified in the Townsville City Plan. There will be specific recreation and public access opportunities created in the redeveloped upstream lands (e.g. boardwalks, fishing or viewing platforms, food outlets) that should enhance, rather than detract from, the character of the suburb.

Public Space and the Beach

With regard to losing public places, such as the beach, residents believed that something should be given back to the community to compensate for this loss. Statements included:

- 1. The biggest social impact will be the loss of public space, I'd prefer to see the new residential zone rehabilitated and turned into public space. They can't take everything and give nothing back.*

2. *You can't put all that commercial there and not give us anything back. It's got to be an equal compromise.*
3. *Surely there would be a compromise between the commercial developments, you just can't lock everyone out of it, and we need to cater for the public.*

Others were concerned that the atmosphere, physical attributes and the “beach experience” could not be replaced and suggested a section of the beach be retained so people could continue to use the area for recreation. Comments included:

1. *You can't compensate for the beach, only with another beach.*
2. *If the beach could be incorporated into the marina it will be even better.*
3. *Leave half of it as a beach area. When we come into South Townsville to work at the weekends, we bring our dogs with us and give them a run on the way home.*
4. *Leave some of the beach if possible.*
5. *There are so few areas where you can take your dog. You can't replace the beach.*

Several respondents mentioned the port's environmental park and how that could be improved to cater for people once they could not access the beach, one comment “*Once the beach is gone, the environmental park could be better maintained and cater more for people with dogs*”.

Even though most respondents understood the TMPP would be commercial, many believed that if some public space and/or facilities were provided in the TMPP it would go some way towards compensating for the loss of the beach. The community would continue to have somewhere to meet, fish, socialise, look at the view and relax. Suggestions made by the community included:

- Public boat ramps and parking.
- Boardwalk.
- Viewing platform.
- Parks and shaded areas.
- Eateries such as fish and chips.
- Fishing platform.
- Traditional owner signage for information to tourists.
- Port of Townsville museum.
- Toilets, drinking water.
- Marine life information.
- Native plants and bush tucker.

POTL is aware of the value South Townsville residents and visitors place on access to the South Townsville beach at the end of Boundary Street. The South Townsville beach was reclaimed in the 1950s from sand at the mouth of Ross River. Control of the land was vested with the Port by order of Government. It was identified as the site for an early concept marine precinct in the 1970s which was not developed at that time. The beach was again earmarked for development in the 1990s as part of the Eastern Reclaim project but was not required at that time. POTL has allowed the public to continue use of the beach until such time as it is required for Port-related purposes.

It is important to realise that the South Townsville beach is not a “public beach” in the commonly accepted use of the term. However, the beach has become a valued attraction for locals and visitors and so POTL has been actively seeking alternative recreation opportunities in anticipation of the time the beach would be required for Port-related uses. Unfortunately it is not possible to create a new beach in the local area because all waterfront land on the western side of Ross River is already taken up. The sand spit on the eastern side of Ross River is recognised as a sensitive environmental area for migratory birds so it is unlikely that people with dogs will be permitted in this area once the bridge over Ross River is constructed.

POTL has made available more than 200 hectares on the eastern side of Ross River that will be incorporated into an environmental reserve that will provide new recreation opportunities for locals and visitors but dogs will not be allowed in this area. POTL has also provided a public environmental walkway at the end of Boundary Street for walking, jogging and dog walking on-leash. POTL is committed to providing access points to the river in the TMPP (within the boundaries of safety and security) and in any redevelopment of vacated Port land in Ross River. It is likely that a number of the public space suggestions from the community will be incorporated into any redevelopment of upstream lands.

Recreational Boating

POTL advises that although early concept drawings indicated the potential inclusion of public boat ramps in the TMPP, subsequent investigations during the EIS phase have indicated that inclusion of public boat ramps, parking and associated facilities is likely to compromise the commercial viability of a commercial marine facility. POTL has indicated it will not close any existing boat ramps on Port land until the Government has completed a regional boat ramp study and has put alternative facilities in place.

With regard to inclusion of boat ramps in any redevelopment of upstream lands, POTL will leave this decision until after the completion of the regional boat ramp assessment. However, it should be noted that recreational boat ramps in a new residential area have the potential to result in noise conflicts.

Construction of the Marine Precinct will not affect the existing use of Ross River by recreational boat users. It should in fact have a small beneficial effect by extending the calm water environment further seaward once the TMPP is constructed.

With regard to recreational boats currently utilising the pile moorings upstream of the proposed bridge, POTL advises that it has no plans to remove the existing pile moorings. Boats that are able to navigate under the proposed bridge will still be able to moor at the pile moorings.

The proposed breakwater will provide a sheltered environment in the lee of the breakwater where additional pile moorings may be established at some stage in the future, but some larger vessels may need to seek an alternative mooring location at one of the expanded pile mooring locations in Ross Creek or Breakwater Marina until such time as pile moorings are established as part of the TMPP.

Social Amenity

To reduce negative impacts on resident's lifestyles, people suggested the precinct should:

- Be made more accessible and interesting to the public;
- Be aesthetically pleasing;
- Be built in a style that was in keeping with the old buildings of South Townsville;
- Incorporate a green buffer zone.

Comments in relation to these suggestions included:

1. *Different to what I thought, no green buffer for residents from noise, air, pollution.*
2. *If you said it was going to look like Airlie Beach, low density with pleasure craft and coffee shops, you could imagine it being a positive.*
3. *It needs to be kept in the old-style we already have here.*
4. *If you do it properly it could be an attraction, having shops and café there could definitely improve South Townsville.*
5. *Just because it's a road to the port it doesn't mean tourists don't go down there, they don't want to look at a load of concrete businesses.*
6. *The precinct could still be an interesting area. In places like Vancouver and Seattle they have boardwalks and fish markets. It could be quite attractive and you could potter about looking at the chandlers and tanks with fish.*
7. *It would be great to have an alternative to the Gold Coast look, something more real and working class, but built so people can use it.*

In response to these comments POTL has advised that, to a certain extent, the visual appearance of the Marine Precinct will be guided by the types of industries to be located there. For example, contemporary environmental standards may dictate that activities such as spray painting and abrasive blasting be conducted in sheds where any spray emissions or blasting residue can be captured. The size of the sheds will be dependant on the size of the boats to be maintained. If the TMPP is to be a long term operator in the boat maintenance industry, the sheds will need to be big enough to accommodate vessels such as the

Magnetic Island fast cats, tugs operating along the eastern seaboard, trawlers and Defence patrol boats. This will mean that some (not all) sheds in the precinct could be up to 30m in height. Other industries will not require tall sheds but may have other specific requirements for capture of odours or emissions.

The TMPP is intended to be a functional, commercial marine precinct rather than a public area with tourist attractions. However, within the bounds of safety and security, it is POTL's intention that there will be public access to specific locations within the Precinct. These may include one or more fishing or viewing areas, a seafood sales outlet and one or more other sales outlets such as chandlery. There will be few opportunities for beautification of the Precinct itself, although there will be development controls imposed. POTL will maintain the vegetation buffer it is currently developing at the end of Boundary Street.

Environmental Impacts

Conservation interest groups felt that breakwaters should be avoided if at all possible and that compensatory bird habitat should be built into the project design if breakwaters were included in the TMPP.

The offshore, crescent-shaped breakwater configuration that has been chosen has been assessed as being an efficient design taking into account economic and environmental factors as well as the ability of the breakwater to fulfil its intended purpose of providing a protected wave environment for the Marine Precinct. Earlier breakwater options that connected to land were not progressed after further assessment revealed they were likely to have a significant impact on environmental values.

It is not anticipated that the chosen breakwater design will have any negative impact on bird habitat. Construction will be undertaken from the Port Eastern Reclaim area or by barge, not from land on the eastern side of Ross River. Modelling has shown that there may be some build-up of sand to the east of the breakwater over time (see the hydrodynamic modelling report). This may provide a beneficial impact of additional bird roosting or feeding habitat. It is also likely that the breakwater structure itself will be utilised by birds as a roosting structure. This assumption is supported by observations of birds using existing Port rock walls (see further detail in the migratory bird report).

Other potential environmental impacts are addressed in the technical reports.

Noise and Air pollution

Noise and air modelling conducted for the EIS has indicated that residential properties should not be negatively impacted by development of the TMPP provided that appropriate dust control measures are implemented during construction. Once constructed and operational, each industry requiring a license from the EPA will have conditions imposed to limit noise, dust and other emissions. One of the changes that is likely to occur from the existing industries to the new location is that contemporary environmental standards are likely to require that activities involving emissions to air or water are contained. For example it is unlikely that abrasive blasting or spray painting will be permitted to occur outside in an unprotected area. Further detail on each of these issues is provided in the technical reports.

Traffic

Some residents expressed concern that the TMPP may generate more traffic along Boundary Street and on the quiet suburban roads.

POTL has responded with advice that, other than during development of Stage 1 when there will be some additional truck traffic along Boundary Street, construction trucks for development of subsequent stages should access the site via the TPAR bridge. Once constructed, traffic accessing the precinct will generally be smaller commercial and passenger vehicles apart from occasional deliveries of large vessels or fabricated items on trailers.

Property Values

Some residents expressed concern that the potential for increased traffic and noise impacts would impact property values. Concern was also expressed about a potential negative impact on property values if the upstream redevelopment introduced high density residential blocks and reduced access to the river.

POTL considers that property values should not be negatively impacted and could in fact be positively affected because existing commercial marine industries will be removed from residential areas and co-located in a purpose-built facility closer to the Port and away from residential areas. Any redevelopment of upstream lands will be undertaken in accordance with the planning controls for the South Townsville precinct in the Townsville City Plan, and will include more opportunities for public space and public use areas adjacent to the river than currently exist.

Additional Mitigation and Management Measures

Further detail on the mitigation and management of many of the potential impacts identified in the social impact assessment is provided elsewhere in the EIS report.

Table 3 below provides summary of the potential management and mitigation measures for identified social impacts.

Table 3. Management and Mitigation of Potential Impacts

Potential Impact	Management and Mitigation Measures
Marine industry and business	<ul style="list-style-type: none">• Clearly defined opportunity for relocation into Stage 1 and 2 of TMPP• Access to equivalent opportunities in the TMPP
Public spaces	<ul style="list-style-type: none">• Provision of public spaces in the TMPP and recreational opportunities in the redeveloped lands upstream• Public access to retail outlets in TMPP• Alternative off-leash, dog walking area provided in local area

Recreational boating

- Provide opportunity for inclusion of pile moorings in TMPP subject to commercial viability
- No loss of existing boat ramps as a result of development of the TMPP.

Natural environment

- Management of construction impacts on marine megafauna and adjacent sea bird foraging and roosting sites
- Extension of 6 knot vessel speed limit to outer extent of any new breakwater
- Final breakwater configuration to minimise impact on sensitive environmental areas
- Pollution control measures incorporated into TMPP design and operation in accordance with EPA requirements

Air and Noise pollution

- Management of dust and noise during construction and operation
- Management of dust and noise levels during operation
- Appropriate restriction of dust creating activities through conditions on any Development Approval

Visual Amenity

- Final TMPP design to minimise visual impact as much as possible
- Redevelopment of upstream land to be in accordance with amenity and height requirements in Townsville City Plan.
- Vegetation buffer in Environmental Park maintained between TMPP and residential areas

Traffic

- Discourage use of side streets by heavy vehicles accessing TMPP
 - Control density of buildings in redeveloped upstream lands through planning controls in Townsville City Plan
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